



Downtown River Corridor Implementation Program

**Adopted
July 18, 2000**



**City of Fort Collins
Community Planning and Environmental Services
Advance Planning Department**

Downtown River Corridor Implementation Program

Summary Report

Adopted July 18, 2000



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Community Planning and Environmental Services
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Adopting Resolution 00-95

RESOLUTION 2000-95
OF THE COUNCIL OF THE CITY OF FORT COLLINS
ACCEPTING AND APPROVING THE DOWNTOWN RIVER CORRIDOR
IMPLEMENTATION PROGRAM

WHEREAS, pursuant to the 1997 - 1999 City Council Policy Agenda, a program was initiated in January, 1998, to develop the Downtown River Corridor Implementation Program (the "Program"); and

WHEREAS, over one hundred meetings have been held with City Council, City boards and commissions, community groups, property owners associations and individuals to gain input on new projects in the Downtown River Corridor (the "Corridor"); and

WHEREAS, various public events and symposiums have been held to aid in the adoption of the Program; and

WHEREAS, as a result of said meetings, symposiums and public events, the staff has developed and presented to the City Council a Downtown River Corridor Implementation Program Report which is intended to coordinate the implementation of existing and new projects involving natural features, recreation, public infrastructure, historic resources, flood mitigation and development in the Corridor; and

WHEREAS, the Program uses as its foundation the elements of City Plan together with the standards contained in the Land Use Code, as well as adopted area plans; and

WHEREAS, the Planning and Zoning Board, Natural Resources Advisory Board and the Downtown Development Authority have recommended certain amendments to the Program and have recommended to the City Council that it accept and approve the Program as proposed to be amended; and

WHEREAS, the Parks and Recreation Board has recommended to the City Council that it accept and approve the Program; and


WHEREAS, the Council of the City of Fort Collins has determined that it is in the best interests of the citizens of the City that the Program be accepted and approved.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS that the Council hereby accepts and approves the Downtown River Corridor Implementation Program, including: (1) the list of prioritized projects, (2) directions for the formation of a "River Team" to guide Program implementation, (3) directions for the investigation and pursuit of funding sources and (4) the provision of public outreach throughout implementation, all as described in the Report attached hereto and incorporated herein as Exhibit "A".

Passed and adopted at a regular meeting of the City Council held this 18th day of July, A.D. 2000.


Mayor

ATTEST:


City Clerk - Chief Deputy

Executive Summary

The Downtown River Corridor Implementation Program (DRCIP) is a plan of action for the area along the Cache la Poudre River near Downtown Fort Collins. The Program is intended to coordinate the implementation of existing and new projects involving natural features, recreation, public infrastructure, historic resources, flood mitigation and development.

The Program does not suggest changes in *City Plan* or the City's Land Use Code. Instead, the Program builds on existing projects and programs, especially *City Plan*. As spelled out in *City Plan*, the vision for the Downtown River Corridor is for enhancement and restoration of natural features of the river, an extension of Downtown uses and character towards the river landscape, and the integration of cultural and recreational opportunities into the area.

The Program consists of two distinct phases. The first phase, which concludes with this report, has been the process of identifying priorities, recommending next steps, and providing public outreach. The list of projects and descriptions, which resulted from this process, are crucial for coordinating projects and pursuing appropriate funding sources. The second phase will consist of actual project implementation.

The following are actions recommended to implement the Program:

1. Form an interdepartmental staff "River Team" to coordinate the implementation of projects between departments and between the City and non-governmental entities.
2. Through the River Team, investigate and pursue existing and new funding sources and coordinate public outreach through all phases of implementation.
3. Implement the following projects:

1st Priority

Cache la Poudre River Habitat Restoration
Linden, Willow and Lincoln Streetscape Improvements
Jefferson/Linden Intersection Improvements
Jefferson/Riverside Streetscape Improvements
Off-Street Public Parking
Contaminated Site Assessments
Recreational River Channel Enhancements Feasibility Study
Oxbow - Acquisition for Public Use
Flood Protection Improvements for the Buckingham
Neighborhood
N. College/Vine - Flood Protection
Triangle (Lincoln Avenue) - Flood Protection
Lemay Avenue Levee
Bank Stabilization

2nd Priority

Environmental and Cultural Interpretive Program
Cache la Poudre River Trail Amenities
Linden/Willow Urban Design Features
Gateway at Mulberry and Riverside

3rd Priority

Gateway Features
Downtown Shuttle Service

Introduction

Purpose and Intent

Despite community aspirations over many years to restore and revitalize the environs along the Cache la Poudre River near Downtown Fort Collins, few improvements have come to fruition. There has historically been little coordination between isolated projects. Recently, the 1997-99 Council Policy Agenda identified the need for a more coordinated approach towards actions in the Downtown River Corridor ("Corridor"). The completion of *City Plan* in 1997 also provided further impetus for a process and mechanism to improve the relationship of the city to the river in this area.

In January 1998, a committee made up of staff from a variety of City departments began work on the Downtown River Corridor Implementation Program ("Program"). The Program's mission was to coordinate City projects in the Corridor and to identify, filter and prioritize future projects recommended in various planning documents done over the years. The intent of the Program was to build on existing documents and studies rather than add a new vision for the Corridor. This report contains information and recommendations from the first phase of the Program. The second phase will consist of implementation of the new projects contained in this report.

Study Area and Context

The Downtown River Corridor is an approximately 330-acre area adjacent to Downtown along the Cache la Poudre River. This area is bounded by Vine Drive on the north, Martinez Park on the west, Jefferson Street/Riverside Avenue and Mulberry Street on the south, and Lemay Avenue jogging over to 1st Street on the east (see Figure 1). In *City Plan*, the Corridor is described as a sub-district of Downtown, and as the "Historic and Cultural Core Segment" of the Poudre River Corridor.

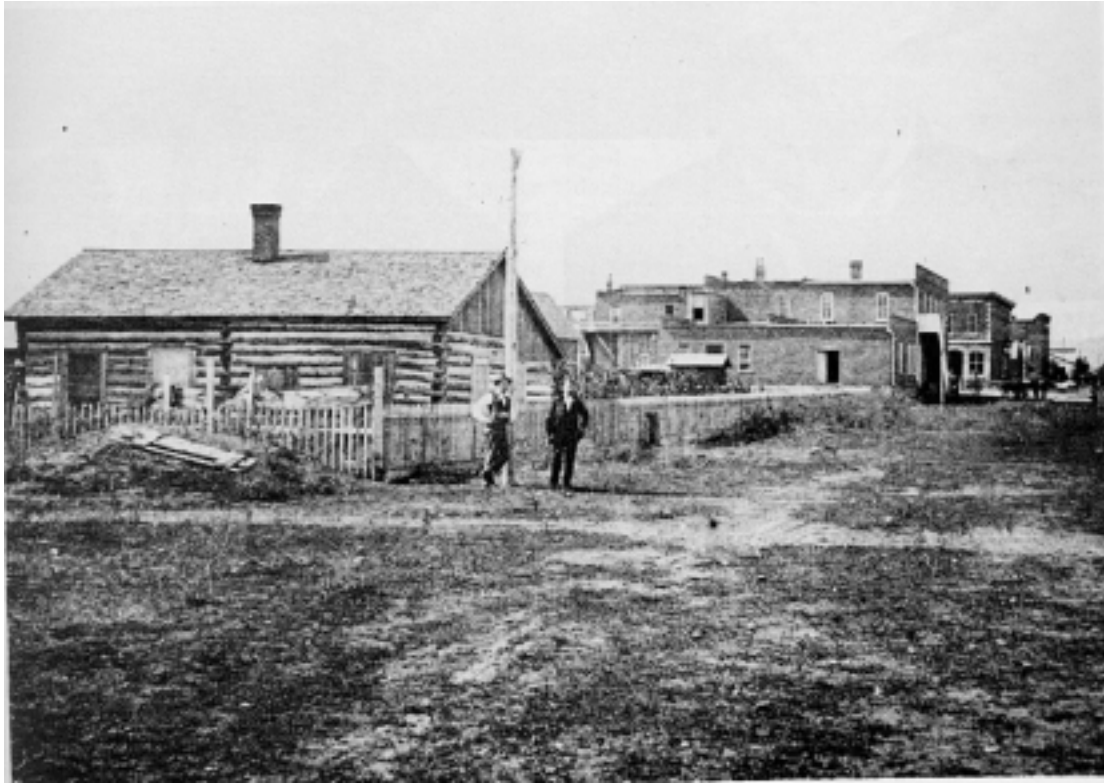


Birds-eye view of the Corridor Looking Northwest

The core of the Downtown River Corridor near Linden and Willow Streets is significant for its role in the settlement of the City of Fort Collins. The military post was established in 1864 and consisted of a parade grounds, officer's quarters barracks, storehouses and other buildings. These structures were gradually removed one by one until 1942 when the last support building for the Fort was demolished. Both cultural use and topographical changes occurred after the army relinquished ownership in 1872. Uses that followed the military post have been (and in some cases, still are) residential, flour milling, retailing, farming and ranching, lodging, animal feed production, and the City dump. The completion of the railroad in 1910 significantly changed the character of the area by leading to the demolition of some buildings and to the construction of new ones, such as the freight depot and passenger depot. One significant topographical change included the channelization of the river between Linden Street and Lincoln Avenue. This resulted in the relocation of the river from

the site now known as the "Oxbow" to the south in its present location. The river has scoured the channel in this section down to bedrock.

The portion of the Corridor between Jefferson Street and Willow Street is part of the Old Fort Collins National Historic District. The entire Corridor is part of a "national river corridor", which Congress designated in 1996 for the Cache la Poudre River to recognize its critical historical value in the westward expansion of the U.S.



Historic Photo of Linden Street Looking South Towards East Officer's Quarters and Old Town.

Figure 1: Downtown River Corridor Study Area



Today, the Downtown River Corridor contains a diverse mix of commerce, heavy and light industry, offices, recreation, and housing. Union Pacific has a rail line passing through the area, and there are several working and abandoned rail spurs. There are 72 different landowners in the area. Residential and commercial uses are not clearly separated. The residences are found singly or in small clusters, often immediately adjacent to business and industrial sites. The Buckingham neighborhood is located just to the east of the Program area. A variety of community service agencies are within the Corridor including a United Way center, the Education and Life Training Center, The Mission and the Open Door Mission. Downtown and Old Town area are immediately to the west of the Program area, although separated by Jefferson Street/Riverside Avenue, which serves as a state highway and major truck route.



View Looking Northwest Towards the Old Power Plant

Approximately 30% of the land area within the Corridor is city owned. A significant portion of this percentage is designated as natural areas, including Udall Natural Area and the Gustav Swanson Nature Area. Other public lands are the former Fort Collins Light and Power Plant, Northside Aztlan Community Center and Old Fort Collins Heritage Park, Buckingham Park, Wastewater Treatment Plant #1, and the former Dreher Pickle Plant site.

There has been a limited amount of newer development within the Corridor. Two significant buildings recently constructed include the United Way building in 1985 and the New Belgium Brewery in 1997.

The proximity of the Poudre River to Downtown presents unique opportunities for increasing public awareness of and access to this valuable resource. Unlike the condition in many other cities, development immediately adjacent to the river has been limited to a small area between Linden Street and Lincoln Avenue. Protection and enhancement of existing riparian areas along the river will occur over time through implementation of the projects identified in this report and through development regulations of the Land Use Code.

Planning Process

As mentioned earlier, this Program synthesizes the work of earlier plans. Each of these was developed through an extensive planning process that included many opportunities for public participation. In addition, the Downtown River Corridor Implementation Program included a two-and-a-half-year process with public participation.

The planning process was conducted in three stages: *identify* relevant implementation actions, *filter* actions into a manageable list, and *prioritize* filtered projects. Specific milestones and outreach techniques are listed below:

January, 1998 – June, 1998

<p><i>Significant Milestones:</i></p> <ul style="list-style-type: none"> ▪ Inventory of existing plans, studies and programs ▪ Collection of background information ▪ Identification of potential actions 	<p><i>Outreach:</i></p> <ul style="list-style-type: none"> ▪ Meetings with “Working Group” (diverse community members) ▪ Presentations to City Boards and Commissions ▪ Joint organization of Poudre River Trust Symposium (May 30)
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July, 1998 – December, 1998

<p><i>Significant Milestones:</i></p> <ul style="list-style-type: none"> ▪ Identify sub-area themes ▪ Begin filtering potential actions 	<p><i>Outreach:</i></p> <ul style="list-style-type: none"> ▪ Series of property owner design workshops ▪ Formation of web page ▪ Presentations to City Boards and Commissions ▪ Meetings with interested parties
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January, 1999 – June, 1999

<p><i>Significant Milestones:</i></p> <ul style="list-style-type: none"> ▪ Complete project filtering and selection based on themes and community input ▪ Develop initial project feasibility analysis ▪ Begin research on implementation strategies 	<p><i>Outreach:</i></p> <ul style="list-style-type: none"> ▪ Property owner design workshops ▪ Community Open House (May 26) ▪ Presentations to City Boards and Commissions ▪ Meetings with interested parties ▪ Council Study Session (February 23)
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July, 1999 – December, 1999

<p><i>Significant Milestones:</i></p> <ul style="list-style-type: none"> ▪ Develop recommended priorities for projects not in Poudre River floodplain ▪ Prepare initial project cost estimates 	<p><i>Outreach:</i></p> <ul style="list-style-type: none"> ▪ Community Meeting (October 6) ▪ Presentations to City Boards and Commissions ▪ Meetings with interested parties
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January, 2000 – August, 2000

<p><i>Significant Milestones:</i></p> <ul style="list-style-type: none"> ▪ Develop recommended priorities for projects within Poudre River floodplain ▪ Prepare revised project cost estimates ▪ Prepare Program report ▪ Council review of staff’s recommendations 	<p><i>Outreach:</i></p> <ul style="list-style-type: none"> ▪ Community Open House (April 3) ▪ Meetings with community organizations ▪ Presentations to City Boards and Commissions ▪ Planning and Zoning Board Hearing (April 6) ▪ City Council Study Session (April 11) ▪ City Council Regular Meeting (July 18)
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The ongoing public involvement process resulted in hundreds of comments representing a broad spectrum of views. Public participation was key in identifying the most important projects for implementation and providing feedback on project descriptions. Appendix D contains a complete list of the comments received over 2 1/2 years of outreach. One of the most significant milestones for the project was the creation of a property owner's association in the Corridor. This has provided an efficient mechanism for effective ongoing dialogue between City staff and owners.

Existing Framework

Basis of the Program

The Program is principally based on policies contained in *City Plan*. These policies describe a unique river setting balancing uses with sensitivity towards the river environment. Some key excerpts are:

Downtown District - Poudre River Subdistrict Policy DD-1.6 Land Use. Principle land uses adjacent to Downtown include a mix of public conservation and recreation areas, retail, offices, residential and light manufacturing. Development and redevelopment opportunities, including both public and private activities, will enhance and extend the existing Downtown uses and character toward the river, provide an adequate buffer between new development and the natural riparian environment, and integrate cultural and recreational opportunities into this area.

Water Corridors - Policy PRC-1.2 Historic and Cultural Core River Segment (College Avenue to Lemay Avenue). This segment of the river includes many of the community's oldest and most significant historic and cultural features, the Old Town Historic District, and the Downtown. Land uses in the area should be more flexible than in other river segments and emphasize connecting the river to Downtown, providing multi-purpose spaces that celebrate the historic relevance of the river to the community, continue the important and unique relationship between the waterway and surrounding urban environment, and maintain those natural elements of the river as it passes through the Downtown. To the extent feasible, the floodplain will be protected and natural habitat and floodplain values will be maintained. Redevelopment opportunities will be permitted.

One way of summarizing the vision more simply would be:

Create a unique Downtown River character that enhances the natural river environment, increases pedestrian vitality and recreation, protects historic resources, and capitalizes on opportunities for land use change.

Land Use Regulations

No changes to the Land Use Code or Zoning Map are proposed as part of the Program. Zone districts in the Corridor include River Downtown Redevelopment (RDR), Community Commercial - Poudre River (CCR), River Conservation (RC), Public Open Lands (POL), Employment (E), Industrial (I), and Transition (T). These districts allow for a wide variety of uses, including commercial, housing, industrial, recreation and open lands (see Figure 2).

Existing uses are permitted and existing buildings can be enlarged if they meet certain conditions. Owners are not required to pursue redevelopment or to change the use of their structures. However, the RDR zone district "offers opportunities for more intensive redevelopment of housing, businesses and workplaces to complement Downtown... Redevelopment will extend the positive characteristics of Downtown such as the pattern of blocks, pedestrian-oriented streetfronts and lively outdoor spaces." The CCR zone district "provides locations for redevelopment or development of moderate intensity uses that are supportive of Downtown, subject to floodplain restrictions."

Historic Resources

The protection of historic resources is an important value for the Downtown River Corridor. Part of the area is within the Old Town National Historic District. Three buildings are designated as local landmarks within the Corridor: the Harmony Mill, Ranchway-Feeds (Lindell Mill), and the Old Light and Power Plant. There are also a number of undesigned but locally significant historic buildings: the Union Pacific Freight Depot, the Union Pacific Passenger Depot, the Poudre Valley Elevator Company Complex, the Giddings Machine Company building and other structures. Besides the protection of significant resources through local landmark designation and demolition review, historic resources can be preserved through Section 3.4.7 in the Land Use Code. This section provides for the preservation and adaptive use of historic resources and requires that new buildings are compatible with the historic character of adjacent historic buildings (see Figure 3).

Natural Resources

There are two city-owned natural areas in the Corridor: the Gustav Swanson Nature Area and the Udall Natural Area. The *Natural Habitats and Features Inventory Map* shows approximate locations of natural habitats and features (see Figure 4 for natural areas and habitats in the Corridor). New development or significant redevelopment projects near the Poudre River trigger natural habitats and features development standards. The exact location of a natural features is defined when a development proposal is submitted. Buffer zones are established to protect the ecological character of the habitat from the impacts of activity associated with the development. General buffer zones along the Poudre River within the Corridor are 200 feet for areas north of Lincoln Avenue and 300 feet for areas south of Lincoln Avenue, except for the RDR zone district, where a landscape buffer is required but no specific width is stated. Zone distances may be increased or decreased by the City decision maker based on performance standards. They may also be modified if the application of buffers imposes an undue hardship on the developer.

Floodplains

A portion of the Corridor, primarily on the northeast side of the river, is within the Poudre River floodplain (see Figure 5). Revisions to the floodplain standards for the Poudre River adopted in 2000 prohibit new development in the floodway and product corridor. The product corridor is the area where the product of the depth of flow times the velocity is equal to or greater than 6. In addition, new residential development is not allowed in the 100-year floodplain. The City has also adopted a program to purchase property in the floodway, product corridor, and floodplain from willing sellers (see Appendix E). Priority properties for acquisition are those properties with structures located in the floodway or product corridor. This provision affects about 14 structures near the College Avenue and Vine Drive intersection. In addition, the City has designated as a high priority the construction of flood control improvements to protect the Buckingham neighborhood.

Several areas to the southwest of the river are within the Old Town floodplain. Floodplain standards require elevation for residential structures and elevation or floodproofing for non-residential structures. The Mountain Avenue Storm Sewer project, which began in Summer 2000, is expected to reduce flooding in portions of Old Town and in the vicinity of Linden Street. Stormwater capital projects are more fully described in the section "Existing Public Projects."

Figure 2: Existing Zoning



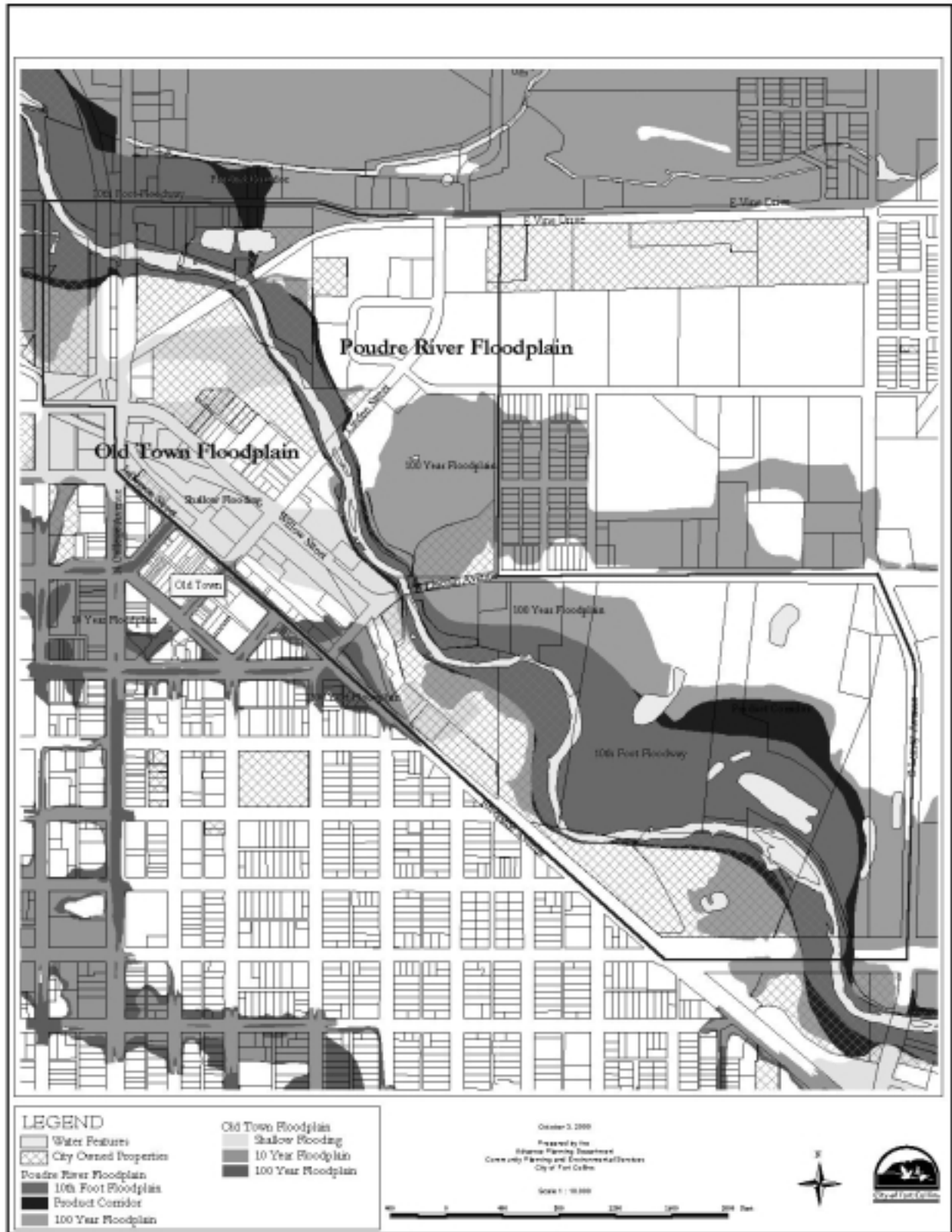
Figure 3: Historic Resources



Figure 4: Natural Areas and Natural Habitats and Features



Figure 5: Poudre River and Old Town Floodplains



Previous Plan Actions and Strategies

Besides *City Plan*, there have been numerous plans and studies prepared over the years for the Cache la Poudre River as it passes through Fort Collins. These plans provided a source of potential actions within the Downtown River Corridor. A list of plans is provided in Appendix A. Actions and strategies from these plans are provided in Appendix B and are organized by area.

Area Issues

The Downtown River Corridor is facing a number of issues that must be dealt with if the *City Plan* vision is to be achieved. The primary issues are:

- Degraded wildlife habitat decreases the presence of wildlife and hampers important wildlife movement;
- Deteriorated appearance of river banks and bed resulting from dumping of debris;
- Potential for flooding;
- Erosion of riverbanks, such as below Ranch-Way Feeds, which may threaten the stability of adjacent property;
- Deteriorated pavement and poorly aligned intersections hampering business access and movement of people into and through the area;
- Missing sidewalks, curbs and bike lanes resulting in unsafe conditions;
- Poor existing parking and lack of parking opportunities for new development;
- Possible hazardous contamination;
- Deteriorated appearance of some properties discourages investment in the area and reduces its attractiveness for recreation and shopping;
- Unused railroad spurs hinder transportation access and development opportunities.

In addition, the Corridor is facing coordination issues resulting from a variety of projects affecting the area. For example, in order to avoid repeated disruptions to existing businesses and to reduce costs, stormwater and street improvements should be constructed simultaneously.



View Looking Northeast Along Linden Street



Typical Bank Condition in Corridor

Existing Public Projects

One of the primary goals of the Program has been to coordinate the implementation of existing projects in the Corridor (see Figure 6). Prior to the start of this planning process, several projects were already in the planning, design or construction stage.

Flood Protection Improvements for the Buckingham Neighborhood

Resolution 2000-71 identified the construction of the improvements to protect the Buckingham neighborhood as a high priority and directed staff to pursue the design and construction of the necessary improvements as soon as reasonably possible. This project is identified in the *Draft Poudre Master Drainageway Plan*.

Revisions to the Old Town Floodplain Regulations

Stormwater Planning staff is conducting a public process on possible revisions to the City's floodplain regulations. The review of the Old Town floodplain regulations will take place after review of other basins.

Poudre River Floodplain Property Acquisition Program

Resolution 2000-81 directed the City Manager to actively pursue the acquisition of non-conforming structures and vacant land in the floodway, product corridor, and floodplain on a "willing seller, willing buyer" basis. Priority is given to non-conforming structures in the floodway and product corridor. Purchase is subject to the appropriation of the necessary funds.

Udall Natural Area Restoration

Restoration of the Udall Natural Area will improve wildlife habitat through revegetation, creation of shallow detention basins, and other elements that will be incorporated into the stormwater treatment component of the Mountain Avenue storm sewer project. The project will include a water quality element, access and circulation through a trail system, and interpretation.

Mountain Avenue Storm Sewer Project

Stormwater improvements will address floodplain issues south of the Poudre River in the Old Town Basin. Improvements would include storm sewers, water quality features and other systems. Funding will come from Stormwater basin fees.

Downtown Railroad Track Consolidation Project

This project has resulted in the removal of unneeded exchange tracks along Willow Street from Linden Street to Lincoln Avenue and other improvements. Additional work includes rebuilding of crossings on Linden and Lincoln with signals and gates. Staff is currently identifying funding for the crossing improvements and work is expected to be performed in 2001.

Vine Drive Paving

Pavement rehabilitation work on Vine between College and Redwood is expected in 2000.

Bicycle and Pedestrian Bridge over Poudre River at Mulberry

Components include a retaining wall, limited grading and trail connections to the Poudre River Trail, Riverside and Lemay. This would be constructed in 2000 as part of the Mulberry/Lemay Roundabout Project.

Lemay/Lincoln Intersections Improvements/Widening of Lemay

These improvements would be completed in conjunction with the Mulberry-Lemay Crossings development.

US 287/SH 14 Access Management Plan

A joint City-Colorado Department of Transportation Access Management Plan was completed in 2000 to address the need for improved traffic flow and enhanced safety on Jefferson/Riverside and North College Avenue. Implementation will take place through both short-term and long-range improvements.

New Northside Aztlan Community Center

No decision has been made on a location for the new Northside Aztlan Community Center. It may be rebuilt in its present location if a better location is not found before Building Community Choices funding becomes available in 2002. The building would be approximately 40,000 square feet. The cost is estimated at \$6,940,000.

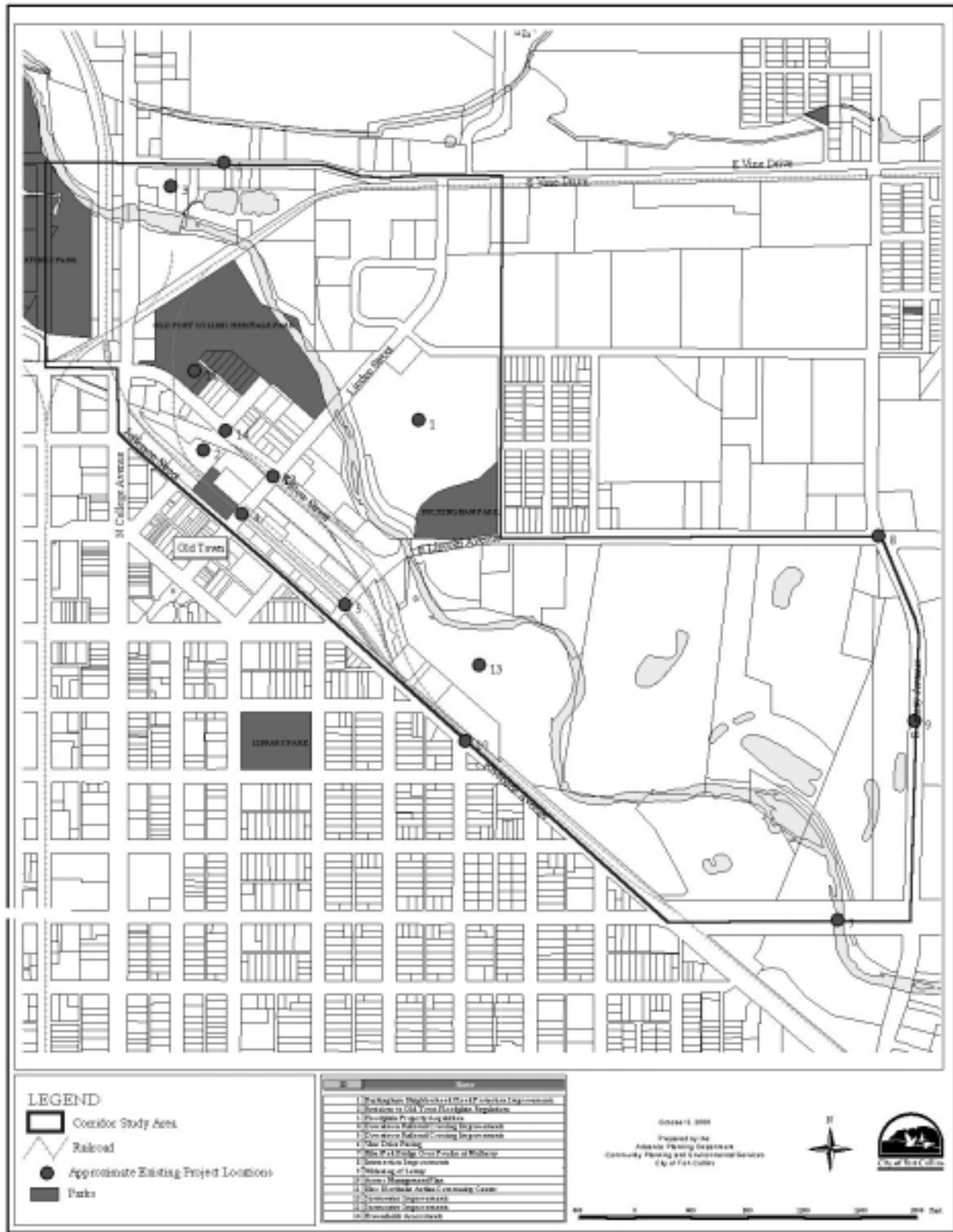
Brownfields Assessment

The City of Fort Collins recently received a Brownfields Pilot Grant from the U.S. Environmental Protection Agency. The Grant will allow the City to identify contaminants, inventory affected sites, identify responsible parties, and plan appropriate risk-based cleanups throughout the Corridor. The City received \$200,000 to apply to redevelopment areas and \$50,000 towards greenspace purposes. The assessments are scheduled to be completed by October 2002.

Old Fort Collins Area Historic Archaeology Project

The City has identified a project to identify historical and archaeological resources in the vicinity of the military post. The project is expected to be completed in phases, with the first phase involving archival research, an intensive level survey of historic properties, archaeology testing and a plan for further archaeological work. The second phase is contingent upon the findings of phase one, and is likely to be implemented as properties redevelop.

Figure 6: Existing Project Locations



Private Projects

At the time of this report, a project involving redevelopment of the Sears-Trostel building has been through a conceptual review with the City. Plans for other redevelopment projects along Linden Street have been suggested. The resolution of issues such as adequate parking, rail crossings, and street improvements will require ongoing private and public cooperation because of their complexity and high cost.



View Looking Northwest Along Railroad Tracks and Riverside Avenue



View Looking South Along Cache la Poudre River Towards the Historic Lindell Mill (Ranch-way Feeds)

New Projects

Key Features of the Program

Based on an existing plan inventory, analysis of existing conditions, and public outreach, the following are key objectives of the Downtown River Corridor program:

- restore the river to protect and enhance the natural environment
- address hazardous contaminants
- adapt recreational needs to the river environment
- extend the Old Town pedestrian character into the area
- provide an appropriate transition between development and the river
- pursue opportunities for public spaces and facilities
- build people places into the streetscape and trail system to add vitality to the area
- address basic infrastructure needs
- protect and highlight historic features and the area's history
- address floodplain issues, whether it be protection or mitigation

Downtown River Corridor Themes

With assistance from a working group made up of City staff and community citizens, staff identified themes for specific areas along the corridor. The themes provided a consistent approach for evaluating and filtering down the many potential future projects contained in plans and studies. If a project was consistent with the theme for the area in which it was to be applied, then it was retained for further analysis. In some areas where themes were not defined, it was assumed that little change would occur in the near future.



View Along Cache la Poudre River Looking South

The following table describes themes for Downtown River Corridor areas:

Table 1 : Theme Areas

Area	Theme
Poudre River at College Avenue	<ul style="list-style-type: none"> ▪ Flood mitigation ▪ Natural area buffer to river ▪ Enhanced wildlife corridor ▪ Gateway to Downtown
Old Power Plant Site	<ul style="list-style-type: none"> ▪ Retain existing, public use ▪ Recreational opportunities ▪ Natural area buffer to river ▪ Enhanced wildlife corridor ▪ Site restoration/revitalization ▪ Potential new minor public uses behind main Power Plant building ▪ Conscientious stewardship
Northside Aztlan Community Center Site	<ul style="list-style-type: none"> ▪ Public, active recreation use (community center or other civic use and park) ▪ Natural area buffer to river ▪ Enhanced wildlife corridor (discovery points, stabilization, restoration) ▪ Opportunities for additional public ownership
Linden/Willow Area	<ul style="list-style-type: none"> ▪ Redevelopment or Existing Uses ▪ Historic resource rehabilitation and interpretation ▪ River edge restoration ▪ Natural area buffer to river
Oxbow Site	<ul style="list-style-type: none"> ▪ Public space that maximizes natural resource values and provides public access ▪ Determine long-term use which merges river values ▪ Transition to Buckingham neighborhood ▪ Floodplain mitigation ▪ Natural area buffer to river ▪ Enhanced wildlife corridor
Lincoln Street - Poudre River Triangle	<ul style="list-style-type: none"> ▪ Redevelopment opportunities ▪ Natural area buffer to river ▪ Enhanced wildlife corridor ▪ Floodplain mitigation (building protection or washable architecture) ▪ Possible transportation-related uses
Link-N-Greens	<ul style="list-style-type: none"> ▪ Development opportunities (towards northeast) without preclusion of existing Golf Course use ▪ Natural area buffer to river ▪ Enhanced wildlife corridor ▪ Floodplain protection/discourage development ▪ Integrated recreational access ▪ Protect view corridors ▪ Gateway
Pickle Plant Site	<ul style="list-style-type: none"> ▪ Settle major access constraints before determining use as redevelopment or open lands ▪ Natural area buffer to river ▪ Gateway to Downtown

Description of New Projects

Area themes were used as the first cut at filtering projects down to a reasonable number for implementation. Public participation also provided an important means to filter projects and to refine and prioritize new projects. Significant public input was gained from the Poudre River Trust Symposium in 1998, the May 1999 Open House, the October 1999 community meeting and the April 2000 Open House. In addition, City Board and Commissions provided valuable input, much of which has been incorporated into this report.

The Program has been closely coordinated with the Revisions to the Poudre River Floodplain Regulations project. Projects in the 100-year floodplain are consistent with the floodplain criteria adopted by Council on June 20, 2000 and related Council resolutions.

The Illustrative Concept Plan (Figure 7) shows possible locations of most new projects. It is not a proposal for any specific buildings; rather it illustrates general relationships between possible future redevelopment areas, the river, and public spaces. Specific project locations will be determined in the second phase of the Program.

Cache la Poudre River Habitat Restoration

Location: Degraded riverbanks and river channel from N. College to E. Mulberry

Description: The riverbed and riverbanks are in poor condition. A significant amount of concrete debris and other trash has been dumped along the riverbanks and within the river channel. There are areas of inappropriate public access to the river. In addition, weedy and non-native species exist throughout the river corridor. These problems have degraded the habitat and aesthetic qualities of the river. This project involves restoring and enhancing the banks of the Cache la Poudre River, improving the wildlife movement corridor, enhancing aquatic habitat, and improving the riparian habitat along the river corridor. Much of the restoration is anticipated to take place through the implementation of projects on lands adjacent to the river.

Linden, Willow and Lincoln Streetscape Improvements

Location: Area between Jefferson/Riverside and river

Description: The current right-of-way lacks sidewalks and curb and gutter. The pavement is in poor condition. Willow Street is offset from north to south as it crosses Linden Street. Parking along the street is random and informal. This project would provide streetscape improvements including sidewalks, curb and gutter, realignment of intersections, paving, lighting, and street trees. Improvements to Lincoln Avenue would entail the construction of another bridge over the Poudre River because of the street's status as a four-lane arterial.

Jefferson/Linden Intersection Improvements

Location: Jefferson/Linden Intersection

Description: The Linden/Jefferson Street Intersection is intimidating to pedestrians. This project would improve the pedestrian connection from Downtown to the river corridor along Linden

Street. Elements could include street trees, widened sidewalks, safety improvements for autos, bicyclists and pedestrians, special crosswalk treatment, and a corner feature at Jefferson Street Park.

Jefferson/Riverside Streetscape Improvements

Location: Jefferson/Riverside

Description: This project would implement some of the recommendations contained in the draft *US 287/SH 14 Access Management Report* for Jefferson/Riverside. Elements would include improving Jefferson/Riverside to a modified arterial street, constructing a bike path on the east side of Riverside, providing street trees and sidewalks in some locations, providing street access restrictions, and providing left turn lanes at N. College, Linden and Lincoln.

Off-Street Public Parking

Location: Developed area between the Poudre River and Jefferson Street

Description: It is anticipated that future redevelopment will result in the need for more off-street parking. On-street parking will likely be insufficient to meet the demand. This project involves coordination between the public and private sectors to identify the amount of parking needed and the location of future lots. As a first step, a parking study will be needed to identify the parking needs of future public and private land uses.

Contaminated Site Assessments

Location: Properties throughout the area

Description: Several areas are suspected of having hazardous contaminants. This project would determine which areas have actual contamination concerns and provide a course of action for cleaning up those sites. Funding for assessments and mitigation planning has been obtained through an EPA Brownfields Pilot grant in the amount of \$250,000. The portion of the project addressed by the grant is expected to continue until 2002.

Recreational River Channel Enhancements Feasibility Study

Location: Within the riverbed between N. College and Lincoln Avenue

Description: This project would analyze the feasibility of providing water recreational opportunities, including boating, fishing and other uses. Channel enhancements could include river rocks and other natural materials added to the river channel to create a series of drop structures and pools. Several access points could be constructed for river put-ins and take-outs. The feasibility study would address several issues associated with the concept, including cost, environmental impact, effects on wildlife, wildlife habitats, available water flow and gradient, and others.

Oxbow - Acquisition for Public Use

Location: Oxbow (Kiefer/Chandler Property) - 20 acres between Lincoln and Linden on east bank of river

Description: Purchase from willing seller for public uses. Use possibilities include a natural area, an amphitheater, gardens, and other uses.

Flood Protection Improvements for the Buckingham Neighborhood

Location: Oxbow (Kiefer/Chandler Property) - between Lincoln and Linden on east bank of river

Description: Resolution 2000-71 identified the construction of the improvements to protect the Buckingham neighborhood as a high priority and directed staff to pursue the design and construction of the necessary improvements as soon as reasonably possible. This project is identified in the *Draft Poudre Master Drainageway Plan*.

N. College Avenue/Vine Drive Area Flood Protection

Location: Properties in Poudre River floodplain near N. College/Vine

Description: Resolution 2000-81 directed the City Manager to actively pursue the acquisition of non-conforming structures and vacant land in the floodway, product corridor, and floodplain on a "willing seller, willing buyer" basis. Priority is given to non-conforming structures in the floodway and product corridor. Purchase is subject to the appropriation of the necessary funds. Land remaining in private ownership has opportunities for redevelopment subject to development regulations.

Triangle (Lincoln Avenue) Flood Protection

Location: Properties in Poudre River floodplain in the Triangle (Lincoln Avenue south of Buckingham Park)

Description: Resolution 2000-81 directed the City Manager to actively pursue the acquisition of non-conforming structures and vacant land in the floodway, product corridor, and floodplain on a "willing seller, willing buyer" basis. Priority is given to non-conforming structures in the floodway and product corridor. Purchase is subject to the appropriation of the necessary funds. Land remaining in private ownership has opportunities for redevelopment subject to development regulations.

Lemay Avenue Levee

Location: Along Lemay Avenue north of Mulberry Street.

Description: This project involves construction of a levee to provide flood protection for the Airpark area. The project is identified in the *Draft Poudre Master Drainageway Plan*.

Bank Stabilization

Location: Areas identified in the *Draft Poudre Master Drainageway Plan*, including the river bank next to Ranchway Feeds and several locations between Lincoln Avenue and Mulberry Street.

Description: Several river bank areas are eroding and may over time cause property damage and loss of riparian vegetation. This project would determine the need for bank stabilization in specific

locations. If stabilization is deemed appropriate, bank protection could consist of either natural or structural elements landscaped to provide habitat and a natural appearance. This project would be coordinated with habitat restoration and other projects as appropriate.

Environmental and Cultural Interpretive Program

Location: In appropriate locations along the trail and in the developed area

Description: The Downtown River Corridor has a rich ecological and cultural history. Interpretive features would raise public awareness of the history and ecology of the area. Signs, kiosks, and other interactive displays would highlight the Old Fort Site and Parade Grounds, the influence the Cache la Poudre River had on early settlement, and the ecological role of the river.

Cache la Poudre River Trail Amenities

Location: Along the trail between N. College and Lincoln Avenue

Description: This project includes installation of trail enhancements such as discovery points (river access), benches, landscaping, small plazas, specialty gardens where appropriate along the trail. In addition, the Old Power Plant Grotto would be restored. A crushed gravel walking path would be constructed where needed.

Linden/Willow Urban Design Features

Location: Developed area between the Poudre River and Jefferson Street

Description: This project would enhance the pedestrian environment and add vitality and uniqueness to the area. Pedestrian amenities could be constructed to complement typical streetscape elements. The amenities could include elements such as small pedestrian plazas, a water feature ("mill race"), sculptures, and other unique features.

Gateway at Mulberry and Riverside

Location: Pickle Plant Site at Mulberry/Riverside

Description: The City-owned Pickle Plant site is currently leased to a private party. It has major access constraints due to the railroad lines paralleling Riverside and the site's close proximity to the Mulberry/Riverside intersection. This project would determine the long-term use and provide site enhancements to improve the area's attractiveness.

Gateway Features

Location: Three possible locations include the Lincoln Avenue, Linden Street and North College Avenue bridges over the Poudre River.

Description: This project would implement the recommendations for gateways into Downtown by the *Downtown Plan*. The project would consist of three separate improvements to improve entry

image into Downtown. Elements could include landscaping, signage, pedestrian plazas, improved sidewalks and an improved trail crossing at the Linden Street bridge.

Downtown Shuttle Service

Location: Where appropriate

Description: The *Downtown Plan* recommends a shuttle between Downtown and other major activity centers. In addition to Old Town, the Civic Center, CSU and the Mason Street Corridor have been suggested as possible destinations. The Downtown River Corridor could serve as another shuttle destination. This project would provide a quick and convenient mode of transportation and could possibly reduce future parking needs.

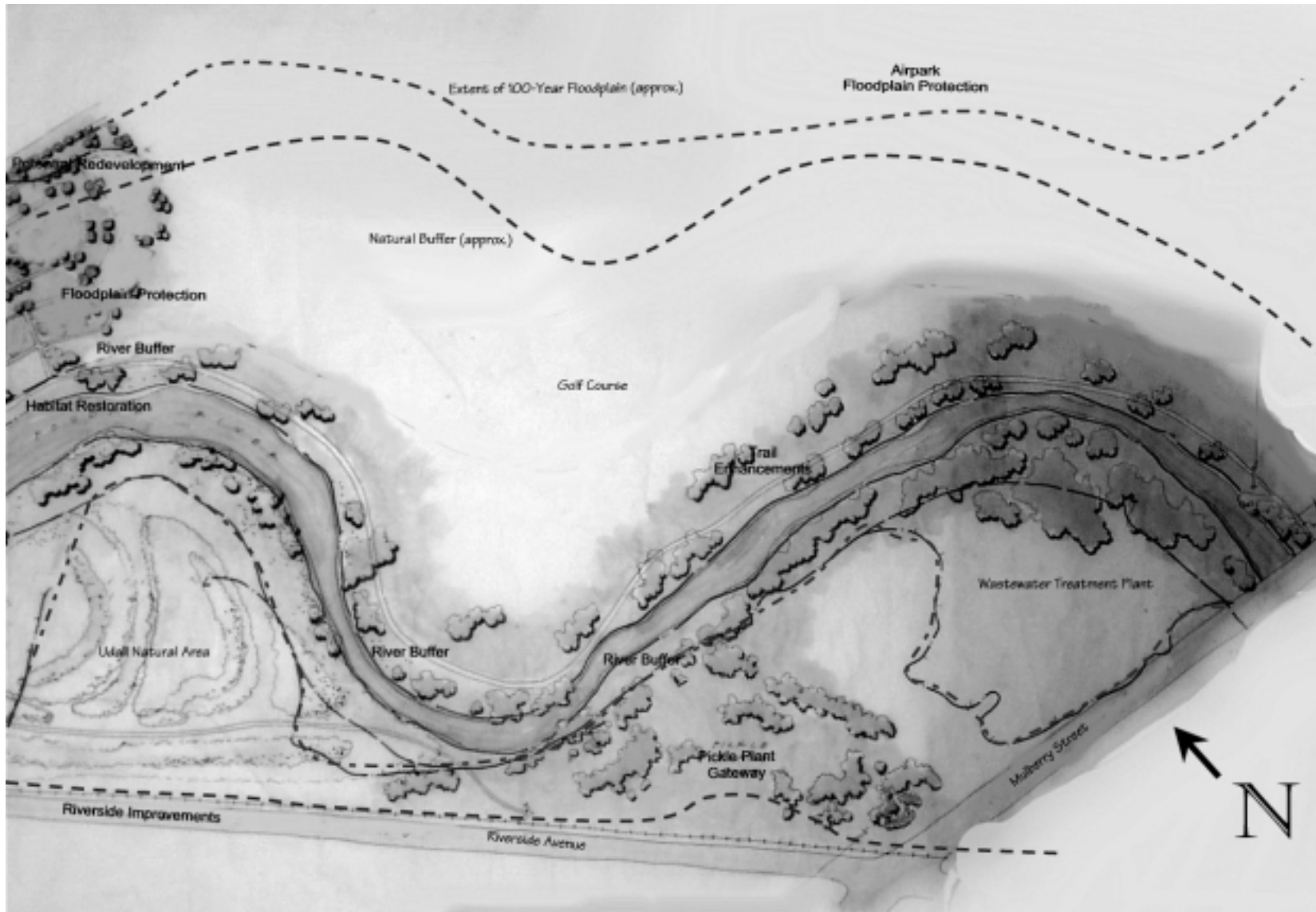


Example of Transition Between Development and River from San Luis Obispo, California

Figure 7: Illustrative Concept Plan (Part 1)



Figure 8: Illustrative Concept Plan (Part 2)



Project Priority Recommendations

Projects were prioritized through an extensive community outreach process and City Board and Commission input. All of the projects described above are considered important. The priorities listed below define the order in which projects are recommended to be pursued. All of the projects in each priority category (i.e., 1st, 2nd and 3rd priority) are of equal importance. However, there may be unanticipated opportunities or demands for implementing lower priority projects before higher priority ones.

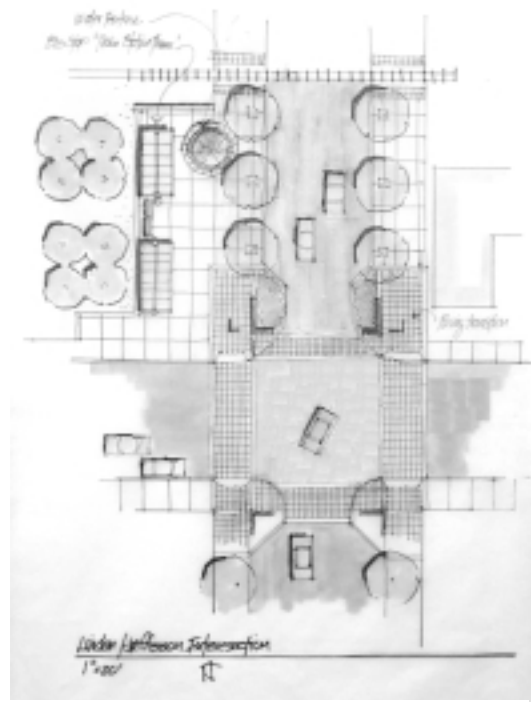
Recommendation: Implement the projects listed below.

Table 2: Project Priorities

1st Priority
Cache la Poudre River Habitat Restoration
Linden, Willow and Lincoln Streetscape Improvements
Jefferson/Linden Intersection Improvements
Jefferson/Riverside Streetscape Improvements
Off-Street Public Parking
Contaminated Site Assessments
Recreational River Channel Enhancements Feasibility Study
Oxbow - Acquisition for Public Use
Flood Protection Improvements for the Buckingham Neighborhood
N. College/Vine - Flood Protection
Triangle (Lincoln Avenue) - Flood Protection
Lemay Avenue Levee
Bank Stabilization
2nd Priority
Environmental and Cultural Interpretive Program
Cache la Poudre River Trail Amenities
Linden/Willow Urban Design Features
Gateway at Mulberry and Riverside
3rd Priority
Gateway Features
Downtown Shuttle Service



Example of Interpretive Features



Concept Drawing of Jefferson/Linden Intersection Improvements



Example of Shuttle Service Bus

Implementation Plan

Timing of Project Implementation

The project priority table lists projects that would be implemented by both the public and private sectors. The timing of projects will depend on funding, whether through private redevelopment, capital improvements programming or another mechanism. The second phase of this Program is expected to begin immediately after this report's adoption and will include analysis, design and construction of each project. The best estimate by City staff is that in the short term, some projects could be implemented in as little as two years after adoption of this report. Many more could be implemented within about five years and others may take ten or more years to fully implement.

Interdepartmental Downtown River Corridor Lead Team ("River Team")

Ongoing coordination of disparate projects is critical to the success of the Program. Leadership with a focus on the Poudre River is also paramount because it can combine efforts, provide the willpower to implement the necessary projects, and focus the efforts of developers and non-governmental organizations.

Recommendation: Form an interdepartmental lead team made up of staff members from affected service areas, including Community Planning and Environmental Services, Cultural, Library and Recreational Services, Transportation Services, and Utility Services. Outside experts may be requested to serve on the team ad-hoc or on an ongoing basis.

The River Team could be responsible for the following tasks:

1. Monitor the overall progress of the Program;
2. Advise the City Council and the City Manager of its progress and any problems with fulfilling the mission;
3. Assign projects to the appropriate departments for design and implementation;
4. Review, comment and assist on specific project designs submitted by City departments or private entities;
5. Create a timetable for project design, review and implementation;
6. Assist departments with cost estimates including identification of potential funding sources;
7. Coordinate with entities outside the City (e.g. Poudre River Trust, National Park Service, etc.);
8. Provide rapid response on unforeseen opportunities (e.g. new projects, additional funding, etc.) for project implementation; and
9. Coordinate public outreach efforts.

Funding

Currently, there are no definite sources of funding for many of the new projects, except for the EPA Brownfields Pilot grant and possibly several stormwater projects. However, the diversity of projects suggests a need to investigate and pursue a variety of funding sources. One of the issues that needs to be resolved is the appropriate level of City participation in Corridor improvements.

Recommendation: Investigate a variety of funding sources suitable for specific projects through the River Team. Create public-private partnerships where appropriate for implementing projects.

The "Implementation Matrix" (Table 2) shows the next steps, conceptual cost estimates and possible funding sources for each project. It is intended as a starting point in the investigation of likely sources.

Table 3: Implementation Matrix

Project	Next Step	Cost of Improvements (Conceptual)	Possible Funding Sources
<i>1st Priority</i>			
Cache la Poudre River Habitat Restoration	Preliminary Design	\$350,000 - \$500,000 (1)	C, CT, DDA, G, NA, RD
Linden, Willow and Lincoln Streetscape Improvements	Design	\$7,650,000 (2)	C, DDA, MPO, P, RD
Lincoln Avenue Bridge (part of streetscape improvements)		\$2,700,000	
Jefferson/Riverside Streetscape Improvements	Design	\$1,500,000 (3)	C, DDA, MPO, P, RD
Off-Street Public Parking	Parking Study	\$50,000 (4)	C, DDA, P, RD, UF
Contaminated Site Assessments	Assessments	\$250,000 (5)	DDA, G, P, RD
Recreational River Channel Enhancement Study	Feasibility Study	\$150,000 - \$350,000 (6)	C, F, G, RD, UF
Oxbow - Acquisition for Public Use	Design	\$1,500,000 - \$2,500,000 (7)	C, DDA, P
Flood Protection Improvements for Buckingham	Design	\$60,000 - \$80,000 (8)	C, S
N. College/Vine - Flood Protection	Restoration Design	\$1,650,000 - \$2,100,000 (9)	C, S
Triangle Area - Flood Protection	Restoration Design	\$600,000 - \$800,000	C, S
Lemay Avenue Levee	Design	\$700,000 - \$900,000	C, S
Bank Stabilization	Restoration Design	\$180,000 - \$650,000	C, P, RD, S
<i>2nd Priority</i>			
Environmental and Cultural Interpretive Program	Design	\$50,000 - \$75,000	C, F, G, P, RD, UF
Cache la Poudre River Trail Amenities	Design	\$100,000 - \$300,000	C, CT, F, G, RD, UF
Linden/Willow Urban Design Features	Design	\$250,000 - \$400,000	C, F, G, P, RD
Gateway at Mulberry and Riverside	Design	\$50,000 - \$320,000	C, F, RD
<i>3rd Priority</i>			
Gateway Features	Design	\$100,000 - \$380,000	C, RD
Downtown Shuttle Service	Feasibility Study	Not Known	C, DDA, FT, P, UF

Key to Funding Sources ("*" denotes new funding source):

- | | |
|--------------------------------------|--|
| C = New Capital Funding* | MPO = Metropolitan Planning Organization |
| CT = Conservation Trust Funds | NA = Natural Areas |
| DDA = Downtown Development Authority | P = Private |
| F = Foundation* | RD = River improvement district* |
| FT = Federal Transit | S = Stormwater |
| G = Grants | UF = User fees* |

Notes on following page →

Notes to Table 2:

- (1) Cost refers to preliminary design only.
- (2) Costs include Jefferson/Linden Intersection Improvements.
- (3) Cost includes bike path, modified arterial street section, street restrictions and left turn lanes at N. College, Linden, Lincoln and Mulberry.
- (4) Cost refers to parking study only. Surface parking lots cost \$3,000 per space; structure parking costs at least \$10,000 per space.
- (5) The cost reflects \$250,000 received by the City for an EPA Brownfields Pilot Grant for assessment (not cleanup) of brownfield sites.
- (6) Feasibility study cost is \$8,000 - \$10,000.
- (7) Cost includes purchase only.
- (8) This project is also listed under existing projects. Other funding sources may be appropriate.
- (9) This project is also listed under existing projects. Other funding sources may be appropriate. Cost includes purchase and upgrade of Vine Drive adjacent to site.

Brief Description of Funding Sources

A variety of funding sources will be needed to implement Corridor projects. Existing sources may be insufficient and new sources may need to be pursued in order to complete projects.

Existing Funding Sources

- **Conservation Trust Funds:** Lottery monies are collected by the State and distributed to each municipality based on a formula. The act that created the lottery stated that the monies were to be used for the acquisition, development, improvements and maintenance of conservation sites and for capital improvements and maintenance for recreational purposes. In October 1983, the City Council narrowed the use of these monies to the Open Space and Trails programs.
- **Downtown Development Authority:** State Statutes provide for the ability of the DDA to generate revenue from the increment in general property or sales taxes. In addition, a 5-mill tax levy is assessed against properties in the DDA district, which funds mostly operating expenses. The DDA typically provides funding to support development and redevelopment projects, pedestrian amenities, and development of parking facilities, although other types of projects may be funded as well.
- **Grants:** A number of federal, state and non-governmental grants are available for a variety of purposes. The City has been awarded an EPA Brownfields Pilot grant of \$250,000 to assess area hazardous contamination. GOCO grants provide a funding source for open lands related projects. The State provides State Initiative grants for assessment and interpretation of historic resources. The U.S. Corp of Engineers provides water restoration funding. Further investigation may reveal other grant sources.
- **Metropolitan Planning Organization (MPO) and Federal Transit:** Some of the transportation projects could be funded through these sources. For example, the Riverside Streetscape Improvements could be a candidate for MPO funding. The Shuttle Service project would be a candidate for Federal Transit funding.
- **Natural Areas Tax Revenues:** Funding through "Building Community Choices" and the City's share of the "Help Preserve Open Spaces" sales tax has been identified as a source for habitat restoration or natural area purchases along the Poudre River.
- **Private:** Private construction and payment of impact fees typically provide most infrastructure improvements in developing areas. A public-private funding partnership where the City and private developers share the cost of improvements can provide a means for addressing infrastructure deficiencies.
- **Stormwater:** Stormwater funding through basin or impact fees is identified for floodplain protection and bank stabilization projects.

New Funding Sources

- **New Capital Funding:** Some of the Downtown River Corridor improvements could be included in a future “Building Community Choices”-type package.
- **Foundation:** Foundations have been used in some communities to raise money for public projects. The Historic Arkansas River Project Foundation, a non-profit in Pueblo, Colorado has raised millions of dollars through tax-deductible private donations.
- **River Improvement District:** A new special entity could be formed to finance certain improvements. There are numerous types of special authorities and districts which could serve in this capacity, including Public Building Authority (PBA), Special Improvement District (SID), Business Improvement District (BID), and General Improvement District (GID). District financing is generally done through special assessments against property in a defined area.
- **Urban Renewal Authority (URA):** URAs utilize property or sales tax increment funds (TIFs) for pay-as-you-go or bond financing. The City first formed an URA in 1978 for the sole purpose of implementing a proposed private development in Old Town. A second URA was formed in 1982 and is still in effect. City Council serves as the members of the URA. Because the URA and DDA use the same financing strategy - TIFs - the URA may be only viable as a long-term strategy.
- **User Fees:** New user fees should be investigated for several projects, namely Recreational River Channel Enhancements, Interpretive Features, and possibly other projects.

Infill and Redevelopment

The Downtown River Corridor Implementation Program does not recommend specific infill development projects. Most development proposals for new buildings occur by initiative of private owners. In fact, the Corridor is facing substantial interest from the private and public sector in accommodating new structures and facilities. The Land Use Code defines the specific uses allowed and regulates the design and context of buildings and sites.

New uses would entail substantial public infrastructure improvements. Some projects, such as street improvements, on-site flood protection, and mitigation of hazardous contamination, are the responsibility of the developer and are paid through direct improvement costs or impact fees. However, experts say that the high risk and many constraints of infill development make it unlikely that substantial private redevelopment would occur without public investment. Most new projects Downtown have involved a significant government role, either through DDA funding or infrastructure improvements. Other communities have used these and other techniques, such as technical support, brownfield cleanups, and land assembly, to encourage infill development. These communities have recognized that shifting the focus from greenfield development to appropriate infill development can help address goals to increase mobility for transit, bicyclists and pedestrians, promote vitality of downtowns, provide efficient utilization of existing facilities and services, and increase community identity and pride. The Downtown River Corridor is an area that can benefit from a larger public role, although one that is balanced against the needs of the larger community.

Appendix A - Relevant Plans and Programs

- Cache la Poudre River Landscape Opportunities Study, City of Fort Collins and CSU, October 1994.
- Cache la Poudre River National Recreational Area Feasibility Study Final Report, City of Fort Collins and Larimer County, April 1989.
- Cache la Poudre River Natural Areas Management Plan (Draft), City of Fort Collins, in progress.
- *City Plan*, City of Fort Collins, adopted March 1997.
- Downtown Plan, City of Fort Collins, adopted September 1989.
- Eastside Neighborhood Plan, City of Fort Collins, adopted March 1986.
- Framework for Environmental Action, City of Fort Collins, adopted January 1992.
- Fort Collins Agricultural Resources Survey, City of Fort Collins, no date.
- Fort Collins Land Use Code, City of Fort Collins, adopted March 1997.
- Guidelines for the Management and Administration of Floodplains, City of Fort Collins, adopted October, 1995
- Historic Resources Preservation Program Plan, City of Fort Collins, adopted November 1993.
- Natural Areas Policy Plan, City of Fort Collins, adopted October 1992.
- North College Avenue Corridor Plan, City of Fort Collins, adopted March 1995.
- Northeast Area Transportation Study, City of Fort Collins, adopted September 1992
- Northeast Fort Collins Truck Route Study, City of Fort Collins, 1999 (not adopted).
- Old Town Basin Master Drainage Plan, City of Fort Collins, 1992.
- Parks and Recreation Policy Plan, City of Fort Collins, adopted December 1996.
- Poudre River Corridor Fishery Plan, City of Fort Collins, Rocky Mountain Flycasters, and Poudre River Trust, phases 1 - 4 (of 5) completed April 1987 and December 1988.
- Poudre River Land Use Framework, City of Fort Collins and CSU, February 1995.
- Poudre River Master Drainageway Plan, City of Fort Collins, in progress (draft completed).
- Poudre River Trust Land Use Policy Plan, City of Fort Collins and Poudre River Trust, adopted February 1986.
- Seeding Initial Development Study Reconnaissance Report, City of Fort Collins, August 1998.
- Transportation Master Plan, City of Fort Collins, adopted September 1997.
- Udall Natural Area Master Plan, City of Fort Collins, December 1995.
- U.S. 287/S.H. 14 Corridor Improvement Plan, City of Fort Collins, 1995.
- US 287/SH 14 Access Management Plan Report, City of Fort Collins, 2000.

Appendix B: Actions From Relevant Plans

Location: General

Improve Riverside Avenue/Jefferson Street streetscape
Improve Linden streetscape
Improve Lincoln streetscape
Extend trolley
Complete market analysis for the area
Expand the DDA Boundaries to encompass area or create a riverfront development authority
Identify and cleanup hazardous waste sites
Performing Arts Center somewhere in area
Urban fishery somewhere in area
2 Trails Along River: walking and other
Aquarium somewhere in area
Re-create Auntie Stone's mill race (meandering stream landscape feature)

Location #1: Poudre River at College Avenue

Provide flood mitigation
Install gateway at N. College Avenue Bridge
Develop kayak course
Move gas pumping station (natural gas regulator)
Improve pedestrian access at N. College bridge
Amphitheater at Legacy Park

Location #2: Old Power Plant Site

Special redevelopment project (office, education, retail, entertainment, dining, etc.)
Protect structure - designated as local landmark
Create natural corridor from Lee Martinez Park across College Avenue
Potential amphitheater site (east side)
Redevelopment opportunities south of RR bridge
Privatize building w/covenants
Continue existing use
Build on water and historic heritage (i.e. Water Heritage Museum)
Relate building to river theme

Location #3: Northside Aztlan Community Center Site

Replace existing community center
Retain as park
Develop special river area - culture, arts, recreation, entertainment, open space, etc.
Develop special riverfront area, including housing, wildlife habitat, mixed-use development, urban design solutions
Redevelopment of site - unused portion outside of floodplain
Amphitheater site
Make no decision until new community center site decision reached

Location #4: River Redevelopment Area

Develop gateway at Lincoln Street Bridge
Develop gateway at Linden Street Bridge
Develop mixed-use housing
Develop retail
Redevelopment opportunities
Embankment project at Ranchway Feeds
Boutique environment (Breckenridge example)
Reduce Riverside/Jefferson pedestrian barrier. Improve connection to downtown
Pursue hotel/convention site (if better than other proposed sites)
Local drainageway improvements

Location #5: River Oxbow Site

Develop outdoor amphitheater
Restore wildlife habitat/natural area buffer
Floodplain mitigation project
Develop horticultural center
Develop public gardens
Develop “Boutiques”
Develop a habitat restoration and enhancement strategy for site
Linden Street “escape hatch” for Downtown
Transition but still urban
Modest development potential
Development closer to Linden Street to provide pedestrian connection
Match characteristics of Gustav Swanson - mirrors
Integrate both sides of River - locations #4 And #5 - for visual connection

Location #6: Lincoln Street - Poudre River Triangle

Opportunities for floodplain showcase (i.e. public private partnerships to develop flood mitigation strategies)
Special redevelopment project - office, education, retail, entertainment, dining, etc.
Amphitheater (washable architecture)
Showcase mitigation efforts. No development. Open space.
Important linkage from Link ‘N’ Greens Site to Downtown
Parking - might relieve parking needed for Oxbow site. Mini-transit Center. Transfer to Downtown

Location #7: Link - N - Greens

Develop mixed-use project including hotel, convention center, retail, housing, 9 hole golf course, “Disney” main street, kayak course
Opportunities for floodplain showcase
Gateway at Mulberry/Lemay
Protect view corridors
Mixed density, types housing
Protect natural areas
Embankment project
Locate Lee Martinez foot/cycle bridge [e.g. Link 'n' Greens to Udall]

Location #8: Pickle Plant Site

Provide as interim open space
Potential in long term redevelopment for retail, convention center, mixed-use development
Gateway at Mulberry/Riverside
Potential employment area - office/showrooms, incubator offices, retail/showrooms
Bermeing along Riverside/Jefferson where tracks will be abandoned, would help w/offsite floodplain mitigation
Potential of trade for floodplain areas (if access solved)

Area-Wide Elements (“Area Overlay”)

Develop people-friendly transportation patterns
Consider pedestrian RADII (Walking Units) w/development
General river/railroad/fort site/education/heritage theme
Preservation of natural riparian zone
Overall River - floodplain management and stream stability

Appendix C - Diary of Events

Organization	Date
Working Group	01/27/1998
Council Growth Management Committee	03/16/1998
Working Group	03/17/1998
Environmental Brown Bag Group	04/03/1998
Poudre River Trust	04/15/1998
Transportation Board	04/15/1998
Chamber of Commerce River Committee	04/21/1998
Chamber of Commerce River Committee	04/30/1998
Planning and Zoning Board	05/01/1998
Natural Resources Advisory Board	05/06/1998
Downtown Development Authority	05/07/1998
Poudre River Trust Symposium	05/30/1998
Environmental Brown Bag Group	06/05/1998
Poudre River Trust	06/17/1998
Working Group	06/23/1998
Poudre River Trust	07/15/1998
Citizen Planners	07/20/1998
Council Growth Management Committee	07/23/1998
Working Group	07/27/1998
Property Owner Meeting (sponsored by Poudre River Trust)	08/05/1998
Property Owner Meeting	08/11/1998
Poudre River Trust	08/19/1998
Phil Walker Show	10/23/1998
Property Owner Meeting	10/29/1998
Planning and Zoning Board	10/30/1998
Working Group Meeting	11/10/1998
Natural Resources Advisory Board Committee Meeting	11/16/1998
Natural Resources Advisory Board	12/02/1998
Council Growth Management Committee	01/11/1999
Natural Resources Advisory Board	01/20/1999
Property Owner Meeting	02/03/1999
Environmental Brown Bag Group	02/05/1999
Poudre River Trust	02/13/1999
Property Owner Meeting	02/17/1999
Council Study Session	02/23/1999
Property Owner Meeting	04/08/1999
Property Owner Meeting	04/15/1999

Downtown River Corridor Implementation Program

Poudre Paddlers	04/19/1999
Chamber of Commerce River Committee	04/20/1999
Phil Walker Show	05/18/1999
Natural Resources Advisory Board	05/19/1999
Public Open House	05/26/1999
Planning and Zoning Board	05/28/1999
Sierra Club	06/28/1999
Downtown Development Authority	07/01/1999
League of Women Voters Forum	07/07/1999
Chamber of Commerce Legislative Affairs Committee	08/06/1999
Property Owners Meeting	08/12/1999
Council Growth Management Committee	08/23/1999
Parks and Recreation Board	08/25/1999
Downtown Development Authority Committee Meeting	08/27/1999
Natural Resource Advisory Board	09/01/1999
Environmental Brown Bag Group	09/03/1999
Planning and Zoning Board	09/10/1999
Poudre River Trust	09/15/1999
Transportation Board	09/15/1999
Chamber of Commerce Legislative Affairs Committee	09/17/1999
Poudre Paddlers	09/30/1999
Community Meeting	10/06/1999
Wheeler Realty	10/07/1999
Council Growth Management Committee	10/11/1999
Landmark Preservation Commission	10/13/1999
Council Growth Management Committee	11/08/1999
Interested Party	11/11/1999
Interested Party	11/12/1999
Council Growth Management Committee	12/13/1999
Property Owners	02/02/2000
Property Owners/Developers	02/08/2000
Property Owners/Developers	02/15/2000
Property Owner Meeting	03/03/2000
Poudre River Trust	03/03/2000
National Park Service	03/08/2000
Interested Party	03/17/2000
Martinez Park Neighborhood	03/20/2000
Parks & Recreation Board	03/22/2000
Water Board	03/23/2000
Sierra Club	03/27/2000
Poudre River Trust	03/29/2000

Downtown River Corridor Implementation Program

Friends of the Poudre	03/29/2000
Planning & Zoning Board Worksession	03/31/2000
Open House	04/03/2000
River Corridor Property Owners Association	04/04/2000
Buckingham Neighborhood	04/04/2000
Property Owner/Developer Meeting	04/04/2000
Natural Resources Advisory Board	04/05/2000
Planning & Zoning Board Hearing	04/06/2000
Meeting of Historic Preservationists	04/06/2000
Council Growth Management Committee	04/10/2000
Council Study Session	04/11/2000
Downtown Business Association	04/12/2000
Chamber of Commerce - Local Legislative Affairs Committee	04/14/2000
Buckingham Neighborhood	04/18/2000
Transportation Board	04/19/2000

Appendix D - Public Comments

Date	Event or Source	Topic (if applicable)	Comment
4/19/00	Transportation Board		<p>Looks like a good focus in relation to transportation.</p> <p>Under the 1st Priority list, Lincoln/Willow/Linden Streetscape and Bridge – shouldn't those be treated separately?</p> <p>"Off -street Public parking" - What exactly does that mean in here? Is there a plan for a public library in that area? One possibility is in the Civic Center area at Maple and Howes and another possibility is across from El Burrito.</p> <p>I see that the Oxbow project made to the 1st priority list - I don't agree with it.</p> <p>Access – make sure we provide mobility. The naming of the projects is everything. "1st priority" could be called "access" instead.</p> <p>I don't agree with the prioritization. There are important things at the end and even though you say you can skip to those, in general if you have items at the top, that's what is going to be the priority.</p> <p>We are putting a lot of money into street and transportation issues and we have our natural areas and floodplain protection at the bottom and I disagree with that. They should be towards the top. In respect to the funding sources, I noticed on Linden/Willow and Lincoln, MPO is listed as a possible source. I don't understand that.</p> <p>What about the General Improvement District? That isn't listed anywhere as a source.</p> <p>The underlying concern that I have is - are some of these things what the community wants to see prioritized right now? We have the signal system, street maintenance, road needs and they are significant. I don't think General Fund monies or things like that should be allocated to these topics right now. A later version of this matrix will show no General Funding with the various improvements because we heard from Council that they probably wouldn't use that kind of funding.</p> <p>Has there been a study for the overall improvement as it affects VMT in the various corridors of the city? As we do things like this, we need to know what the impact is going to be.</p> <p>There is \$300M in transportation needs, so I can't support the 1st priorities on this list. We must look at integrating facilities. There are two parking structures downtown and there is a transit program, although it's not as strong as we would like it to be, but to not think about integrating the shuttle system with present facilities and to talk about off-street public parking as a first priority?! We must look at integrating these facilities first instead of asking if additional parking is needed after you make use of that. You can also look at the Mason Street project as a way to distribute parking throughout the whole community. I can't support the 1st priority based on that.</p>
4/11/00	Letter from citizen		<p>I am writing to you in support of the Recreational and Natural Riverbed Enhancement initiative that is listed as a top priority in the Downtown River Corridor Implementation Plan.</p> <p>At the October 1999 Downtown River Corridor Planning Open House, numerous paddlers, many anglers, and a few environmentalists echoed my opinion in rally—that our river needs attention now. In yet another example of the nationwide dedication of paddlers and anglers to river activism, our group of supporters successfully raised the recreational and natural river enhancement initiative to a level one priority.</p> <p>Through months of dialogue, this project now has the support of many groups, including the Friends of the Poudre, the Poudre River Trust, Poudre Paddlers, Trout Unlimited, the Colorado Rivers Alliance, the Colorado Whitewater Association, and our Park Department. Adjacent landowner Ranchway Feeds is extremely supportive of the proposal as well.</p> <p>Also of note are the groups who do not plan to oppose the project at this point, including the Sierra Club and the City's Stormwater Department. Both groups have been very helpful in the process of formulating a conceptual plan for the enhancements, and are withholding final judgement until the proposed feasibility study is performed, and the final plans are complete.</p> <p>The specific stretch of river we are proposing for enhancement runs from the bridge at College Avenue to the bridge at Lincoln Avenue, with the best possibility being the Linden to Lincoln area. This part of river has unsightly concrete and re-bar lining the banks, has a south bank at Ranchway Feeds in desperate need of reinforcement, and lies just north of our vibrant Old Town. This riverbed needs repair from the dredging that occurred decades ago, which took the river down to the shale substrate. The section also has enough gradient (.5%) to produce some exciting whitewater for recreation, including kayaking and canoeing.</p> <p>Our river enhancement project calls for the following actions...</p> <ul style="list-style-type: none"> River Cleanup—light & heavy trash, concrete, rebar Concrete/Riprap Burial Large Rock placement—for water aeration, restoration, ecological improvement, and recreation Pool drop structures and deflectors (of rock) added to create deeper pools Re-vegetation of native plant species (cottonwood, etc) to stabilize bank—where needed as Army Corps recommends. Preserve safe woody debris in slower flow areas (eddies, etc) for food chain support Create needed fish and waterfowl habitat with deeper pools and natural rock aeration Establish fisheries and waterfowl management plan with the Colorado DOW Monitor water quality with Friends of the Poudre and monitor river sediment and adjust where needed <p>Once completed, this project would create needed fish and waterfowl habitat by creating deeper pools of water, improve water quality through aeration, and create fun play for paddlers of all ages. In fact, this would create a stretch of river for after work paddling and angling, children's developmental programs, and river festivals, for a useable period of four to five months. Simply put, this project would finally address one of the largest and fastest growing recreation groups in the country—paddlers. It would create a complete focal point for the riverside community, while increasing the enjoyment for anglers, walkers, bikers, and skaters as well. And most importantly, the enhancement would leave a great year-round benefit to the river and the community—forever.</p> <p>This urban stretch of our riverbed has been completely overlooked for too many years, and the time is right for beneficial improvement. Many other Colorado cities, including Steamboat, Boulder, Golden, Denver (two parks), Durango, and Salida have already realized the revitalization these projects provide. Many others plan to soon follow suit. Please support the Cache La Poudre recreational and natural initiative as a whole, and help put the river back into Fort Collins. Thank you for your time and</p>

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4/10/00	Planning and Zoning Board		<p>dedication.</p> <p>On Thursday, April 10, 2000, the Planning and Zoning Board heard the Downtown River Corridor Implementation Program. In general, the Board was supportive of the Program. The Board also made the following recommendations and comments:</p> <p>Move floodplain protection projects including Oxbow for flood protection only and purchase from willing sellers (option 1) for N. College/Vine and Triangle to 1st priority.</p> <p>Add Lemay Avenue/Airpark flood protection levee to the project list as a 1st priority.</p> <p>Separate Oxbow "Acquisition for Public Use" and "Floodplain Protection."</p> <p>Use Stormwater funds to pay for floodplain acquisition in N. College/Vine and Triangle and DO NOT use natural area funding to pay for acquisition.</p> <p>DO NOT use general funds for streetscape projects or off-street public parking.</p> <p>Provide strong outreach for the off-street parking project.</p> <p>Move Bank Stabilization up to 1st priority.</p> <p>The motion was approved 6-0</p>
4/6/00	Historic Preservation Meeting	Historic Preservation in Corridor	<p>There are 1 story buildings in Downtown River Corridor. The co-housing project is out of scale. Don't like change of scale.</p> <p>Anticipate very little surface parking. Support new Sears building. Efficiency of scale means taller buildings.</p> <p>Your plans feel "Disneyfied".</p> <p>Properties have to be able to "pay the freight." This property has to be completely renovated or redeveloped to survive.</p> <p>We won't save buildings unless they are economically viable.</p> <p>We need to do a survey and evaluation of the historic landscape.</p> <p>The discussion has been towards a district.</p> <p>The purpose of this meeting is to make sure we don't leave historic concerns to last minute.</p> <p>We are trying to have a collaborative design with different groups, including historic preservation.</p> <p>The window of funding (3 years - state grant) may be too long for a historic survey. Need to look for another source.</p>
4/6/00	Memo from Natural Resources Advisory Board		<p>The Board applauds and strongly supports the high priority given to restoration of the riparian habitat along the river through the downtown area.</p> <p>The NRAB has long favored purchase of the Oxbow site as a City-owned natural area. However, we believe the options for the Oxbow site, as presented in the DRCIP would lead people to the conclusion that the site needs to be purchased in order to adequately protect the Buckingham neighborhood from flooding during a 100-year flood event. This is simply not true. Therefore, we believe the Buckingham flood protection project should be presented separately from the Oxbow site purchase or should not even be mentioned in the DRCIP. The Buckingham flood protection project is identified in the draft Master Drainage Plan for the Poudre and may not be appropriate to include in the DRCIP.</p> <p>The Board reiterates its support for purchasing the Oxbow site as a natural area. However, the City should only purchase the property at a fair, appropriate, and reasonable price.</p> <p>One option for the Oxbow that has been presented is as a site for 2,500-seat amphitheater. The NRAB is strongly opposed to any public facility of this magnitude in the river corridor due to the negative impacts the facility would have on the surrounding neighborhoods and the riparian corridor. Our principal concerns include night lighting impacts on wildlife, amplified sound system impacts on neighbors, traffic, and the high costs of public infrastructure needed to support such a facility.</p> <p>The DRCIP options include numerous references to purchasing lands for natural areas. In addition to the Oxbow, these properties include the so-called Triangle and the properties at North College and Vine Drive. The NRAB strongly opposes the use of natural-areas monies to purchase lands that have not been identified by the Natural Resources Department (NRD) and NRAB as priority sites for natural resource conservation. The Vine Drive and Triangle properties have not been identified as priority sites because they contain little or no natural resource value.</p> <p>The NRAB favors the private redevelopment of the Triangle site. We also believe it is appropriate for stormwater fees to be used to purchase the North College and Vine Drive properties because they are located mostly in the Poudre River Floodway. The Poudre River Master Drainage Plan identifies stormwater purchase of the College and Vine Drive properties as a potentially cost-effective solution to the high flood hazards that exist at that location.</p> <p>The Board urges Council to ensure, in its adoption of the DRCIP, that the natural-area buffers prescribed in the Land Use Code (LUC) are observed under any new private development plans along the river. These buffers range from 200 to 300 feet along the river corridor. We believe these buffers are a critical element of the DRCIP that must be adhered to as strictly as possible.</p> <p>The NRAB also strongly believes that natural-areas buffers are protected under the LUC and should not have to be purchased by the City.</p> <p>The Board has serious concerns about the recreational enhancements described under the 1st priority projects. One option is to modify the river channel to create a white water kayaking park. We are concerned about this proposal because it would alter the "plains river" character of the Poudre by trying to make it into a "mountain river." We are also concerned about the impacts that heavy recreational use would have on the riparian corridor.</p>
4/3/00	Open House	Triangle (Lincoln Avenue)	<p>Remove structures around College & Vine in floodplain. Convert south of Vine to natural area</p> <p>Option 1 - this (triangle) is not suited for natural area. Speculation means you sometimes win and sometimes lose. No bailouts at taxpayer expense.</p> <p>Increase priority of shuttle. Downtown shuttle service needed to make use of investment in new and old parking structures.</p> <p>Option 1 - Hold polluters responsible for cleanup.</p> <p>Relocate bus and return to natural area.</p> <p>No bailouts of floodplain land speculators.</p> <p>No oxbow development. Separate flood issue from development support.</p> <p>Triangle - Buy and return to natural state. If financially feasible given the environmental problems.</p> <p>However, buy with money other than natural areas money.</p> <p>Option 1 - Hold people who caused contamination responsible.</p> <p>Option 1: good for water quality; good for the neighborhood; good for wildlife and recreation</p> <p>Will landowners in Larimer County area (downtown airpark area) be involved in these changes of the city?</p>

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Triangle & North College/Vine Drive - Option 1 is the best for public safety and also creates a legacy for quality life for our children and future residents. Expansion-Yes! But good things don't happen with vision and cost.

Public purchase of land in 100-year floodplain is great - BUT - funds for purchases should be drawn from many sources, as these lands will serve many purposes.

Oxbow - Don't use natural area funds for this purchase. It is degraded land and should not be bought to bail out a developer/landowner so he can profit at city expense. Let him sell it to someone from Texas!

Cart is before the horse here! How can you consider any options until the floodplain has been established? Recommend at this point: No further development, don't use Natural Resources \$ to buy out.

Triangle - GO WITH OPTION 1! Natural areas important to all who use them, wildlife, people, etc. Makes for better boating! But - let us use our natural areas, don't put them off limits to people - like out at Pineview!

Triangle should be purchased. However, due to the degraded nature of the area, it should not be acquired with just Natural Areas tax. Establish floodplain regs first!

N. College - option 2 - change area to 500 year product area.

Triangle - Purchase from willing seller. Take contaminations into consideration when land is appraised. Businesses along here were willing to relocate for baseball stadium so relocation is not an issue.

Triangle - Go with option 1!

Don't Buy! If you do buy DO NOT use natural areas funds. Use OTHER city funds. Not high priority natural area.

Oxbow site - 1st designate floodplains. 2nd - acquire Oxbow property. 3rd - Create use as a natural area. * Don't encourage crowds to the area by creating an amphitheater.

Taxpayer - funded parking garages and other infrastructure that would promote development in the corridor is NOT in the public's best interest.

Triangle: Don't use current natural areas money for this purchase. Better yet, don't make this purchase, period!!

Triangle - Seems to me you wouldn't want a petroleum facility in the 100-year floodplain. Sure wouldn't want to see the hazardous cleanup that would follow.

I feel that option 1 would be the best choice in that it removes structures that could be more harm than good and that showed in 97. There could be repetitive damage, but at least water would have some where to go and would provide safety for Fort Collins businesses and community.

Triangle - OPTION 1. Natural areas are EXTREMELY important for habitat along the river.

Why is most of property not in floodplain owned by the City?

A special fund should be set up to purchase these sites since there are floodplain issues in all three areas.

Triangle Site - Option 1 - my preference. If you can't afford to buy all properties at once, at the least redevelopment should be restricted and city maintenance of infrastructure limited.

Triangle - Option 1. Good for the neighborhood. Good for the environment. I have heard some of the businesses ARE willing. Lincoln Green would make an excellent City Park with a fairly low conversion cost.

Triangle - go for option 1. Allow regeneration of natural area. Get help from non-profits ...trees water and people to plan and fund the work.

No amphitheater on Keifer/Oxbow property. Too close to residences. Already shortage of parking for ball field at Buckingham Park. Amphitheater may be more appropriate at the Center of Lincoln Green Property - room for adequate parking lot there - Lincoln Green could make a nice and easy to convert City Park similar to "City Park"

Triangle - Option. Make the owners who polluted the site clean it up - a min-super fund site. Use floodplain/storm drainage fees to purchase land, NOT natural areas monies to clean up.

Triangle area - remove structures City buy convert to natural areas or very low intensity areas. Public funds should be used only if the areas stay natural - open space - not commercial - like the amphitheater ideas.

No development on 500 year floodplain. Remove contamination responsible party must pay. Do not use open space fundings. Secure additional funding.

Triangle: Option 1, suggest area = 500 year Product Area. Oxbow Site: Separate acquisition from levee, build on site - simple washable - native park like area - can be used for public gathering - parking is BIG problem. Put levee next to Buckingham - less noise - let river flood.

The Parks & Recreation Board is very supportive of the recommended projects in the plan and also agrees with their priority rankings. The Parks and Recreation Board is very supportive of the Downtown River Corridor Implementation Plan. Implementation of the plan will significantly improve and continue the revitalization of downtown Fort Collins. The Board is especially interested in the parks and recreation projects associated with the plan.

I highly recommend against building an amphitheater on the north side of the Poudre River. This historical oxbow should be allowed to remain an overflow area for the river as this area will undoubtedly flood sometime in the future (100-years, 500 years?). The area could be maintained as a natural area and funding should be spend to further enhance this area for wildlife habitat (e.g. plantings of grass seed, shrubs, trees). Presently I feel there are other issues of higher priority for the City of Fort Collins than building a new amphitheater in a floodplain (e.g. UPDATING TRAFFIC SIGNALS!). Furthermore, it appears to me that parking for the amphitheater will be a problem situation. Building yet another parking garage for the amphitheater on either side of the river is not a viable option and again, I feel there are other issues of higher priority for the City of Fort Collins than building another new parking garage.

I highly recommend that the final plan allow for a river buffer/intact floodplain on the south side of the gold course, located south of Lincoln and on the north side of the river. I am highly in favor of restricting the development of the golf course to outside the floodplain. A perfect example of a bad situation can be found along the Poudre River where a recent and very costly "stabilization project" was needed when the golf course built 0.5 mi. due south of Windsor flooded because the developer was allowed to build the fairway/gold green down to the river's edge!

My principal concern is the integrity of the Poudre River riparian corridor. Riparian corridor habitats are among the most valuable to wildlife in the western United States. Yet these habitats have declined dramatically and continue to decline as a result of hydrologic modification, river channel alteration, development, and other man-made causes. Consequently, I am particularly concerned over any

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			<p>actions that may further degrade or fragment riparian corridor habitats. In order that riparian zone vegetation communities can perpetuate themselves, it is imperative that the inherent migration of the river and its ability to periodically inundate the associated floodplain remain unimpeded. When rivers are constrained and confined, the associated riparian vegetation ultimately declines, is inevitably altered in character, and may even disappear.</p> <p>Because the entire system is interdependent, any effects to the riparian zone may have consequences for waters of the United States. Alteration of or impacts to the riparian corridor can substantially and adversely affect the chemical, physical, and biological characteristics of waters of the United States in a variety of ways. The river provides for both the establishment and perpetuation of riparian vegetation communities. In turn, these communities substantially dictate the nature of the chemical physical and biological characteristics of the aquatic environment of the riverine system. Alterations of and impacts to the riparian zone can change nutrient loading, water chemistry, sedimentation, runoff retention and filtration, water temperature, hydrology aquatic habitat, aquatic food resources, and other system characteristics and functions. The two are mutually dependent and interrelated.</p> <p>Riparian vegetation zones also serve as crucial connective corridors between habitats and wildlife populations. When these corridors are fragmented, riparian corridor wildlife populations may be eliminated as they become isolated from each other. Travel and dispersal functions among other wildlife populations connected by these corridors can also be eliminated, isolating those populations as well from population and genetic support. Without safe travel corridors, individuals are exposed to increased risks of mortality. Therefore, it is a priority of the Service to retain or restore the inherent dynamic characteristics of rivers and streams such that the natural riparian vegetation communities attendant to them, along with the vital functions they perform, are perpetuated or restored.</p> <p>In the project vicinity, human activities have already adversely impacted the Poudre River and its associated riparian communities. Industry and development have substantially reduced wildlife habitat in the area. These factors make the residual riparian corridor especially important to local wildlife. I believe it is important for wildlife both locally and downriver, that the riverine system be healthy, intact, and functioning as naturally as possible. Because of previous adverse human alterations, the river is currently out of balance. Both physical and hydrologic characteristics of this system have been negatively influenced.</p>
4/3/00	Workshop	General project comments	<p>Restrict development on Link-n-Greens to outside the 100-year floodplain.</p> <p>Riparian habitat restoration should be a top priority.</p> <p>Continuous riparian wildlife migration corridor should be preserved from Taft Hill Rd. to Prospect Ponds.</p> <p>Keep things natural – not so urbanized – like mall with a water feature.</p> <p>No retail w/ floatable hazardous materials in floodplain (anywhere that could have even ponding waters).</p> <p>Caution drivers not to drive through flooded alleys, streets, etc.</p> <p>The City should buy property that might flood.</p> <p>The historic buildings on Link-n-Greens should be preserved.</p> <p>“Naturalize” & stabilize Ranchway’s bank. Historical & commercial site.</p> <p>Taxpayers are paying for 2 parking garages already – let development pay for parking.</p> <p>Build new Aztlan Center at Old Site. Leave area around as open space for soccer, etc.</p> <p>No rip-rap on bank stabilization.</p> <p>My priority is habitat restoration and preservation over any streetscape beautification.</p> <p>No new development in the floodway and floodplain.</p> <p>No redevelopment in the floodway.</p> <p>Poudre River Riparian Habitat Restoration should be top priority.</p> <p>A continuous riparian wildlife migration corridor should be preserved from Taft Hill Road to Prospect Ponds.</p> <p>Preserve the historic buildings on Link-n-Greens.</p> <p>Develop wetlands for waterfowl migration!!!! [DC]</p> <p>It’s interesting to consider the historic trolley downstairs, but not realistic. At present there is only ONE trolley. Even though the trolley runs on protected greenways for most of its trip from City Park to Howes and Mountain, two careless drivers ran into this “living historic treasure” last summer. The suggested extension raises the odds of the careless drivers destroying the trolley.</p> <p>Option 1: Preservation of natural area is key here!! Natural areas in Ft. Collins are not balanced w/ development.</p> <p>How about a recreational trout fishing recreational site near downtown.</p> <p>Improve River Corridor through wildlife habitat restoration and recreation enhancements. Both are important resources to Ft. Collins and should not be overlooked.</p> <p>The river is a resource that should be used to the advantage of the community. Boulder, Golden, and Steamboat Springs have all developed their rivers into great recreation sites for jogging, fishing and boating. Fort Collins could benefit from similar enhancements.</p> <p>Restoration of wildlife habitat is key all along the river.</p> <p>Do not put development in floodplain. Keep our natural areas natural – open areas & open space is the soul of a city. Please do not put an amphitheatre in Oxbow site.</p> <p>Make restoration of the wildlife habitat/corridor a reality.</p> <p>I’m in favor of a recreation enhancement at the College Avenue Bridge area.</p> <p>We want restoration of wildlife habitat – please keep our natural areas. We have enough cement.</p> <p>Development on Lincoln, Linden & Willow streets should PRECEDE street & sidewalk improvements.</p> <p>Developments should pay toward streetscape improvements.</p> <p>1st Priority: \$7,650,000 for Linden, Willow, & Lincoln Streets is a massive subsidy to developers – without which development wouldn’t be feasible? This is misappropriation of the 1st order.</p> <p>River Corridor -- Re: First Priority Projects – River restoration, top, #1; Jefferson/Linden Intersection, #2; Contaminated Sites, #1; Oxbow Acquisition, #1; move parking structure to 2nd or 3rd priority (very expensive); others might also move to #2. Re: Second Priority Projects – Triangle – purchase or otherwise get contaminants off it; Gateway at Riverside & Mulberry – o.k., but probably expensive to do something that would change that whole look – not as worthwhile as other expenditures.</p> <p>Do not allow infill to raise structures above the floodway. No matter how much you “scoop out” to accommodate water displacement, infill will: a) create more hydraulics (eddies, drops, current differentials) to confuse floodwaters, causing greater hazards to safety, and b) create the need for causeways, which will also back up more flood water.</p> <p>First Priority for habitat restoration is excellent. Street improvements should be up to businesses which</p>

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would profit, not at taxpayers expense. Recreational changes in river should be discouraged. Go up to Poudre River itself for great kayaking.

Second Priority Projects – No San Antonio!

Enhancement is a must. Providing recreational opportunities is a bonus for all. As long as the development is planned for the long-term. Very sustainable. Benefits kayakers, anglers, joggers, walkers, bird watchers, visitors, and residents.

Emphasis would be on floodplain restoration and habitat restoration. Keep people and businesses out of harm's way! Protect the Oxbow – an amphitheatre is a high-impact development and doesn't belong there! Keep retail development well away from the riparian corridor. Respect large setbacks.

Balance the uses among all. We need a restaurant [or more(?)] & shops along River! All towns with rivers are developing river frontage. Leave some for wildlife, too. Again, balance.

Second Priorities: Interpretive program a good idea. Trail amenities ONLY if they are absolutely not intrusive on wildlife/plant communities. Bank stabilization if it is natural materials. "Gateway"? Not important at this point.

Restrict development at Link'N'Greens to outside 100-yr floodplain. No rip-rap on banks of river. Put things like library & performing arts center downtown near existing parking. There are far higher priority uses for our taxes than an amphitheatre, e.g., street maintenance.

[Paige, age – 10 years] One of our state's nicknames is "Colorful Colorado", we might as well change that to black and gray Colorado if we develop all open spaces. It's going to be noisy for the people who live there because of the amphitheatre. What if the floodplain has a flood? Don't make our river look like Disneyland!

OPPORTUNITY TO IMPROVE MUST NOT BE WASTED. Recreational enhancements are needed to improve water quality, visual beauty, habitat for fish & wildlife, & recreation use. The potential of the urban paddling & fishing experience is untapped. Please improve this area with cleanup, rock placement, safe passage for boats, play features, & deeper fish pools.

Linden, Willow, Lincoln streetscape improvements too great a scale \$ compared to others.

Oxbow: Acquire, but keep it a natural area. Find another site for the amphitheater, or have it not at all. We don't need to become Denver along Cherry Creek. Parking and amount of usage would be detrimental to this area and existing residents in Buckingham.

Oxbow Site: Levee should not be attached to "what to do with site" If amphitheater developed it should be OK to flood as normal to maintain vegetation. **DON'T PUT PARKING IN THIS AREA EITHER!**

No amphitheater at Oxbow! How many other amphitheaters do we need in Fort Collins?

Keep Oxbow as natural area – needs restoration. – Levee at outflow fringes edge of flood plain good for neighborhood.

From Big Thompson to Laramie River, the Poudre is unique in lush habitat. We are in a semi-arid region, and water is scarce. River habitat is LINEAR habitat – easily interrupted by unnatural light and sound. Riverside setting would be nice for amphitheater but what about the effect of the theatre on natural areas? Catastrophic!

Building a levee at the Oxbow site is the #1 priority to remove property (residential as well as commercial, from the flood plain.

No amphitheater not fair to Buckingham area residents.

Oxbow, buy and keep as natural area. NO amphitheater.

Don't put an amphitheater in the Oxbow site.

#1 priority should be restoration of habitat. No river channels enhancements. Move trail away from river. Developers pay for infrastructure improvements No amphitheatre at Oxbow!

Amphitheatre yes.

No amphitheatre.

1st Priority: Oxbow – acquisition for Public Use. This is for Flood Protection. This is misappropriation or misdirection, mixing apples & oranges.

Best to preserve Oxbow for low level use if City can purchase. "No lights", no sound systems after dark.

No amphitheatre in oxbow area - unsuitable location.

Acquire Oxbow with new funding. No development.

Oxbow is where the river's been. Flood protection is different than public use. This is a clever (not so) to bail out the current owner.

Oxbow, first have flood mitigation of Oxbow, don't put both together. Flood mitigation should be first priority. Amphitheater should not be here, impacts Buckingham.

Oxbow Site acquire for natural area.

Why do we need the 7th, 5th, or 6th amphitheater? Why let this drive development on south side of river, at considerable PUBLIC expense? Why let this drive need for infrastructure (parking) at PUBLIC expense? Pass flood plain regs first!

Interpretation should be included in the City plans for Poudre River! You can't but interpretation!

Amphitheater and gardens would be major improvement! The natural "concrete dump" is awful.

The bike trail was set back from river south of Timberline Bridge because of habitat disturbance. Bike trail curfew is partly to reduce habitat disturbance. How consistent is an amphitheater with this river policy?

Yes, amphitheater would be FANTASTIC. Provide relocation for residents if wanted.

C'mon folks The ONLY reason we have highways irrigation ditches and powerlines today is because "takings" (that dirty word) were absolutely. Unless that option is included, this mgmt effort is guaranteed to fail. Option #1, with muscle.

Berm/levee at Oxbow site should remove MINIMUM amount of land from flood plain. Protect Buckingham? Yes! Create dry land for an amphitheater? NO!

Don't use Natural areas monies to buy lands without natural values, or to bail out those who were NOT good stewards of their lands.

Oxbow, acquire for public use and keep as natural area – no amphitheater!

Oxbow, would be great to keep natural; great areas as floodway; if any infrastructure, must be washable; if levy, keep natural. But that will seriously restrict the river! Could cause flood problems!; riverbed enhancements here!

Oxbow Site: Can't we just have a river? More cars = noise, parking, congestion at an already busy part of town. Preserve nature and preserve a downtown that people want to live in – void of urban congestion and noise.

Noisy amphitheater will impact Buckingham. Like Fiddlers Green in Denver.

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			<p>Oxbow should remain as a natural area! There should not be any more development in that area. Oxbow no amphitheater no parking lots. Oxbow, restore as natural area. Keep as wildlife corridor. Where is the riverwalk option (for south side only) Natural areas to the north (Option #1) North College and Vine, option #1, we should not be manipulating rivers, such as constructing levees. North College/Vine Drive, Option 1 Oxbow, no amphitheater. Plant it in native greases and let it go. Protect Buckingham with levee. If you have money to construct an amphitheater, you should use it to purchase the land. Don't use natural resources dollars. A \$4 million 2,500 seat amphitheater is not good use of taxpayer's money! What would O&M cost? 1. Triangle for: Option 1; 2. Oxbow site – keep natural no amphitheater, 3. N College and Vine Option 1 Do NOT use open space funds for purchase of flood plain land purchase. Do establish new funding source for purchase of flood plain land purchase. Do not use open space funds to build amphitheaters performing arts centers, convention centers, or any other public infrastructure. Do acquire Oxbow site for a natural area ONLY. Do restore river corridor to natural conditions. THANKS! For opportunity to give feedback! North College/Vine, MOST favor Option 1; LEAST favor Option 3. I think it is critical to avoid development in flood plain. An amphitheater can be build in other areas as well as other development – this is a chance to preserve a very limited ecosystem along the front range corridor. Giving up development opportunities is a wisdom not appreciated in the present but is an appreciated diamond for the future. While the amphitheater sounds good for people it would be in compatible with wildlife values of the Oxbow. We have pushed the wildlife out of many areas – enough is enough. Keep it natural/restore the natural environment as much as possible. North College/Vine Option I that is the best for all concern – Interpretation on the Poudre would be FANTASTIC! North College/Vine Drive Option I buy from WILLING sellers, restore to natural conditions. No major construction development in the oxbow area!! Vine Drive - as long as both options 1 & 2 are high cost, go for option 1. It provides the most safety and natural areas. N. College/Vine - We need a dedicated funding source for floodplain protection from storm drainage fees. Don't use Natural Areas revenues to buy neglected, trashed out land with oil and other hazardous wastes. N. College - Vine Drive - *Purchase property with general funds or new source - (flood protection national fund?) * No levees - Engineered controls tend to fail N. College-Vine Drive - Go with option 1! Less destruction to environment down the road if we don't allow option 2. Option 1 looks good Include Mason Court (if that is the northern-most court on the map) in the gateway plan from the west end. East of Buckingham has been a cement dump site for decades. Public should know this. Wal-Mart Aaaaarrghhh! Most important: (1) Project #6 - Jefferson/Riverside Streetscape Improvements (2) Project #8 - Linden, Willow and Lincoln Streetscape Improvements (3) Project #9 - Off-street Public Parking (4) Project #10b - Amphitheater on Oxbow site (5) Project 11a - Triangle area redevelopment (subject to floodplain rules) (6) Project 12 - Link-n-Greens development within floodplain rules Very important: (1) Project #2 - Environmental and Cultural Interpretive Program (2) Project #3 - Cache la Poudre Trail Amenities (option 1&2) (3) Project #5a - N College/Vine Dr. (development subject to floodplain rules) (4) Project #7 - Old Fort Site Urban Design Features (4) Project #13 - Gateway at Mulberry and Riverside (5) Project #14 - Embankment Stabilization Important: (1) Project #1 - Riverbank and Wildlife Habitat Corridor Enhancement, (2) Project #4 - Cache la Poudre River Natural and Recreational Enhancements (3) Project #15 - Gateway Features (4) Project #16 - Downtown Shuttle Service (5) Project #17 - Clean Up Contaminated Sites The committee was very supportive of projects #5, #10, #11 and #12. However, until the outcome of the Floodplain issues is determined these have not been placed as top priority. Re-evaluation of the above priorities will occur when the floodplain policy is finalized. Identifying contamination of public land leads to concern over private lands. Need assurances that property owners are not on their own. Share responsibility? Not sure if you can spread liability. What are relationships with EPA regulatory side? We are really not dealing with those folks. Are there additional moneys available for cleanup? Stigmatize area if you find contaminants...Value could go less than zero. As a group, very few disadvantages. One property problems are all problems. Write grant so that property owners can also have property assessed. Historic inventory of historical sites needed. Area is industrial = recognize this fact.</p>
4/3/00	Open House	N. CollegeVine Drive Option 3	
4/3/00	Open House	Where is Development Allowed?	
2/29/00	DDA recommendations		
2/2/00	Downtown River Corridor Property Owners	Briefing on Brownfields Grant Proposal	
10/14/99	Landmark Preservation Commission		
10/6/99	citizen		
10/6/99	Workshop	Grand Totals	(1) Continue to Coordinate and Implement Existing Projects: 1st priority - 85; 2nd priority - 12; 3rd

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			<p>priority - 4; Not a priority - 1; No opinion - 5</p> <p>(2) Linden/Willow/Lincoln Streetscape Improvements: 1st priority - 55; 2nd priority - 31; 3rd priority - 18; Not a priority - 6; No opinion - 2</p> <p>(3) Jefferson/Linden Intersection Improvements: 1st priority - 57; 2nd priority - 28; 3rd priority - 18; Not a priority - 6; No opinion - 1</p> <p>(4) Jefferson/Riverside Streetscape Improvements: 1st priority - 53; 2nd priority - 36; 3rd priority - 15; Not a priority - 5; No opinion - 1</p> <p>(5) Off-Street Public Parking : 1st priority - 39; 2nd priority - 21; 3rd priority - 33; Not a priority - 16; No opinion - 0</p> <p>(6) Address Contaminated Sites : 1st priority - 92; 2nd priority - 10; 3rd priority - 5; Not a priority - 1; No opinion - 2</p> <p>(7) Environmental and Cultural Interpretive Program : 1st priority - 26; 2nd priority - 44; 3rd priority - 28; Not a priority - 12; No opinion - 1</p> <p>(8) Cache la Poudre River Trail Amenities : 1st priority - 43; 2nd priority - 43; 3rd priority - 18; Not a priority - 3; No opinion - 0</p> <p>(9) Linden/Willow Area Urban Design Features : 1st priority - 14; 2nd priority - 38; 3rd priority - 40; Not a priority - 18; No opinion - 2</p> <p>(10) Gateway at Mulberry & Riverside -- Gateway & Landscaping : 1st priority - 16; 2nd priority - 41; 3rd priority - 38; Not a priority - 14; No opinion - 2</p> <p>(11) Embankment Stabilization : 1st priority - 38; 2nd priority - 38; 3rd priority - 19; Not a priority - 11; No opinion - 3</p> <p>(12) Natural & Recreational Channel Enhancements : 1st priority - 69; 2nd priority - 12; 3rd priority - 22; Not a priority - 11; No opinion - 1</p> <p>(13) Gateway Features at One or More Sites : 1st priority - 3; 2nd priority - 22; 3rd priority - 55; Not a priority - 20; No opinion - 5</p> <p>(14) Downtown Shuttle Service : 1st priority - 24; 2nd priority - 27; 3rd priority - 31; Not a priority - 21; No opinion - 5</p>
10/6/99	Workshop - citizens' comments		<p>Start with providing a natural riverscape. No "arts in public places!"</p> <p>This plan should wait for the floodplain regs so priority can be appropriate set. (Ditto)</p> <p>The river is what will draw people to this area so it should be restored to natural state first.</p> <p>There are no parks in Fort Collins for the boating community. This is the only one feasible (College-Mulberry).</p> <p>Enhance the river environment to draw people of Fort Collins to it and to increase their river awareness and appreciation.</p> <p>Whitewater park enhances this appreciation.</p> <p>Focus on the RIVER - not the roads!</p> <p>I agree - many of the issues discussed had nothing to do with the river corridor!</p> <p>Make the roads pedestrian-centric; leave cars elsewhere.</p> <p>Whitewater park and riverbed enhancements are compatible with a natural environment.</p> <p>Plan seemed more concerned with gutters, not the river.</p> <p>Use "Old Town" as a model. Don't have cars parked near the river.</p> <p>Kayak racks on shuttle! (or trailer)</p> <p>Paddlers are an important population - please consider river enhancement with boulders to create features.</p> <p>Through the use of natural materials, the river should be restored/enhanced to positively influence the recreational (boating) potential of the river.</p> <p>As a Poudre School District teacher I know there is a need for a whitewater park for the youth of this community.</p> <p>No buildings in the floodplain!</p> <p>I second that! Respect property rights but protect human life - Figure \$1,250,000 as the value of a human life and balance that against property value!</p> <p>Ecological/biological science must have priority over recreational amenities when considering ANY riverbed enhancements. This includes impact of increased human presence in the heart of the river corridor.</p> <p>Coordinate DRCIP plan with floodplain revisions. These two plans cannot work apart. There must be coordination between the two.</p> <p>Riverbed enhancement/streambank stabilization must be done, use ecological principles as the guide not recreational needs.</p>
10/1/99	Poudre Paddlers Soapbox article	Channel Enhancements	<p>The main issue we support is the Poudre River Natural and Recreational Channel Enhancement Program.</p> <p>This program calls for the return of the Poudre to its more natural state through the use of riverbed landscaping. Natural river rock would be placed in the riverbed to add more natural eddies, currents, waves and pourovers. The benefits are numerous. The project will:</p> <ol style="list-style-type: none"> 1. Beautify the riverbank and riverbed, returning it to a more natural state. 2. Provide a recreation site in the city for paddlers, anglers and others. 3. Increase aeration of the water, thus improving water quality. 4. Improve fish and wildlife habitat. 5. Create a friendly, controlled environment for instruction of youth paddlers and anglers. 6. Seek to maintain or possibly increase the amount of flow in the river. 7. Improve the scenic benefits of the river for bicyclists, walkers, runners, and birdwatchers. 8. Increase the ecological awareness and personal responsibility of the river. <p>Please realize the city is not allowing nor are we seeking any artificial channeling through concrete riverbank levies. The design will only contribute to and strongly enhance the riparian sections of the river corridor. It should allow for "heavy-trash" riverbank cleanup activities, including removal of dangerous concrete rebar. It should use a few compact and low-impact river access points from College through Mulberry. It should allow for a yearly selective cleaning of only channel-wide obstructions that are dangerous in floods and throughout peak flow. And, we stress that any design must adhere to the proposed Revised Floodplain Regulations. As this project will only enhance habitat, we are presently working hand-in-hand with all environmental interests on the Poudre, including the Natural Resources Advisory Board, Friends of the Poudre, and the Sierra Club.</p> <p>Many communities have already realized the benefits of river projects. Communities such as Steamboat, Durango, Boulder, Golden, Vail, Aspen, and Salida have led the way. Now considered are projects in Pueblo, Colorado Springs, Breckenridge, Gunnison, Palisade, and Loveland. Even the downtrodden</p>

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			<p>South Platte River in industrial Denver boasts a river enhancement project. Who's in favor of this locally? Many other organizations as well as long-time residents who have seen the river diverted, dammed, dredged, and mined to its current state support his project.</p> <p>Where can we find the money for this project? The project should actually be quite affordable. The main cost will be in the rock used for riverbed landscaping, and the labor to place that rock. Design fees should be fairly minimal, and river access construction should require few dollars. Beautification and cleanup could be done as a community project with city assistance. Overall, the benefits far outweigh the costs. With Great Outdoors Colorado (GOCO) funding and some heavy-duty local grant writers available, we believe this project might be totally outside financed.</p>
9/29/99	Friends of the Poudre Position Paper	Cache la Poudre River Restoration and Enhancements Between College and Mulberry	<p>We support the following being included in Priority 1 of the Poudre River Corridor Plan:</p> <ol style="list-style-type: none"> 1. River cleanup and riverbanks natural stabilization (trees, grass, and other suitable vegetation's) consistent with floodplain regulations. 2. Riverbed landscaping through river rock placement in the stream bed with rock placed naturally to create a river section with aesthetics, interest, and diversity of elements, and environmentally sensitive boating and fishing modifications at the Coy Diversion Dam as proposed by the City of Fort Collins Parks as a Priority 1 project. 3. Increase water aeration to improve water quality. In conformance with City Code. 4. Rock placement and habitat design to enhance fish environment. With a minimum of channelization or stabilization. 5. Low environmental impact boating (canoe, kayak, other) on surface of river seasonally from established public put-ins and take-outs. 6. Substantial private funds could be available to this project and should be sought. 7. The project should commence as soon as possible in the low water season. 8. Our support is subject to our review of final plans. <p>The following recommendations reflect a consensus of our Board on each of the proposed projects, without consideration to more specific design criteria and funding sources.</p> <ol style="list-style-type: none"> 1. Existing projects - 1st priority. 2. Project 8: Linden, Willow, Lincoln Streetscape - 1st priority 3. Project 6: Jefferson/Riverside Streetscape - 1st priority 4. Project 9: Off-Street Public Parking - 1st priority 5. Project 2: Environmental & Cultural Program - 1st priority; Note that it is the opinion of this board that private funding sources are both readily available and most appropriate for this project. 6. Project 3: Trail amenities - 1st priority; Note above comments for the majority of possible enhancements. 7. Project 7: Old Fort Site Design - 2nd priority 8. Project 13: Gateway at Mulberry and Riverside - 2nd priority 9. Project 14: Bank Stabilization -2nd priority 10. Project 4: Natural and Recreational Enhancements - 2nd priority; Note that private funding is also most appropriate for possible projects in this category. 11: Project 15: Gateway Features at Other Sites - 3rd priority 12: Project 16: Downtown Shuttle Service - 3rd priority; Note that this project should be pursued in conjunction with the Downtown Business Association 13: Project 17: Address Contaminated sites - 2nd priority <p>We are in agreement with your decision to suspend further discussion of those possible projects which may be affected by the outcome of the Floodplain Regulations process currently underway. Upon completion of that process, we anticipate a similar outreach effort for the affected proposed projects. Nonetheless, we strongly encourage you to move ahead with the projects identified above so as not to lose any momentum which you have worked so hard to create.</p> <p>It is the opinion of this Board that our community is eager to embrace substantive progress in redefining the Downtown River Corridor as our most significant resource. Through the process of infrastructure improvements, property rehabilitation, natural and recreational enhancements and community awareness, we believe the Cache la Poudre River will once again be the reason we all choose to live here!</p> <p>Concern = more basic services need to be addressed</p>
9/27/99	Poudre River Trust		
9/16/99	Chamber of Commerce, Local Legis. Affairs Committee.		
9/15/99	Transportation Board		Discuss pedestrian orientation in slide show. Separate trail = for resolving conflicts. Transit should be higher priority.
9/3/99	Environmental Brown Bag Lunch Group		Prefer to see floodplain projects discussed new. Need more floodplain process in schedule. See problems with Old Town floodplain. Let community prioritize - do relative rankings. Can we comment on Northside Aztlan and other areas not addressed in program? People concerned about the ...
9/1/99	Meeting w/Natural Resources Advisory Board		Bring trail away from river. Have people places = like these things too. Overlay of natural enhancements. Cleanup - not cleanup but "address" contaminated sites woven into projects. Project #4, Poudre River Corridor channel enhancements - low priority for me.
8/27/99	Downtown Development Authority		Financial component = concerned about properties taken out of tax base. Desire compromise between riverwalk and natural. Like some ideas of both. Natural near river. Development can occur outside of buffer, access to river but not too much man-made development close by with access. The river's contrasts is its greatest asset. "Appropriate" development is OK.
8/25/99	Meeting with Parks & Recreation Board		Access to river is important = keep this in mind. Bank stabilization = careful about which ones we choose. Look at moving trail. Manicuring is an improvement North of Lincoln. Look at some way of using water = Steamboat. Unmanicured part is more important than manicuring it. Access points. But not cutesy shops along. Levee is important (Buckingham protection). Concerned about area west of North College = not just parking but all along - clean up and beautify.
8/23/99	Growth Management		Suggestion that we begin to look for places to move the bike trail now rather than try to armor against flooding. Staff presented draft recommendations on the Downtown River Corridor Implementation Program to the Committee. Council members discussed locations along the Corridor that were within the 100-

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	Committee		<p>year Poudre River floodplain and areas affected by natural feature buffers. In general, the committee agreed with the recommended project priorities. There was some disagreement with the initial recommendations on projects affected by the Poudre River floodplain revisions, and it was suggested that funding sources be identified for options not listed in the recommendation list. The committee felt that staff should not make recommendations on projects affected by the floodplain revisions wait until after Council has decided on the revisions (early in 2000), but that other projects should be reviewed as scheduled (November 2). Finally, the committee agreed that a staff interdepartmental team is the best method for initiating project implementation.</p>
8/17/99	letter from Friends of the Poudre		<p>We believe that the preservation and protection of the river--and the life it supports--is more important than modifying, containing or profiting by its beauty or utility. This is not to say that we are opposed to any changes to the downtown river corridor, only those that would have a negative impact on the river and the surrounding area. Friends of the Poudre wants to ensure that riverside clean-up, riparian restoration, urban development and redevelopment, and other efforts that would change the natural river corridor and its riparian area are accomplished in a way that protects and preserves the natural river corridor throughout this area. The river is allowed to define its own course within the 100 yr floodplain mapped by FEMA and the City of Fort Collins. We should always remember that this 100 yr floodplain is often a flash floodplain, meaning that floods in our region can and do occur very rapidly and without much warning; The flood danger zone should be defined as those areas where the 500 year floodway overlaps the 100-year floodplain. To minimize future human tragedy and property loss, new construction or redevelopment should occur beyond this zone; The total number of acres in riparian wildlife habitat is increased or remains the same; A continuous riparian wildlife migration corridor is preserved and enhanced from Martínez Park to Prospect Ponds allowing animals of all kinds necessary movement and habitat; Native vegetation (for example Plains Cottonwood, Choke Cherry, Coyote Willow) are given a chance to establish and reestablish themselves and aggressive exotics such as (but not limited to) Russian Olive, Canada Thistle, and Leafy Spurge are discouraged and/or removed; Existing man-made structures and natural features (both up and downstream of the downtown river corridor) remain unaffected by new development or redevelopment. This will lessen the need for new channelization or bank stabilization efforts; Armoring or stabilization of stream banks or adjacent ponds should be allowed only where necessary to protect significant existing public or private infrastructure. Bank stabilization projects often result in channelization of the river. Channelization can lead to erosion and bank damage during flood events. All such projects should be carefully analyzed on a case-by-case basis; Riparian habitats within the 100 yr floodplain are allowed to renew as a result of flood events; Water quality should be improved beyond its current level and not degraded by any changes made in the river corridor.</p>
8/12/99	Property owners assn - Board of Directors		<p>Prefer to see ALL projects make the list, not just those NOT AFFECTED by floodplain task force.</p>
8/6/99	Chamber of Commerce, Legislative Committee		<p>Keep moving forward despite floodplain task force schedule. Look at another TIF funding source. Floodplain issue - we are an urban area. Channelize, fatal flow if you introduce wildlife into urban areas.</p>
7/1/99	Downtown Development Authority		<p>What is the City's commitment to this program? What is the floodplain regulations schedule? The more land taken out of private development means less on tax... Don't purchase private lands. Have you used projects from other communities as examples? What is status of Link N Greens proposal? Can Ranchway be reused for different use? How is the DDA involved in this process?</p>
6/1/99	Memorandum sent to Timothy Wilder, Sally Craig, and Greg Byrne	Proposed paddling park ("kayak course")	<p>Based on initial feedback from the paddling community and in combination with some businesses in town that have long supported a paddling park along the Downtown section of the Poudre, we would like to openly offer strong support to the Planning Department, Parks Dept, and the Planning and Zoning Board. Our preliminary research indicates that, indeed, it is feasible to construct such a park. We have a variety of contacts that can help the city flesh out any feasibility assessment and insure that the design would make this park an extraordinary addition to the recreational amenities available to citizens.</p>
5/29/99	E-mail	DRCIP, Project 5c: N. College/Vine Dr. Floodplain Mitigation and Area Enhancement - Public purchase of land for natural and recreation uses	<p>This is the option I most strongly support. Especially if they can convert the diversion structure into the kayak course. This is a place that will injure and drown tubers, rafters, swimmers and kayakers. Unsafe structure. The City modified it and they need to mitigate it.</p>
5/29/99	E-mail	DRCIP, Project 16: Downtown Shuttle Service	<p>Where would you alleviate traffic congestion. Would that be all the traffic you want to move down to those choice chunks of asphalt. You want to putdown in the floodplain. Transport is pretty much a dismal failure. I'm not sure I want to pay my tax dollars to watch a bunch of empty busses drive around.</p>
5/29/99	E-mail	DRCIP, Project 17: Clean Up Contaminated Sites	<p>What...? Are you kidding? Why is this the last item on the list. If this list represents your planning priorities you need. To step back and reassess them. Of course it has to be cleaned up and it's the first thing that you have to do.</p>
5/29/99	E-mail	General comments	<p>You seem to be headed toward some serious impact on the riparian area of the Poudre River. The systems that you have in place now can't handle 20 year events. And you want to attempt to engineer a solution for the 100 yr events. One thing that you have failed to take into consideration on the impact of the 50 yr, 100 yr, 200 yr, etc events is going to be greatly magnified by the fact that the amount of bare land available to absorb the moisture has been reduced by at least 70% since the last event by streets, parking lots, houses, sidewalks etc. If you take a look nationally at the effects of levees you find that they don't work. If you start messing with the flood plain of a river you are going to effects up stream and down stream that you have not anticipated. Mark Twain has a quote to cover this. "If you live in a floodplain, you better count on getting your feet wet." So in conclusion the best thing you can do for the 100 yr flood plain is attempt to return it to a riparian area and attempt to get year around flows in the river bed.</p> <p>You are also proposing very many high maintenance items. Who's going to do it and who is going to pay for it. If you make remote targets that are hard to monitor they will be vandalized. So I suggest that you go with the K.I.S.S. principle (Keep it Simple Stupid) The more you engineer it, the more concrete</p>

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5/29/99	E-mail	DRCIP, Project 2: Environmental and Cultural Interpretive Program	and asphalt you pour the more its going to cost to maintain and repair when you build in a river's historic flood plain. Nice idea. Who will maintain? Will become targets for vandals. Are you going to explain what role the old city dump had on the ecology of the river?
5/29/99	E-mail	DRCIP, Project 7: Old Fort Site Urban Design Features	Support renovations to existing buildings to bring them back into their original character. Not support additional development along this corridor so some developer could make big subsidies dollars providing loft space and retail space, which would increase the traffic, and pollution from vehicles and channel it to the river. (dripping oil, transmission fluid, tire rubber, cigarette butts, etc)
5/29/99	E-mail	DRCIP, Project 5b: N. College/Vine Dr. Floodplain Mitigation and Area Enhancement - Private uses- subject to existing regulations	Support the City purchasing the property in the 100 yr floodplain and then restoring it to a natural riparian habitat.
5/29/99	E-mail	DRCIP, Project 6: Jefferson/Riverside Streetscape Improvements	Not until you get the through traffic off 287. All the improvement and traffic calm stuff will do is impede traffic flow increase the noise pollution from cars and trucks in traffic admiring your marvelous trees and traffic calm devices.
5/29/99	E-mail	DRCIP, Project 10 a,b,c:	I don't like any of the options. How about the City buy and let it be a natural floodplain.
5/29/99	E-mail	DRCIP, Project 15: Gateway Features at one or more sites: Linden, Lincoln, N. College, Riverside/Mulberry.	Not a bad idea. Who's going to maintain it? How will it be affected by 287 traffic? And who besides the "daim bramaged" would want to hang out and sit on a bench between two lanes of traffic and suck exhaust products?
5/29/99	E-mail	DRCIP, Project 5a: N. College/Vine Dr. Floodplain Mitigation and Area Enhancement - Private uses, subject to existing regulations	Prefer option 5b. Against the City mandating that the property owners in this section incur cost to meet the standards that you will undoubtedly develop.
5/29/99	E-mail	DRCIP, Project 3b: Cache la Poudre River Trail Amenities - Substantial	I would advocate benches and landscaping with native species to try and return the river corridor to riparian habitat. Introducing urban plants would crowd out native species and add annual maintenance cost. Suggest graded running path covered in wood chips. Yuk! No urban design features (or at least minimal ones). They have a tendency to become ugly and outdated, like 1960's concrete designs.
5/29/99	E-mail	DRCIP, Project 13b: Gateway at Mulberry and Riverside - Develop Pickle Plant as natural area	This site would be better developed as seen fit by the property owners
5/29/99	E-mail	DRCIP, Project 3a: Cache la Poudre River Trail Amenities - Minimal	How about getting rid of the noxious weeds along this section. Again, any structure you put up in a remote location will be vandalized.
5/29/99	E-mail	DRCIP, Project 9: Off-Street Public Parking	Against it for the pollution reasons above, (project 7). This town is getting too "cool" funky areas are ok.
5/29/99	E-mail	DRCIP, Project 4: Cache la Poudre River Natural and Recreational Enhancements	Encourage the City to develop this area as a white water recreation facility. Big problem would be getting enough water to make this functional.
5/29/99	E-mail	DRCIP, Project 11 a,b,c:	I support option c. Return this area to a natural area. Why do you want to keep sticking auto parking closer to the river to increase the opportunity for car juices to get into the water way?
5/29/99	E-mail	DRCIP, Project 12: Link N Greens Floodplain mitigation and natural area enhancement - development only outside of 100-year floodplain	This is a property rights issue. Fort Collins is the land of NIMBY. I'm not pleased to see a large sprawling hotel go into the area as current owners planned. However, I do not believe the City has the right, the power or the balls to restrict his development options. Especially if you want to keep paving over all these nice floodplains and making them into parking lots and concrete structures.
5/29/99	E-mail	DRCIP, Project 8: Linden, Willow and Lincoln Streetscape Improvements	This doesn't sound too bad, but I wouldn't bother realigning the intersections. They grew that way historically and should be kept that way.
5/29/99	E-mail	DRCIP, Project 13c: Gateway at Mulberry and Riverside - Allow Pickle Plant to redevelop	I didn't know that they had illegal access. This site would be better developed as seen fit by the property owners.
5/26/99	Open House	DRCIP, Project 10a: Oxbow Site Improvements - Private use, subject to existing regulations	Stop the dumping of concrete, as of 99-05-24! No (2) See option 10C 0 dots No! No! No!

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			<p>But 42 "owners", all of whom want to get cash from the cash-cow. Not preferred. Current landowner should be required to clean up the spoils area regardless of future use. I prefer option 3. Why isn't a levee required in this option as well? Is it required only when the city owns the property?</p>
5/26/99	Open House	DRCIP, Project 10c: Oxbow Site Improvements - City Purchase for Natural Area	<p>Yes! Protecting for natural areas shows so much foresight. It will be greatly appreciated now and have benefits for wildlife and environmental quality now. These benefits will increase many fold as our region becomes increasingly developed. Preferred - but no levee. Do not attempt to dramatize! It won't work. Buckingham is one of the oldest communities. Recognize that it is in the floodplain and subject to periodic flooding, but address all future developments to keep them out of the floodplain. Good idea! Best idea! Good Do not include natural area protection w/ Buckingham improvements. If really this is a serious flood-prone area. If needed This would make more parkland - and is currently undeveloped so would be less expensive now than later. Also would make good location for flood central measures - I'd agree to buying the land. ["either near river or" marked out with comment] Let the high water wash over the area if its going to - don't try to confine it to a narrow path - give it room. I have to ask this - if Wal-Mart is built on a filled area does the displaced water make Buckingham more susceptible to flood damage - is the city having to spend \$\$ to protect areas which would have escaped flood had Wal-Mart not been built? 47 dots Don't tie natural area protection to levee for Buckingham (4 agree) GO FOR IT!!</p>
5/26/99	Open House	DRCIP, Project 11a: Floodplain mitigation/natural area restoration - Private uses subject to existing regulations	<p>I could live with it No (2) See 11b. 13 dots See 11c [underline "current"] not current. Contaminated land must be at Schrader oil by the landowner. Development within the floodplain should be forbidden. No to this option!</p>
5/26/99	Open House	DRCIP, Project 6: Jefferson/Riverside Streetscape Improvements	<p>This should be the landowner/developer responsibility. Taxpayers should not pay for this. This means nothing until the RR situation is addressed. This should be attached to the Old Town plans, not the river corridor. Wait till truck by pass is in A nice continuation of the theme in Old Town Square (formerly part of Linden). But it has a price tag! This area needs improving Combine this with encouraging preservation of historically significant structures. Amen - this area needs to have some \$\$/improvements - I worry about the trucks - let's get the bypass off the back burner. 27 dots; O.K.; Yes.; Good!; Sounds reasonable Yes - definitely need improved pedestrian crossings. Landscaping would be good, too. I would like to see some ?</p>
5/26/99	Open House	DRCIP, Project 11b: Floodplain mitigation/natural area restoration - Public purchase for parking	<p>Would possibly be complementary to 10b. Seems appropriate use of riverbank area. You (we) are going to have to buy out (buy off) owners of floodplain land & buildings I could live with it, except will people walk from this site 8 dots Too far from Old Town & downtown unless a shuttle service is provided. Natural areas should be developed on the river side of these properties. See option 3. Don't need more auto parking No</p>
5/26/99	Open House	DRCIP, Project 3b: Cache la Poudre River Trail Amenities - Substantial	<p>No! Would be OK only if moved away from riparian habitat. Do 3a - save 3b for possible future. Keep the bikes, skates, & skateboards off, please Good! "Additional river buffers could be created to lessen impact on the natural environment" circled. Nice, but pricey. Unnecessary - the hand of man cannot improve what should be a more natural space. Way too busy and capital intensive - creates maintenance burdens, bad for space - bad for taxpayers. 14 dots Don't think this is necessary No - we have enough parking! Do 11c first. This can be done - or not - a later decade depending on how things develop</p>
5/26/99	Open House	DRCIP, Project 11b: Floodplain mitigation/natural area restoration - Public purchase for parking	
5/26/99	Open House	DRCIP, Project 5c: N. College/Vine Dr. Floodplain Mitigation and Area Enhancement - Public purchase of land for natural and recreation uses	<p>Don't need to acquire land if they can't develop in the floodplains. Outlaw it! No levee should be permitted - attempts to channel the river should be avoided. See Mississippi problems. It doesn't work. Yes except for the kayak facilities. Levee is not a good idea. Coy diversion also provides grade control - removal would destabilize the river channel. How would this affect the flow? 18 dots No parking! (Let's not encourage driving and parking lots where the oil and gas and litter will run off close to the river - sounds like a bad idea!) I would like city to own this land - keep as natural as possible - would accept a natural park area for public</p>

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			<p>- remove the diversion dam.</p> <p>No kayaks</p> <p>Would be in favor if I was convinced that kayaking would not harm river ecology</p> <p>We have a great opportunity to allow the river to function in its natural state by allowing the river to evolve within the river corridor. Where the corridor is wide (i.e. structures not built up to the banks) bank stabilization should focus on revegetation efforts and other "soft" means of protection. However- where infrastructure is close to the banks- "hard" engineered bank protection will be required. This can still be done in an aesthetic way. That is protect the toe of the slopes with "hard" means using soft bio [?] techniques on the upper banks.</p> <p>My concept of aesthetics is to emphasize natural - I expect that wood & concrete rock barriers will need to be used to minimize erosion - ideally, I would like to be able to canoe/kayak that area - experience a "natural" river.</p> <p>"Enhance"? Should be dropped- restore banks to natural state. Wildlife habitat enhancement may also require curtailing human activities in sensitive areas. Mosquito control is deleterious to many songbirds. Fogging (?) etc. should not be permitted. Live with the mosquito!</p> <p>Be careful here! Enhanced means cleaned up not "improved"</p> <p>We have only one opportunity to maintain a wildlife corridor through town, and that occurs BEFORE any further NEW development</p> <p>If the river is going to be a focal point-you're going to have to improve years of disturbance and restore it</p> <p>We have a great opportunity to allow the river to function in its natural state by allowing the river to evolve within the river corridor. Where the corridor is wide (i.e. structures not built up to the banks) bank stabilization should focus on revegetation efforts and other "soft" means of protection. However, where infrastructure is close to the banks, "hard" engineered bank protection will be required. This can still be done in an aesthetic way. That is protect the toe of the slopes with "hard" means, using soft bio {?} techniques on the upper banks</p> <p>Only restoration should be done where further erosion will damage essential items such as streets. The river itself is the best "restorer" of a riverbank.</p> <p>Trail section between Shields and College is falling apart. Suggest soft path for running along the whole trail, repair riparian habitat.</p> <p>Great idea! The natural characteristics of the river are everyone's to enjoy - as well as providing vital ecosystem services. We also need to provide a refuge for wildlife in habitat that is increasingly being squeezed out.</p> <p>Good-natural resource area enhancement should be the primary goal of all the projects</p> <p>Good - natural resource area enhancement should be the primary goal of all the projects</p> <p>Good - natural resource area enhancement should be the primary goal of all the projects</p> <p>Be careful here! Enhanced means cleaned up not "improved"</p> <p>We have only one opportunity to maintain a wildlife corridor through town and that occurs BEFORE any further NEW development.</p> <p>37 dots. Sounds good (2)</p> <p>Let it be a "free-flowing" river</p> <p>If the river is going to be a focal point - you're going to have to improve years of disturbance and restore it.</p>
5/26/99	Open House	DRCIP, Project 1: Riverbank and Wildlife Habitat Corridor Enhancement	
5/26/99	Open House	DRCIP, Project 5b: N. College/Vine Dr. Floodplain Mitigation and Area Enhancement - Private uses- subject to existing regulations	Buy properties only when offered by willing sellers - maybe seek Rights of First Refusal or purchase options on affected properties.
5/26/99	Open House	DRCIP, Project 4: Cache la Poudre River Natural and Recreational Enhancements	<p>Fish structures are OK and needed - remove diversion structures. Whitewater slalom no! It will be a huge disturbance to sensitive wildlife at the critical spring period.</p> <p>27 dots</p> <p>Fish - yes. Whitewater slalom - NO. Incompatible with fishing & peace & quiet</p> <p>It is not up to government to provide expensive recreational equipment to special interest groups. If whitewater organizations wish to work on this on a volunteer basis - removing dangers such as fallen trees etc. ok. Also they should have the right to float from here to I-25 rest stop (ie. Easements over private land where required to portage dams) Don't spend government money on river channel - the river does that.</p> <p>Looks good as is - enhance natural environment</p> <p>Fish habitat improvement - YES! (Get more water) Slalom course means crowds- which the natural habitat can't accommodate.</p> <p>Is a whitewater slalom course compatible with river ecology & fish habitat?</p> <p>Nothing "natural" about rafters & kayak & canoes</p> <p>Fishing & kayaking do not mix. A ww course will be expensive for the few weeks it'd be viable (& I'm a kayaker) downtown with a flat grade is not the place for a ww course.</p> <p>The effects of in-channel habitat improvement on the flood carrying capacity of the channel will have to be balanced against the environmental gains.</p> <p>My personal preference is not to have this but I would vote for it over a San Antonio use for the river.</p> <p>My preference would be to have kayakers use upper river where this type of river is more natural. My impression of this proposed area is a slower/lower gradient.</p> <p>I like the natural focus of this, but care must be taken with the slalom course not to disturb natural habitat and the tranquility of those who want to enjoy it.</p>
5/26/99	Open House	DRCIP, Project 10b: Oxbow Site Improvements - City Purchase for Open Air Amphitheater	<p>Afraid this will lead to degradation of habitat</p> <p>Do option 10c and then in future this is still an option</p> <p>29 dots</p> <p>Don't need it.</p> <p>This is a nice "concept" for the foothills- not the river</p> <p>Why is the city promoting development in the 100-year floodplain?</p> <p>Just don't make it too civilized.</p> <p>An appropriate use for this floodplain area. Land use not an environmental threat to the river.</p> <p>This is the best of the ideas considered.</p> <p>[washable" circled with comment] Very good - let it flood if it's going to!</p>

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			<p>NO - An amphitheater is a dreadful idea! I am very much in favor of attracting people to experience the beauty of the river. BUT attracting people to that area for activities that could just as well be located away from the river is a negative and counter-productive move. Why locate this by the river at all, when people going to events at the amphitheater are not going to visit the river and will increase disturbance to habitat and people trying to enjoy the river? Also the effects of construction and associated traffic increase in terms of pollution will be big negative.</p>
5/26/99	Open House	DRCIP, Project 12: Link N Greens Floodplain mitigation and natural area enhancement - development only outside of 100-year floodplain	<p>Yes - restrict development on 100-year floodplain. Don't get too generous with low-value land being bought by taxes SAD - we don't need the development. We do need the open space The current use is a really good example of a riparian compatible private venture Is this where the conference center and hotel are proposed? If you have more information on this, how can I get hold of it? Discourage development and especially intense development. This makes sense, it permits development outside of the floodplain. I like this idea. No development in the 100 - year floodplain Do NOT allow development in 100-year floodplain - see comment on 10c. Its private land - see option 1 under item 11a Sounds reasonable 16 dots You will [have] to "buy out" some owners 16 dots; Yes (2) Further development or redevelopment within floodplains should be eliminated. I do support acquisition of land to expand and enhance natural area buffers. Currently, the corridor is too constricted in many places to provide adequate wildlife buffers. Yes, 5b is great. (No to the idea of parking in 5c - we have lots of parking in old town and let's not get more run-off pollution into the river. Let's encourage people to walk (as per the pedestrianization of #6 and #7) or use public transport.) Again - no reason for City to bail out private land owners. Wait until river takes them. The owners will get flood insurance. City can then buy cheaper. The current private owners know and assume the risks of owning property there. A compromise between 5a & 5c Mill Race very wasteful. If Old Town "takes hold" this may be an option for future decades. Now is too much government - leave private. 30 dots Great idea to improve pedestrianization. Let's not disturb the peace of such areas by putting a parking lot close by the river (i.e. as in 5c). There are plenty of old parking spaces and new lots being developed. I'm more inclined to #6 than this - I'd vote to delay this project for a few years. OK as long as it is out of the natural areas and buffers. What is a "mill race"? What is its upkeep? Just don't make too many such improvements Historic signs Yes! Good idea - but difficult to integrate with existing rail lines. Mill race seems superfluous Nice - with a price tag. Please we do not need to "shop" on the river. Great idea! This is outside river planning. Busses should go where people are or want to go. As the nature of our use of that area changes - the busses will adapt. Way premature. Shuttles should be considered after development plans are finalized. 15 dots Great idea! At last, an excuse for the Mason Corridor! Yes. Too bad the voters turned down the Transportation Tax.; Yes! (2) I'm afraid you have higher hopes for this than I do - maybe you'll keep a few cars off the road - sure hope you're right and I'm wrong. Good idea - tie in to Mason St. Corridor for auto free zone - use natural gas busses or trolleys A WASTE - too busy - not practical - too expensive - slows traffic. An open park would be nicer - more friendly - less expensive. 22 dots Yes but not a top priority You'll have to acquire the land on which to do this - nice but not necessary. OK Except for an outdoor amphitheater, there are no "outstanding features" that people need to be enticed to "enter". This would be just a fancy gateway to cross the river. Gateway to what? To the historic Old Town, or to some consumer traps Yes & slow traffic to posted speed limits Maybe we could delay this for a few years - think I'd like to see \$\$ used on this until other projects are finished. If we are looking for a "gateway" it should be as one exits I-25 at Prospect, Mulberry & Harmony. Lincoln & Linden are not "gateways". 1 person specifically indicated a preference for Linden St. gateway Yes Purchase Western half and a strip along the river - but purchase of entire site also acceptable. Gasoline storage next to river seems unsound when next flood hits. 28 dots Yes - a great idea for same reasons as 10c. Yes (4) Only if price is adjusted for the inevitable clean-up expense. Would prefer this but 11a is OK. Preferred, although some parking in option 3 could be permitted. 8 dots</p>
5/26/99	Open House	DRCIP, Project 5b: N. College/Vine Dr. Floodplain Mitigation and Area Enhancement - Private uses- subject to existing regulations	<p>16 dots You will [have] to "buy out" some owners 16 dots; Yes (2) Further development or redevelopment within floodplains should be eliminated. I do support acquisition of land to expand and enhance natural area buffers. Currently, the corridor is too constricted in many places to provide adequate wildlife buffers. Yes, 5b is great. (No to the idea of parking in 5c - we have lots of parking in old town and let's not get more run-off pollution into the river. Let's encourage people to walk (as per the pedestrianization of #6 and #7) or use public transport.) Again - no reason for City to bail out private land owners. Wait until river takes them. The owners will get flood insurance. City can then buy cheaper. The current private owners know and assume the risks of owning property there. A compromise between 5a & 5c Mill Race very wasteful. If Old Town "takes hold" this may be an option for future decades. Now is too much government - leave private. 30 dots Great idea to improve pedestrianization. Let's not disturb the peace of such areas by putting a parking lot close by the river (i.e. as in 5c). There are plenty of old parking spaces and new lots being developed. I'm more inclined to #6 than this - I'd vote to delay this project for a few years. OK as long as it is out of the natural areas and buffers. What is a "mill race"? What is its upkeep? Just don't make too many such improvements Historic signs Yes! Good idea - but difficult to integrate with existing rail lines. Mill race seems superfluous Nice - with a price tag. Please we do not need to "shop" on the river. Great idea! This is outside river planning. Busses should go where people are or want to go. As the nature of our use of that area changes - the busses will adapt. Way premature. Shuttles should be considered after development plans are finalized. 15 dots Great idea! At last, an excuse for the Mason Corridor! Yes. Too bad the voters turned down the Transportation Tax.; Yes! (2) I'm afraid you have higher hopes for this than I do - maybe you'll keep a few cars off the road - sure hope you're right and I'm wrong. Good idea - tie in to Mason St. Corridor for auto free zone - use natural gas busses or trolleys A WASTE - too busy - not practical - too expensive - slows traffic. An open park would be nicer - more friendly - less expensive. 22 dots Yes but not a top priority You'll have to acquire the land on which to do this - nice but not necessary. OK Except for an outdoor amphitheater, there are no "outstanding features" that people need to be enticed to "enter". This would be just a fancy gateway to cross the river. Gateway to what? To the historic Old Town, or to some consumer traps Yes & slow traffic to posted speed limits Maybe we could delay this for a few years - think I'd like to see \$\$ used on this until other projects are finished. If we are looking for a "gateway" it should be as one exits I-25 at Prospect, Mulberry & Harmony. Lincoln & Linden are not "gateways". 1 person specifically indicated a preference for Linden St. gateway Yes Purchase Western half and a strip along the river - but purchase of entire site also acceptable. Gasoline storage next to river seems unsound when next flood hits. 28 dots Yes - a great idea for same reasons as 10c. Yes (4) Only if price is adjusted for the inevitable clean-up expense. Would prefer this but 11a is OK. Preferred, although some parking in option 3 could be permitted. 8 dots</p>
5/26/99	Open House	DRCIP, Project 7: Old Fort Site Urban Design Features	<p>16 dots You will [have] to "buy out" some owners 16 dots; Yes (2) Further development or redevelopment within floodplains should be eliminated. I do support acquisition of land to expand and enhance natural area buffers. Currently, the corridor is too constricted in many places to provide adequate wildlife buffers. Yes, 5b is great. (No to the idea of parking in 5c - we have lots of parking in old town and let's not get more run-off pollution into the river. Let's encourage people to walk (as per the pedestrianization of #6 and #7) or use public transport.) Again - no reason for City to bail out private land owners. Wait until river takes them. The owners will get flood insurance. City can then buy cheaper. The current private owners know and assume the risks of owning property there. A compromise between 5a & 5c Mill Race very wasteful. If Old Town "takes hold" this may be an option for future decades. Now is too much government - leave private. 30 dots Great idea to improve pedestrianization. Let's not disturb the peace of such areas by putting a parking lot close by the river (i.e. as in 5c). There are plenty of old parking spaces and new lots being developed. I'm more inclined to #6 than this - I'd vote to delay this project for a few years. OK as long as it is out of the natural areas and buffers. What is a "mill race"? What is its upkeep? Just don't make too many such improvements Historic signs Yes! Good idea - but difficult to integrate with existing rail lines. Mill race seems superfluous Nice - with a price tag. Please we do not need to "shop" on the river. Great idea! This is outside river planning. Busses should go where people are or want to go. As the nature of our use of that area changes - the busses will adapt. Way premature. Shuttles should be considered after development plans are finalized. 15 dots Great idea! At last, an excuse for the Mason Corridor! Yes. Too bad the voters turned down the Transportation Tax.; Yes! (2) I'm afraid you have higher hopes for this than I do - maybe you'll keep a few cars off the road - sure hope you're right and I'm wrong. Good idea - tie in to Mason St. Corridor for auto free zone - use natural gas busses or trolleys A WASTE - too busy - not practical - too expensive - slows traffic. An open park would be nicer - more friendly - less expensive. 22 dots Yes but not a top priority You'll have to acquire the land on which to do this - nice but not necessary. OK Except for an outdoor amphitheater, there are no "outstanding features" that people need to be enticed to "enter". This would be just a fancy gateway to cross the river. Gateway to what? To the historic Old Town, or to some consumer traps Yes & slow traffic to posted speed limits Maybe we could delay this for a few years - think I'd like to see \$\$ used on this until other projects are finished. If we are looking for a "gateway" it should be as one exits I-25 at Prospect, Mulberry & Harmony. Lincoln & Linden are not "gateways". 1 person specifically indicated a preference for Linden St. gateway Yes Purchase Western half and a strip along the river - but purchase of entire site also acceptable. Gasoline storage next to river seems unsound when next flood hits. 28 dots Yes - a great idea for same reasons as 10c. Yes (4) Only if price is adjusted for the inevitable clean-up expense. Would prefer this but 11a is OK. Preferred, although some parking in option 3 could be permitted. 8 dots</p>
5/26/99	Open House	DRCIP, Project 16: Downtown Shuttle Service	<p>16 dots You will [have] to "buy out" some owners 16 dots; Yes (2) Further development or redevelopment within floodplains should be eliminated. I do support acquisition of land to expand and enhance natural area buffers. Currently, the corridor is too constricted in many places to provide adequate wildlife buffers. Yes, 5b is great. (No to the idea of parking in 5c - we have lots of parking in old town and let's not get more run-off pollution into the river. Let's encourage people to walk (as per the pedestrianization of #6 and #7) or use public transport.) Again - no reason for City to bail out private land owners. Wait until river takes them. The owners will get flood insurance. City can then buy cheaper. The current private owners know and assume the risks of owning property there. A compromise between 5a & 5c Mill Race very wasteful. If Old Town "takes hold" this may be an option for future decades. Now is too much government - leave private. 30 dots Great idea to improve pedestrianization. Let's not disturb the peace of such areas by putting a parking lot close by the river (i.e. as in 5c). There are plenty of old parking spaces and new lots being developed. I'm more inclined to #6 than this - I'd vote to delay this project for a few years. OK as long as it is out of the natural areas and buffers. What is a "mill race"? What is its upkeep? Just don't make too many such improvements Historic signs Yes! Good idea - but difficult to integrate with existing rail lines. Mill race seems superfluous Nice - with a price tag. Please we do not need to "shop" on the river. Great idea! This is outside river planning. Busses should go where people are or want to go. As the nature of our use of that area changes - the busses will adapt. Way premature. Shuttles should be considered after development plans are finalized. 15 dots Great idea! At last, an excuse for the Mason Corridor! Yes. Too bad the voters turned down the Transportation Tax.; Yes! (2) I'm afraid you have higher hopes for this than I do - maybe you'll keep a few cars off the road - sure hope you're right and I'm wrong. Good idea - tie in to Mason St. Corridor for auto free zone - use natural gas busses or trolleys A WASTE - too busy - not practical - too expensive - slows traffic. An open park would be nicer - more friendly - less expensive. 22 dots Yes but not a top priority You'll have to acquire the land on which to do this - nice but not necessary. OK Except for an outdoor amphitheater, there are no "outstanding features" that people need to be enticed to "enter". This would be just a fancy gateway to cross the river. Gateway to what? To the historic Old Town, or to some consumer traps Yes & slow traffic to posted speed limits Maybe we could delay this for a few years - think I'd like to see \$\$ used on this until other projects are finished. If we are looking for a "gateway" it should be as one exits I-25 at Prospect, Mulberry & Harmony. Lincoln & Linden are not "gateways". 1 person specifically indicated a preference for Linden St. gateway Yes Purchase Western half and a strip along the river - but purchase of entire site also acceptable. Gasoline storage next to river seems unsound when next flood hits. 28 dots Yes - a great idea for same reasons as 10c. Yes (4) Only if price is adjusted for the inevitable clean-up expense. Would prefer this but 11a is OK. Preferred, although some parking in option 3 could be permitted. 8 dots</p>
5/26/99	Open House	DRCIP, Project 15: Gateway Features at one or more sites: Linden, Lincoln, N. College, Riverside/Mulberry.	<p>16 dots You will [have] to "buy out" some owners 16 dots; Yes (2) Further development or redevelopment within floodplains should be eliminated. I do support acquisition of land to expand and enhance natural area buffers. Currently, the corridor is too constricted in many places to provide adequate wildlife buffers. Yes, 5b is great. (No to the idea of parking in 5c - we have lots of parking in old town and let's not get more run-off pollution into the river. Let's encourage people to walk (as per the pedestrianization of #6 and #7) or use public transport.) Again - no reason for City to bail out private land owners. Wait until river takes them. The owners will get flood insurance. City can then buy cheaper. The current private owners know and assume the risks of owning property there. A compromise between 5a & 5c Mill Race very wasteful. If Old Town "takes hold" this may be an option for future decades. Now is too much government - leave private. 30 dots Great idea to improve pedestrianization. Let's not disturb the peace of such areas by putting a parking lot close by the river (i.e. as in 5c). There are plenty of old parking spaces and new lots being developed. I'm more inclined to #6 than this - I'd vote to delay this project for a few years. OK as long as it is out of the natural areas and buffers. What is a "mill race"? What is its upkeep? Just don't make too many such improvements Historic signs Yes! Good idea - but difficult to integrate with existing rail lines. Mill race seems superfluous Nice - with a price tag. Please we do not need to "shop" on the river. Great idea! This is outside river planning. Busses should go where people are or want to go. As the nature of our use of that area changes - the busses will adapt. Way premature. Shuttles should be considered after development plans are finalized. 15 dots Great idea! At last, an excuse for the Mason Corridor! Yes. Too bad the voters turned down the Transportation Tax.; Yes! (2) I'm afraid you have higher hopes for this than I do - maybe you'll keep a few cars off the road - sure hope you're right and I'm wrong. Good idea - tie in to Mason St. Corridor for auto free zone - use natural gas busses or trolleys A WASTE - too busy - not practical - too expensive - slows traffic. An open park would be nicer - more friendly - less expensive. 22 dots Yes but not a top priority You'll have to acquire the land on which to do this - nice but not necessary. OK Except for an outdoor amphitheater, there are no "outstanding features" that people need to be enticed to "enter". This would be just a fancy gateway to cross the river. Gateway to what? To the historic Old Town, or to some consumer traps Yes & slow traffic to posted speed limits Maybe we could delay this for a few years - think I'd like to see \$\$ used on this until other projects are finished. If we are looking for a "gateway" it should be as one exits I-25 at Prospect, Mulberry & Harmony. Lincoln & Linden are not "gateways". 1 person specifically indicated a preference for Linden St. gateway Yes Purchase Western half and a strip along the river - but purchase of entire site also acceptable. Gasoline storage next to river seems unsound when next flood hits. 28 dots Yes - a great idea for same reasons as 10c. Yes (4) Only if price is adjusted for the inevitable clean-up expense. Would prefer this but 11a is OK. Preferred, although some parking in option 3 could be permitted. 8 dots</p>
5/26/99	Open House	DRCIP, Project 11c: Floodplain mitigation/natural area restoration - Public purchase for natural area and floodplain mitigation	<p>16 dots You will [have] to "buy out" some owners 16 dots; Yes (2) Further development or redevelopment within floodplains should be eliminated. I do support acquisition of land to expand and enhance natural area buffers. Currently, the corridor is too constricted in many places to provide adequate wildlife buffers. Yes, 5b is great. (No to the idea of parking in 5c - we have lots of parking in old town and let's not get more run-off pollution into the river. Let's encourage people to walk (as per the pedestrianization of #6 and #7) or use public transport.) Again - no reason for City to bail out private land owners. Wait until river takes them. The owners will get flood insurance. City can then buy cheaper. The current private owners know and assume the risks of owning property there. A compromise between 5a & 5c Mill Race very wasteful. If Old Town "takes hold" this may be an option for future decades. Now is too much government - leave private. 30 dots Great idea to improve pedestrianization. Let's not disturb the peace of such areas by putting a parking lot close by the river (i.e. as in 5c). There are plenty of old parking spaces and new lots being developed. I'm more inclined to #6 than this - I'd vote to delay this project for a few years. OK as long as it is out of the natural areas and buffers. What is a "mill race"? What is its upkeep? Just don't make too many such improvements Historic signs Yes! Good idea - but difficult to integrate with existing rail lines. Mill race seems superfluous Nice - with a price tag. Please we do not need to "shop" on the river. Great idea! This is outside river planning. Busses should go where people are or want to go. As the nature of our use of that area changes - the busses will adapt. Way premature. Shuttles should be considered after development plans are finalized. 15 dots Great idea! At last, an excuse for the Mason Corridor! Yes. Too bad the voters turned down the Transportation Tax.; Yes! (2) I'm afraid you have higher hopes for this than I do - maybe you'll keep a few cars off the road - sure hope you're right and I'm wrong. Good idea - tie in to Mason St. Corridor for auto free zone - use natural gas busses or trolleys A WASTE - too busy - not practical - too expensive - slows traffic. An open park would be nicer - more friendly - less expensive. 22 dots Yes but not a top priority You'll have to acquire the land on which to do this - nice but not necessary. OK Except for an outdoor amphitheater, there are no "outstanding features" that people need to be enticed to "enter". This would be just a fancy gateway to cross the river. Gateway to what? To the historic Old Town, or to some consumer traps Yes & slow traffic to posted speed limits Maybe we could delay this for a few years - think I'd like to see \$\$ used on this until other projects are finished. If we are looking for a "gateway" it should be as one exits I-25 at Prospect, Mulberry & Harmony. Lincoln & Linden are not "gateways". 1 person specifically indicated a preference for Linden St. gateway Yes Purchase Western half and a strip along the river - but purchase of entire site also acceptable. Gasoline storage next to river seems unsound when next flood hits. 28 dots Yes - a great idea for same reasons as 10c. Yes (4) Only if price is adjusted for the inevitable clean-up expense. Would prefer this but 11a is OK. Preferred, although some parking in option 3 could be permitted. 8 dots</p>
5/26/99	Open House	DRCIP, Project 5a:	<p>16 dots You will [have] to "buy out" some owners 16 dots; Yes (2) Further development or redevelopment within floodplains should be eliminated. I do support acquisition of land to expand and enhance natural area buffers. Currently, the corridor is too constricted in many places to provide adequate wildlife buffers. Yes, 5b is great. (No to the idea of parking in 5c - we have lots of parking in old town and let's not get more run-off pollution into the river. Let's encourage people to walk (as per the pedestrianization of #6 and #7) or use public transport.) Again - no reason for City to bail out private land owners. Wait until river takes them. The owners will get flood insurance. City can then buy cheaper. The current private owners know and assume the risks of owning property there. A compromise between 5a & 5c Mill Race very wasteful. If Old Town "takes hold" this may be an option for future decades. Now is too much government - leave private. 30 dots Great idea to improve pedestrianization. Let's not disturb the peace of such areas by putting a parking lot close by the river (i.e. as in 5c). There are plenty of old parking spaces and new lots being developed. I'm more inclined to #6 than this - I'd vote to delay this project for a few years. OK as long as it is out of the natural areas and buffers. What is a "mill race"? What is its upkeep? Just don't make too many such improvements Historic signs Yes! Good idea - but difficult to integrate with existing rail lines. Mill race seems superfluous Nice - with a price tag. Please we do not need to "shop" on the river. Great idea! This is outside river planning. Busses should go where people are or want to go. As the nature of our use of that area changes - the busses will adapt. Way premature. Shuttles should be considered after development plans are finalized. 15 dots Great idea! At last, an excuse for the Mason Corridor! Yes. Too bad the voters turned down the Transportation Tax.; Yes! (2) I'm afraid you have higher hopes for this than I do - maybe you'll keep a few cars off the road - sure hope you're right and I'm wrong. Good idea - tie in to Mason St. Corridor for auto free zone - use natural gas busses or trolleys A WASTE - too busy - not practical - too expensive - slows traffic. An open park would be nicer - more friendly - less expensive. 22 dots Yes but not a top priority You'll have to acquire the land on which to do this - nice but not necessary. OK Except for an outdoor amphitheater, there are no "outstanding features" that people need to be enticed to "enter". This would be just a fancy gateway to cross the river. Gateway to what? To the historic Old Town, or to some consumer traps Yes & slow traffic to posted speed limits Maybe we could delay this for a few years - think I'd like to see \$\$ used on this until other projects are finished. If we are looking for a "gateway" it should be as one exits I-25 at Prospect, Mulberry & Harmony. Lincoln & Linden are not "gateways". 1 person specifically indicated a preference for Linden St. gateway Yes Purchase Western half and a strip along the river - but purchase of entire site also acceptable. Gasoline storage next to river seems unsound when next flood hits. 28 dots Yes - a great idea for same reasons as 10c. Yes (4) Only if price is adjusted for the inevitable clean-up expense. Would prefer this but 11a is OK. Preferred, although some parking in option 3 could be permitted. 8 dots</p>

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		N. College/Vine Dr. Floodplain Mitigation and Area Enhancement - Private uses, subject to existing regulations	Prefer 5b No Define "enhancement". Banks should be left natural- but stabilized where necessary to keep river within its historical flows (including floodplains). Any revegetation should be natural. Don't really have to do anything here. Some day the river will take these properties. And then the City can buy as park land at reduced cost.
5/26/99	Open House	DRCIP, Project 13b: Gateway at Mulberry and Riverside - Allow Pickle Plant to redevelop	14 dots Maybe a mix between this and 13b. While access is still a problem you're likely to have less visitation to a natural area than a park. Yes Can be developed as a park over a long time if the need is shown - start with natural area and let it be developed if demand develops. Not much habitat on the point itself. Better habitat below the old plant site. Keep the lower elevation for natural area. If the trucks are ever re-routed Preferred to a & c Yes - for same reasons as 10c.
5/26/99	Open House	DRCIP, Project 3a: Cache la Poudre River Trail Amenities - Minimal	23 dots 15 dots; Still all good; Prefer 3a This is my preference. Save 3b for future and if needed. Don't do 3b now. 3a is much more preferable to 3b. Construction of plazas and other urban design features counter to the aim of "enhancing wildlife habitat" and "enjoying natural characteristics" and improving aesthetics, stated in #1. Move trails away from sensitive wildlife areas. Trails too close to the river have caused too much foot traffic and bank destabilization. No plazas. Bench use is minimal at present and may not need to be increased. No problem with this; Also good idea; Keep simple and economical; Sounds good; Access needs to be provided for- but we don't need "caviar" amenities; Yes
5/26/99	Open House	DRCIP, Project 9: Off-Street Public Parking	Why do we want to increase parking? I thought we wanted to decrease automobile dependency. People should be able to drive but they should have to pay for it. Bike parking should be free but not auto parking - except of course for the elderly and disabled. Another area with a need for parking. The lots can be streetscaped. Good point (arrow pointing to "...not adjacent to the river area.") 17 dots Parking is a problem - I'd strongly vote in favor of this in order to help sustain downtown - business people always seem to complain about parking problems. Good idea! No - we have enough downtown parking planned. No more asphalt. Parking must be provided if redevelopment of the area produces increase number of destinations Let private interest provide for parking - El Burrito built a parking lot behind their restaurant. Mawsens provides their own parking. Location of parking lots away from the river should not be an aside (i.e. "whenever possible"). Please make it a priority in your planning decisions. It impacts not only the wildlife, habitat, and water quality, but the enjoyment of those who wish to experience the natural river qualities. Appears to be reasonable. Isn't it located a little too far away from Old Town for most folks to work? Again, problem with RR tracks bisecting the area. Inconspicuous parking - shuttle service
5/26/99	Open House	DRCIP, Project 8: Linden, Willow and Lincoln Streetscape Improvements	There are other much more suitable locations for a parking structure This neighborhood should get its fair share of sidewalk and street improvement. Like with option 7. A by government rehab is out of place If private commercial interest wish to buy and change aspects of neighborhood - let them pay for this.and not required. Yes (2); 60 dots Lighting is very important. A major concern of businesses in this area is parking. The NE & NW corners of the Linden - Willow intersection has limited parking Minimize the improvements. Same as #7 (I'd vote to delay this for a few years) Nice - with a price tag. Minimize the improvements. Make a kind of urban natural area. Yes help needed.
5/26/99	Open House	DRCIP, Project 13a: Gateway at Mulberry and Riverside - Develop Pickle Plant as park	Traffic and train is too dangerous for a park. Kids will be from surrounding neighborhood and probably unsupervised. Library park is only several blocks away. Ok, as fun & history It will give the kids and parents a nice view the waste water treatment land. If the winds just right they can get a nose full of this wonderful aroma. The Pickle Plant would be a nice area for a park. But keep it simple. Maybe a mix between this and 13b. BUT, access is still a problem.
5/26/99	Open House	DRCIP, Project 2: Environmental and Cultural Interpretive Program	9 dots Simple displays locating old fort site OK. The influence on settlement and ecological role unnecessary and wasteful. We should do this regardless of the rest of the River Corridor Plan Good - maybe explaining ecology of river will increase likelihood that people will stay on the trails & follow rules in general History is good I'm all for historic interpretation 13 dots;Good idea!; "...and the ecological role of the river" !!! Yes This would be good - an area for summer music for Oktoberfest activities - for Cinco de Mayo ? for 4th of July? (Arrow pointing to another location) Put it here - there's more room.

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5/26/99	Letter - 3 citizens from Friends of the Poudre	<p>Yes, education is a great idea. Please make sure the location of signs and gathering parts is far enough from key habitats, not to disturb wildlife.</p> <p>Good idea.</p> <p>Native vegetation (for example Plains Cottonwood, Choke Cherry, Coyote Willow) are given a chance to establish and reestablish themselves and aggressive exotics such as Russian Olive, Canada Thistle, and Leafy Spurge are discouraged and/or removed where appropriate;</p> <p>We envision the Poudre River corridor as a biologically functioning, vital entity that changes from season to season and from era to era. The river is a life-line for a wide variety of life, many of which are almost completely dependent upon a healthy, unimpeded river. To many, the preservation and protection of the river, and the life it supports is more important than the all-too-human desire to modify, contain or profit by its beauty or utility. This is not to say that we are opposed to any changes to the river corridor, only those that would have a negative impact. We want to insure that riverside clean-up, riparian restoration, urban development and redevelopment, and other efforts that would change the natural river corridor and its riparian area is accomplished in a way that protects and preserves the natural river corridor.</p> <p>Armoring or stabilization of stream banks or adjacent ponds should be allowed only where needed to protect significant public or private infrastructure. Bank stabilization projects often result in the unintended consequence of channelizing the river. This channelization can lead to damage during flood events that otherwise would not happen. All such projects should be very carefully analyzed on a case-by-case basis</p> <p>The flood danger zone should be defined as those areas where the 500 year floodway overlaps the 100-year floodplain. To minimize future human tragedy and property loss, new construction or redevelopment should occur beyond this zone</p> <p>A continuous riparian wildlife migration corridor is preserved and enhanced from Martinez Park to Prospect Ponds allowing animals (birds, mammals, reptiles, fish, and invertebrates) necessary movement and habitat;</p> <p>The total number of acres in riparian wildlife habitat is increased or, at the very least, remains the same; Existing man-made structures and natural features (both up and downstream of the downtown river corridor) remain unaffected by new development or redevelopment. This will lessen the need for new channelization or bank stabilization efforts</p> <p>The river is allowed to define its own course within the 100-year floodplain mapped by FEMA and the City. We should always remember that this 100-year floodplain is often a flash floodplain, meaning that floods in our region can and do occur very rapidly and without much warning</p>
5/26/99	Open House	<p>General comments</p> <p>I believe that whoever owns the land should have the first choice as to the future of the land. I don't believe the City should 'surprise' the owners!</p> <p>Land and business owners have a responsibility to the community that transcends their rights of private ownership. (1 agrees)</p> <p>We need dirt trail system along the river, but away from its banks to prevent erosion, but still allow runners the option of dirt</p> <p>Please no "washable" architecture, amphitheater in the Oxbow. This would be a poor misuse of an existing riparian habitat.</p> <p>This is a very well done set of displays!</p> <p>Kayaking and fishing don't mix. A white water course would be better situated where there is a steeper grade. Downtown the course will be viable for about one month during the year.</p> <p>Move the truck route way north out of city limits</p> <p>We don't need [New Performing Arts Center]. Lincoln Center works fine!</p> <p>We don't need this project [New Performing Arts Center] near the river - keep it away.</p> <p>The Lincoln Center is not currently adequate and as the city grows will not be able to serve the community</p> <p>These involve two unrelated issues [New Performing Arts Center]. We need a center but not there.</p> <p>Regional commuter rail sounds great! How about trolleys?</p> <p>Why do we need another performing arts center? I like the Lincoln Center and I don't want more buildings near the river!</p> <p>Keep the performing arts center as close to the new parking garage as possible so it can be used at night. Do not put it in the floodplain!</p> <p>4 dots: San Antonio Riverwalk - it won't happen in Fort Collins</p> <p>Find a site for the arts center and amphitheater well away from the river and out of the floodplain</p> <p>Wouldn't it be nice to have a few easy rapids for boaters, fisherman, walkers, bikers, painters, and writers to sit by or use and enjoy?!</p> <p>Highway 14 Relocation should be sited way north of Fort Collins: County Rd 58 or further north.</p> <p>Would have liked more info on how habitat would be protected with increasing influx of people and traffic.</p> <p>Buy up as much land as possible to protect it.</p> <p>Please keep truck traffic in mind when designing streets in area between Willow, Lincoln & Linden.</p> <p>Allow as much as possible the river to restore and renew itself during flood events. Let it create new features -- even change course creating new oxbows. (1 agrees)</p> <p>No kayaking etc.</p> <p>The display is great. Amphitheater a negative. Would attract people to area for other reasons than enjoying river - thus congest area reducing enjoyability of river experience.</p> <p>Passive areas and natural areas preferred: As little commercial as possible.</p> <p>Something historic to interpret site of old Camp Collins.</p> <p>No public \$\$s that encourage development of the river corridor</p> <p>Turning the golf course into a hotel is horrible. This is not a public use and would result in land taken away from natural areas, trails, etc. (1 agrees)</p> <p>We spend lots of \$ on soccer fields, softball diamonds, "zoo" farms, basketball courts, and other amenities. Why not enhance our river with natural looking pour-overs, rocks and eddies? These would benefit all of us with increased aeration of our water. We need to show recreational use of our water or we'll lose it to the Denver suburbs! We paddle there already, and the water needs aeration to decrease stink!</p> <p>We need river bed enhancement.</p> <p>It is not advisable to allow the river to move when there are structure built right up to the banks.</p> <p>Buckingham must be protected - levies seem a good idea.</p>

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			<p>River banks move. Don't waste money on stabilization. Let the river move its course. We need to investigate the possibility of putting river back to its original course to restore meander and stop erosion (1 agrees) "Fort" theme needs to be re-established. Yes, the City does care about you. That's one reason for this open house. (3 agree) We need a new performing arts center - I don't know where...We need the amphitheater at the Ox bow. We need to beautify river bank behind Ranch Way. For areas developed in the 100-year floodplain - relocation should always be an option. Recall events along the Mississippi after the flood of 1993. Whole villages were relocated. The City should allow no new development in the 100-year floodplain. This is for 2 reasons: (1) safety in a larger than 100-year flood (2) natural areas value - in a continuous corridor and What about a defined "soft dirt" trail in areas/sections (ie. Shields - Lee Martinez) and eliminate all the spider web trails that impact riparian area - roots lose vigor. I'd like to see the 'Fort' reconstructed on some river site. This is an extremely good explanation and display that helps one understand the whole potential. Thank you! We don't need to spend government money on a white water course that is a private expense just give river runners right to boat. This is really nice for everybody except we the people that live and have businesses here. You don't give a darn about us.</p>
5/26/99	Open House	DRCIP, Project 13: Gateway at Mulberry and Riverside - Allow Pickle Plant to redevelop	<p>Allow Pickle Plant to redevelop Could Pickle Plant site be traded for lands with great natural areas value in the floodplain - say across the river? Redevelopment should be permitted only on the upper elevation adjacent to the RR tracks. Keep the lower elevation for natural area - its also probably in the floodplain. If redevelopment is allowed - the developers should bear the cost of clean up - not the city. No! Seems a good location for riparian compatible private use. Possible complication is vista over a sewage treatment plant (but a good sewage treatment plant) Keep it public- in ownership and in use Don't need this at this location. Yes instead of the development of the golf course. Offer incentives. Got to say yes to this - don't like the dumped concrete & old cars as rip rap - this would be a big improvement. Sounds good; Yes (3) 36 dots It would be nice, albeit expensive, to get rid of the eye sores. Again - only where critical facilities are at risk. Rivers "enhance" their own banks quite nicely. Too vague! What are the several locations? What are critical facilities? Not enough information. This should be done to replace the dumped concrete. It should work toward re-establishing natural bend geometry. As I am sure you know contact between riparian banks and water is vital for flood mitigation, water filtration and cleansing, and providing the interfaces from microscopic toxic-anoxic to macroscopic levels. Please choose the stabilization method that best maintains habitat and ecosystem services.</p>
5/26/99	Open House	DRCIP, Project 14: Embankment Stabilization	<p>In no way should the taxpayers bear the cost. Cleanup should go first to the landowners, then any developers. Don't assign the cost to the city. This is a must-do that should precede most other projects. Good idea; 24 dots No cleanup with public money unless the land price is offset equally or more (2 agree), Owners should pay for cleanup - not public, Assessed value of land should account for cleanup costs, Any contaminant cleanup should be borne by PRIVATE money NOT public, Cleanup is the owners' responsibility, Good investment - it will save a life. A liability now. This seems like a no-brainer good idea. BUT - what would be done with the land once it is cleaned up? Would it be developed or restored for natural areas? I would have appreciated more information on this. I can certainly support the need to identify these areas BUT I'm not sure I'm happy about the city paying for the clean-up. Whose land is it - who caused the contamination? Sure hope city \$\$ are only used to identify the areas and identify those who should pay for the rehab. Yes - I'm sure many people would volunteer to help with a project like this. The city should not have to bear the majority of this expense. Either the owner cleans up the property prior to sale, or the price is adjusted down to reflect the expense the city will incur. Very expensive - is this a realistic (\$\$\$ wise) goal</p>
5/26/99	Open House	DRCIP, Project 17: Clean Up Contaminated Sites	<p>Has a problem with expanding Old Town into undeveloped areas near the river. Opposed to any plans that will develop currently undeveloped areas along the Poudre River in the downtown area. All areas along the river should remain natural and protected. Absolutely no residential, commercial, or business development should occur on the floodplain. Every time a field is developed, thousands of plants are destroyed, and probably an equal number of creatures are killed or evicted in the process. The undeveloped areas along the river should remain undeveloped, preventing any flood damage problems in the future. Human convenience and economic gain should NOT take precedence over survival rights of the environment and its non-human inhabitants! Do you have a feel for how much time, money and effort the NRD has spent on the Poudre River Corridor? They've spent millions of dollars for the purchase of open space land. It seems that would outweigh any comments from the special interest groups. I hope you keep that in mind when you hear all the comments. In terms of contentious issues, how does the idea of no development in the 100-year floodplain impact this? Who are the main players? We should refer to the Oxbow natural area, instead of the Oxbow amphitheater. When you're making presentations to the Chamber and other businesses, what is their vision? They're still considering sites near the river for a major arts complex, they'd like to get as close to the river as possible. Don't want the City to be an enabler of river development. Shouldn't invest a lot of infrastructure in the area. The City shouldn't talk out of both sides of its mouth; no development - but let's build a horticulture center or amphitheater. There are those who think cleaning up the river means picking up litter, removing rip-rap and making it look like a park. That's not what we want to</p>
5/25/99	Letter from citizen	concern for environment	
5/19/99	Natural Resources Advisory Board		

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			<p>do. I appreciate the work you're doing. What's the time-table on this? Where's the \$200,000 boat chutes that are being funded out of conservation trust monies? That's part of a settlement for a water rights case. The City won a recreational water right. We should have been in the loop. Need to reiterate the issue of stabilization, whatever we do to stabilize the river has impacts up-stream and down-stream, potentially causing the need for additional stabilization. Stabilization should be minimized, used only to protect critical facilities. The City ought to deal with the north side of the river in terms of acquisitions. The south side is trashed and developed. The north side is partially trashed, but is pretty natural. If kayaking facilities are going to be developed and provided on the river, the access points need to be placed in areas where they will do the least impact. They must be carefully planned. Passing by has much less impact than landing on the bank and going ashore. It's not just about qualification, but also making sure we do access points well to minimize damage. It's interesting they want to propose a slalom course in town and at Gateway Park. I am aware that Central Pre-Mix is not light industry, I do know what it is, and feel it should be limited, I look to the day when Central Pre-Mix and Ranchway leave, at that time I would hope that rezoning of the entire area would come up for review. I feel that area is best suited for offices, small retail stores, cafes and expensive condos. History will one day prove me correct. The flood plain isn't so complex that we can fail to see what is important and what is less so. Nothing is of more value than human life, that is followed by real estate values, we simply have to look at it from that point of view. I oppose any light manufacturing in that area...period! I would love to see both Ranchway, Kiefers and others relocated! I support strongly any and all efforts to "eliminate the possibility of any flooding in the downtown area...we must value human life and property values, more than anything else." Maybe in the past it has flooded, this should only strengthen our resolve to prevent it in the future, regardless of the cost. The river must be "channeled safely through downtown" once it passes through the city, then we can concentrate on other ideas, less costly to human life and property damages. I would like to see an end to talk about 100-year floodplains, by relocating them to someplace more downstream. If the area is already developed, then it should be allowed to redevelop as long as riparian areas are not impacted. Areas should be allowed to rebuild if they are elevated above the 100-year floodplain. An example would have structures on stilts to allow the water to flow under the structure. The area should be allowed to redevelop as long as the new structure meets criteria, resulting in a better structure. Redevelopment should not be allowed in the floodplain. Areas that are disturbed in the floodplain should be reclaimed as open lands as much as possible. If redevelopment is to take place it should be away from the bank of the river and on the outer edge of the floodplain. (It was noted the current <i>City Plan</i> buffer limits would require this.) Structures should be allowed to expand if it can be shown there is less impact to the floodplain. There should be a long range plan or vision for the river corridor and this would direct which areas would be allowed to expand or redevelop and others where the lands should be reclaimed for open space. Define "no development" so developed open space can't be turned into structures. Financial gain for property owners should be defined as keeping property owners whole. Development credits should be allowed for reducing the risk along the river corridor by transferring those rights to lands where that risk doesn't apply. You must either allow the expansion that would meet adopted criteria or purchase the property. Treat the already developed areas differently than those areas that are open. Allow additions or expansions as long as the floodplain and riparian areas are not impacted. For residential developed areas, expansion should be allowed as long as there is no impact to the floodplain and riparian areas.</p>
5/14/99	e-mail from citizen		
5/12/99	e-mail from citizen		
5/3/99	Floodplain Regulations Task Force	No new development in the floodplain...Should areas like this already developed be allowed to redevelop?	
5/3/99	Floodplain Regulations Task Force	Should additions be allowed for existing structures? If so, what would the elevation, floodproofing requirements be?	
5/3/99	letter from citizen		<p>Recently visited a river project in Calgary, Alberta, Canada. They had a problem that we should address: geese. Pond, amphitheater, plaza, bike/pedestrian path attracted geese and ducks. Simple things like an 18" metal flower border fence around the area can detract the geese from gathering. Fill should be allowed in areas that are already established, but not off by themselves. The City of Fort Collins is currently more restrictive than the FEMA minimum. Fill should be allowed to protect existing properties. The topography shouldn't change to change the floodplain, i.e. compensatory storage. The current FEMA regulations allow properties to fill with in the floodplain and change the FEMA maps. Then anything would be allowed at that location because the floodplain restrictions are removed with the map amendment. It was felt that once in the floodplain, always in the floodplain and floodplain regulations should always apply to that property no matter what the property owner does with it. The degree of impact will need to be defined. That impact may be defined as not creating any more than a "zero" rise. It can't be arbitrary. The definition should state "no-rise" and "no-rerouting" of the channel. The fill that is allowed should be such that properties are connected to dry land and not done in a way to create islands. Fill without rise is OK as long as it has no habitat impacts. A completely "no-fill" policy is OK and there shouldn't be any exceptions. The river will do what it wants to do. Current design criteria for the city and FEMA requires the taking into account the stability of the river. Allow redevelopment and at the same time reclaim the river so everyone benefits. Allow expansion of the Old Town area on the north side of the river, but keep it outside of the floodplain. Washable architecture would be allowed as long as riparian areas are not impacted. Cost of these facilities isn't an issue. Washable architecture should not be allowed in the floodplain. Trails are being moved and located away from the riverbank as much as possible. Pavement increases the volume of runoff and impacts water quality. There are measures that can be done to mitigate these effects.</p>
5/3/99	Floodplain Regulations Task Force	Do you feel exceptions could be allowed in certain circumstances - for instance to protect established neighborhoods - to a "no fill" policy?	
5/3/99	Floodplain Regulations Task Force	What items would you consider recreational related structures of nominal expense?	
5/3/99	Floodplain Regulations Task Force	Do you feel that established residential neighborhoods like	<p>If a property is destroyed by any means and is in the floodplain, it should not be allowed to rebuild. The property should be made whole by a combination of the collection of insurance and purchase of the remaining property.</p>

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	Force	this one should be protected from flooding if technically feasible and cost effective?	<p>Caution that degraded or blighted areas are not created.</p> <p>If we don't protect these areas, and then we're allowing them to be destroyed, so we can purchase them at a lower price after the flooding.</p> <p>Areas should not be protected from flooding. Floodproofing doesn't solve the problem.</p> <p>The course of action to either protect or allow structures or to keep areas structure free should be site specific and based on a vision for that area.</p> <p>Protecting property should be an option if it is feasible, doesn't create a rise in the floodplain, and is cost effective.</p> <p>The current criteria allow destroyed properties to rebuild if they meet current criteria. This is too loose; if destroyed they shouldn't be allowed back.</p> <p>If a master plan is developed and shows purchasing as the best option, then those properties should be purchased.</p> <p>Levees should not be allowed if they impact habitat.</p> <p>If levees are built and fail, then they should not be repaired and property owners are on their own.</p>
5/3/99	Floodplain Regulations Task Force	Would this be an exception to the no-fill policy? (Remodels of existing structures that exceed 50% of the value of the structure	<p>Current criteria allow remodels to take place up to 50% of the value of the structure before that structure must comply with the code. That number is too high, it should be around 25%.</p> <p>The footprint shouldn't be allowed to increase.</p> <p>Should be allowed as long as there is not a rise in the floodplain.</p>
4/27/99	letter sent to Bill Bertschy		<p>We have reviewed the advantages and disadvantages of both the Lee Martinez Park site and the CSU site. We don't see any overwhelmingly compelling arguments for or against either of them. It appears either would function adequately as a Horticulture Center. Locating the Horticulture Center in Lee Martinez Park would have an important and positive impact on downtown Fort Collins. The sense of community felt by the people of Fort Collins manifests itself in a notable manner: they consider the downtown area to be the heart of the City. It seems eminently sensible (and perhaps a responsibility) to nurture and encourage this sense of community. We like the idea of a partnership with CSU and believe such a partnership could still function with the Horticulture Center in a downtown location.</p>
4/26/99	letter sent to Jack Baier, Public Utilities Commission	objection to application filed	<p>Notification of objection to application filed by the City of Fort Collins and the Union Pacific Railroad in docket # 99A-131R regarding the grade crossing at Linden Street in Fort Collins.</p>
4/26/99	letter sent to John Fischbach from the Property Owners Assn.		<p>As a result of these workshops regarding the appearance and function of Linden Street, it would seem premature to construct the grade crossing until we know what the street is going to look like. As per the enclosed letter I have advised the Public Utilities Commission that I intend to protest the construction of this grade crossing. It would certainly be sensible for the City to withdraw its application with the PUC at this time and submit it later.</p>
4/22/99	letter sent to Bill Sears from James Rose, Utilities Project Manager		<p>Thank you for recent letter. Look forward to continued cooperation between the City and the River Corridor Property Owners Association both in the design and construction of storm drainage improvements in the area.</p>
4/20/99	River Corridor Task Force Minutes	Fill and redevelopment in the downtown area	<p>(Oxbow and Link 'n Greens sites) This is one of the most contentious sites along this piece of the river. If this site were to be considered for some type of re-development, what ideas are there for this spot? If it were turned into something with a low intensity usage, would it still need to be an untouchable area? What kind of redevelopment would be appropriate between Linden and Lincoln Street?</p>
4/20/99	River Corridor Task Force Minutes		<p>Once you put structures in the floodplain, you have problems up and down stream. We don't want to generate the need to armor the river up and down stream. Let's not exacerbate the situation by building in the floodplain. This is a logical area to use as an extension of the downtown. It's close, it has amenities that the downtown is missing; a park. There is a lot of good potential there.</p> <p>We need to remember that it's the old river channel. If you start talking about this type of development, you need to talk about how to protect this part of the river. I have many concerns about developing in the Oxbow. Riparian areas are pretty resilient. They tend to restore themselves rather quickly.</p> <p>When you start talking about adding development, you increase the level of protection required for that area. The west side of the river has low vegetation. There would be an opportunity to restore this. It would make the sight much more attractive. You would need some level of setback.</p> <p>Some sort of public use such as an old-time park, a performing arts center or library small enough to keep the riparian areas alone. There is about 18 inches of rise that would protect it from the floodplain.</p> <p>Maybe some softer stuff such as an old-time park. The truck route could prove to be a large barrier. The railroad tracks will eventually go away near Ranchway Feeds.</p> <p>On the eastside, nothing has been done to protect the residential areas</p> <p>Map shows that it is a riparian area and is in the floodplain and the flood way. There is a section closest to the river that has been a dump for cement products. Is there some sort of development along Buckingham that would be consistent with maintaining a riparian habitat. Clean up the concrete site, but don't build there.</p>
4/17/99	letter sent to Jay Rose		<p>Thank you for appearing at 4/8 workshop. Appreciated assurances that the storm drain proposed to cross the Mawson and Kiefer properties will be rerouted onto existing City rights-of-way and would not bisect those two properties.</p>
4/15/99	Sierra Club comments to Floodplain Task Force	Item #5: Purchase areas where floods could cause loss of life and personal danger, and convert to parks or open spaces	<p>Q: Should established neighborhoods be protected from flooding if technically feasible and cost effective? A: We encourage purchasing floodplain properties...not building levees. We believe there is federal funding to help move people out of floodplains, and the costs of doing so now are probably much less expensive than the costs of protecting floodplain residents from inevitable flooding...and the costs of dealing with the consequences of such flooding.</p>
4/15/99	Sierra Club comments to Floodplain Task Force	Item #4: Regulate the Old Town section of the floodplain differently than other reaches (this section is fully developed with	<p>We are extremely concerned about this. The Chamber of Commerce appears to want to redevelop this area. We believe they would like to redevelop retail and restaurant space right up to the river bank. We want to oppose this. The City needs to mandate that setbacks and protection for the river be honored to protect the river. Riparian vegetation should be restored wherever possible out to the minimum setbacks required by <i>City Plan</i>.</p>

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4/15/99	Land owner design charette	lots of public infrastructure). Neighborhood Comments	Why are bikes more important here than in 200 block of Linden? City response: Bikes important here as part of collector street links. Maybe this can be a dismount area, leave bike circulation on Trail and Lincoln Avenue. This part of Linden is not the same character as other collectors (Swallow and Boardwalk Drive) City response: May have a different character than other collector streets. Possibly lower level of service for cars, higher for pedestrians. Transportation response: Modeling must be done to determine volumes. When will Linden extend to Redwood? This extension will greatly affect this area. Semi trucks/ access must be maintained! Fancy curbs might get torn up. Not just a token access lane. Option D can not work because trucks can't turn left. Option C is a great idea, or dismount zone. Focal point north of river is a great idea. Call Tom Chandler (RE: Kiefer/ Amphitheater Property) There is a need NOW for more parking especially near El Burrito. Don't forget potential for horticultural center in this area along with other potential projects. Keep current access to businesses. Railroad crossing arms could be designed as unique, artistic.
4/15/99	Sierra Club comments to Floodplain Task Force	Item #1: No new development on the 100-year floodplain	Q: Should areas already developed be allowed to redevelop (tear down buildings and rebuild)? A: No. We believe that policies should encourage relocation out of the 100-year floodplain.
4/15/99	Sierra Club comments to Floodplain Task Force	Item #2: No new development on the 100-year floodplain except for natural area and recreational-related structures of nominal expense.	Q: What items would you consider "recreation-related of nominal expense? Should these items be "washable architecture"? (can be washed over during a flood without any damage). What about structures or landscape features designed to survive a 100-year event that are expensive to build? A: Parks or natural area amenities (ie: sign describing wildlife). We do not consider such items to be large, human-focussed structures that would change the floodplain.
4/15/99	Sierra Club comments to Floodplain Task Force	Item #8: Amend zoning code	Subdivision/zoning code as floodplain/city regulations are amended so that all City regulations are consistent.
4/15/99	Sierra Club comments to Floodplain Task Force	Item #6: Implement a "no fill" policy for the Poudre River floodplain.	Exceptions should not be allowed in certain circumstances to build levees to protect a neighborhood
4/15/99	Sierra Club comments to Floodplain Task Force	Item #9: No mobile home parks on floodplain	Do NOT build mobile home parks on floodplain
4/15/99	Sierra Club comments to Floodplain Task Force	Item #10: Use variances	Use variances to address special circumstances
4/15/99	Sierra Club comments to Floodplain Task Force	Item #7: Redefine the term "critical" facilities	The definition should be expanded as: Presently NO critical facilities can be built on the 500-year floodplain. Currently, the requirements define "critical facilities" as: "structures or facilities that produce, use or store highly volatile, flammable, explosive, toxic and/or water reactive materials; hospitals, nursing homes and housing likely to contain occupants who may not be sufficiently mobile to avoid death or injury during a flood; police stations, fire stations, vehicle and equipment storage facilities, and emergency operations centers." Some members of the Task Force would like the definition to include large retail stores that store and sell toxic products (automotive oil, cleaning products, poisons, etc.), as well as daycare facilities (since young children may not be mobile enough to avoid injury during a flood).
4/15/99	Sierra Club comments to Floodplain Task Force	Item #6: Implement a "no fill" policy for the Poudre River floodplain.	Q: If remodeling exceeds 50% of square footage of the original dwelling, the remodeled dwelling must meet flood elevation requirements (18" above base flood elevation), and this could involve fill. Could this be an exception to the "no fill" policy? A: We strongly believe there should be a no exceptions policy for the floodplain. We are concerned that any further modifications in the floodplain/floodway will have deleterious consequences downstream upstream.
4/15/99	Sierra Club comments to Floodplain Task Force	Item #1 & 2 reactions	Some Sierra Club members preferred #1; others preferred #2. However, there was a common concern that #2 would allow the City to build an amphitheater and possibly an arts center in the oxbow section of the downtown area. The Sierra Club does not agree with such use of that area of the floodplain.
4/15/99	Sierra Club comments to Floodplain Task Force	Item #3: Limit development on 500-yr floodplain	Development should be limited on the 500-year floodplain with more restrictive requirements.
4/15/99	Transportation Board		Consider Jitney service for area
4/15/99	Sierra Club comments to Floodplain Task Force	Item #1: No new development on the 100-year floodplain	Q: Should additions be allowed for existing structures? If so, additions would have to meet elevation and floodproofing requirements (may involve fill to meet elevation requirements -- this is an issue for idea #6).
4/15/99	Sierra Club comments to Floodplain Task Force	Item #12: Riparian issue	Riparian Issue: Restrict commercial development and prohibit fill. Also, look at development impact issues beyond just water surface elevation rise (for example, consider increases in stream velocity, erosion issues, habitat issues, etc.)
4/15/99	Sierra Club comments to Floodplain Task Force	Item #11: Notify property owners of floodplain status	Notify property owners of floodplain status through lenders, realtors, developers, community leaders, and public servants, utilities (phone, gas, water/sewer, and electric), and possibly through property tax statements.

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4/8/99	Force Land owner design charette	Jefferson Street	Make crossing Jefferson a pedestrian-friendly experience. Slow traffic to 25 MPH. Make the signal light at Linden more pedestrian-sensitive. At present it takes a pedestrian forever to get a walk signal. Install walk lights at Pine with instant response to pedestrians like those at Oak and College. Install visibly marked brick paved crosswalks (not raised like those on Cherry Street) to visually invite pedestrians across Jefferson. Paint stop lines perpendicular to traffic for vehicles to stop behind like we used to have, not the present guesswork crosswalk lines painted parallel to traffic. Personal observation in other cities (and some places in Ft Collins) suggests to me that traffic stops much less often inside the crosswalk when perpendicular lines are used. Lines painted perpendicular to traffic create a visual barrier for cars to stop behind. Pedestrians soon learn they cannot safely trust the current parallel-lined cross walks. Consider some kind of stone or brick entry posts, perhaps similar to those at the north entrance to the CSU oval.
4/8/99	Land owner design charette	Street Lights	Install a double set: high ones for lighting, low ones for visual effect. They should be something like old-time gas lights or like the street lights from Ft. Collins in the 1940s. The lower lights on Mason Street and in Old Town would be too modern and out of character historically.
4/8/99	Land owner design charette - Linden Street Group		New storm sewer across properties, 35' wide, no buildings in easement, parking o.k. Utility easements need to be obtained from property owners, they need to know all issues about allowed uses within easements. BE HONEST! Property owners would prefer sewer be located in street or public R.O.W. Linden Street: Diagonal parking preferred by landowners over parallel parking.; S. Edminister: Look instead at off-street parking.; May need to look at partnering with city.; Employees will dominate on-street parking. Need access for everything from bicycles to semis. Curb cut widths need to accommodate large vehicles. Agricultural / Industrial theme rather than "Cutesy Retail" Urban? cafe seating in 18' walks does not fit, maybe 6' - 10' wide. Or, may look at wider, urban walls if existing uses are not affected. Sidewalks should not preclude parking. Redevelopment? options must not preclude existing uses. Need object to draw pedestrians to river from Linden. River should be the amenity. Enhance Gustav Swanson Natural Area, make safe. Need to remove barriers blocking pedestrian from getting to the river. Railroad tracks with additional barricades will be worse for pedestrians. Need lighting for safety. Lighting should reflect industrial character. Amphitheater at Keifer's property would make a strong community draw, but Keifer needs a home for his existing business. Artist's studios, pottery studios would be appropriate mixed with industrial uses. Use railroad as a theme. Opportunity for interpretation in park adjacent to Railroad. Jefferson station as Hub/Depot for future Light Rail. Amphitheater should be a "natural" rather than urban setting. Railroad arms, if necessary, should be historic in character. Willow Street seems too small for mill race - look at river instead, possibly a water wheel. Use of water feature or fountain as a pedestrian draw toward river, or series of features along Linden Street.
4/8/99	Land owner design charette - Willow Street Group		Coordinate storm drainage work with street improvements. Concern for future traffic volumes (automobile) on Linden and Willow and speed of traffic. Intersection of Lincoln and Willow--traffic speeds are a concern. Shortage of parking. Lack of police patrol of area. Additional street lighting, street trees (no shrubs). Get funding support for street improvements. Reduce amount of time businesses are "cut off" during construction. User-friendly (pedestrian-friendly) environment...sidewalks and more parking needed. Embrace the river. Bike police. Eclectic style encouraged.
4/8/99	Land owner design charette	Parking	Undoubtedly we can use several strategically located public parking lots. I already get cars from Old Town parking in front of and beside my building. Public parking would surely be utilized by patrons and employees from Old Town as well as from our area. Select the curb-side parking style that is the most visually appealing and functionally best for pedestrians and bike riders, probably parallel parking.
4/8/99	Land owner design charette	Bike Lanes	In addition to bike lanes on Linden, locate bike lanes along the 200- and 400-blocks of Pine Street and connect them through the west end of the Jefferson Park, utilizing walk lights at Pine. The bike path along the river already connects with in at Willow Street as well as at the Northside Community Center. For bicyclers the walk light at Pine and Jefferson would facilitate crossing Jefferson.
4/8/99	Land owner design charette	Diminishing the railroad tracks as a barrier	Do not install signals or crossing gates. These add, not eliminate, a barrier. Fill in tracks so they are flush with the ground and are pedestrian-friendly from Linden to at least Jefferson Station. Make them visually invisible. Skaters, baby strollers, etc. should be able to safely cross them.
4/8/99	Land owner design charette	Draw people across Jefferson	Have a major feature at the Poudre River plainly visible down Linden Street from Jefferson Street so it draws people across Jefferson. Possibilities: a monument, gateway to the river, high arch over the bridge, stone entry posts to the bridge, flags, a statue, spot lights at night, light the bridge, paint the bridge using historical colors.
4/8/99	Land owner design charette	Landscaping	Need lots of trees where feasible. (Willow, Linden, Lincoln) and as large as practicable. Install a generous number of benches. Each bench might be under a street light and a tree with pleasant landscaping close by creating an inviting resting place. Install strategically placed bike racks. Use old-style conventional bike racks, not the modern, ineffective, curvy pipe-things the city has gone to. Create an inviting, calm, pedestrian-friendly corridor to the river.
4/8/99	Land owner design charette	Street signs	Should follow historical theme, including lettering, design, and posts.
4/8/99	Land owner design charette	Sidewalks on Linden Street	Same width as 200 block of Linden Street. Both sides. Same flower boxes as 200 block.
4/8/99	Land owner design charette	Jefferson Park	Recognize that it is also a barrier at present (space people must walk past) Eliminate parking in park. Needs landscaping, including flower beds. At present it has only grass and trees. Relocate sidewalk back from curb on Jefferson so pedestrians won't feel threatened by passing traffic. Consider a feature, such as a lighted, active fountain. Should be historically appropriate. Should be well lighted for safety and be inviting at night. The park should not be a hangout or loitering place for anyone. Eliminate transients, drunks, pan handlers, criminals, and drug dealers. Be sensitive to the needs of the homeless. Need benches, picnic tables and lighted toilets. Consider an old-fashioned, historically appropriate concession stand. A visible police presence might be advantageous.
3/22/99	Letter from citizen	Site-specific ideas for downtown corridor program	Expressed appreciation for work on the DRCIP; invitation to the Chamber River Task Force meeting on 4/20/99; Personal thoughts: Legacy Park revitalized w/increased parking area. Walking path around perimeter-along river; possible dog park. Rehabilitate fitness trail at Lee Martinez Park. Bridal path along side bike trail between Lee Martinez Park and Taft Hill Road. Outdoor amphitheater at "Martinez Island" (open area bounded by N. College, the river, the bike path, and the Hickory Street access path). Commercial/Light Industrial zoning along Vine Drive. Extension of Gustave Swanson nature area under RR bridge, along river to College Avenue. Site to include kayaktub put-in. Trees

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			<p>planted between bike path and Power Plant. Refurbish storage buildings at Power Plant. Suspended pedestrian bridge Southeast side of RR bridge from Aztlan to Gustav Swanson. Evergreens along fence between Gustav Swanson and self-storage units. Tiered river embankment at Aztlan to Linden Street. Purchase private property between Aztlan and United Way building for additional parking. Picnic tables in area between United Way and Linden Street. Raise Linden Street south of river to accommodate pedestrian/bike tunnel under roadway. Pedestrian/bike bridge on east side of Linden bridge. Streetscape Linden to Vine Drive. Commercial zoning on south bank from Linden to Lincoln Street with minimal buffer (30 feet?) - Café, rental shop, coffee bar, etc. Tiered embankment on both sides from Linden Street to Udall natural area with river access points. Levee around perimeter of oxbow site. (old river bed). Performing Arts Center at oxbow site with parking, sculpture garden, bandstand, and picnic area. Upgrade Lincoln Street to current roadway standards. Encourage commercial redevelopment along Lincoln Street from Riverside to airpark. Levee between river and Miller Bros. Terminal. (noise abatement and flood control). Increase current setback on northeast bank by 50 feet to accommodate levee and widened trail. Parking/transit center at Miller Bros./Team Petroleum sites. Bike/pedestrian bridge southeast of Lincoln Street bridge to Dorothy Udall area. Walking path along bank of river, bike path along RR tracks in Dorothy Udall area. Udall area designed as retention during 500 year event. (will this alleviate threat to "triangle" and Buckingham neighborhood?) Encourage current use of Link 'n Greens site. Bike trail access along Mulberry directly to Pickle Plant site. Upgrade Riverside Avenue to current roadway standards. Redevelop Pickle Plant site as "River Heritage Park". Pedestrian/bike access only from trail, Riverside Avenue, and Mulberry Street. City authorized vehicle access through water treatment plant. Two-deep tree line between RR and park along Riverside. Park opens to Mulberry Street. Information booth and interpretive stations around oval "square" with sculpture fountain at the center. Picnic area between "square" and Udall area. Named in honor of Howard Alden. Possible funding through "Poudre River Corridor Commission." Non site-specific ideas: "Gas lamp" lights along bike path through downtown corridor. Walking path should consist of natural material and follow existing social trails where possible. Asphalt path replaced with concrete and widened to 6 foot standard. Where bikes and pedestrian converge, increase path width to 10 feet. Frequent trash receptacles (oil barrels provided by Team Petroleum); painted by school kids depicting river aspects and maintained weekly by the City through sponsorship program (businesses/organizations/individuals "buy" a trash can to cover maintenance costs). Funding sources include "River Redevelopment Authority" (DDA II), with expanded boundaries to include all adjacent commercial zones.</p>
3/10/99	letter sent to Mark Sears	Future railroad crossing guard on Linden Street	<ol style="list-style-type: none"> (1) Safety: This is not a dangerous crossing. Vehicle traffic is not fast due to the character of the intersection. Very few trains cross Linden. Therefore we cannot see the merits of installing a crossing device for safety reasons. (2) Engines with strings of rail cars often park on both sides of Linden, just clear of the street. If the trains did not move far enough along the tracks to clear the sensors that activate the signal, then the signal might be activated for lengthy and unreasonable periods of time. (3) We are trying to improve the appearances of this area and think that the addition of ugly signals with cross arms would be adverse to this effort. (4) Crossing guards would create an additional barrier to travel down Linden Street from Old Town. We already have the barriers of Jefferson Street with its traffic speed, volume and character; the sluggish traffic light for Linden Street cross-traffic; the railroad tracks; the psychological barrier of the open space of the park; and the park's threatening population of transients and drug dealers. We believe we should be decreasing barriers, not increasing them. (5) There is very limited room on Linden for traffic to stop on the Jefferson side of the tracks. Even now when traffic must stop for a train, it can create a bottleneck at the Jefferson/Linden intersection. A crossing guard could substantially increase the time and amount of traffic that were backed up, especially if the train moved slowly, which it always does. This could increase the accident potential of this intersection. (6) The future character of this area is just barely beginning to develop. Until that character develops and the usage of Linden Street is established it seems premature to suppose what this crossing needs in the way of traffic control (if any). We believe that common sense dictates that crossing guards are not needed on Linden.
12/5/98	Comments from impacted property owners meeting	First phase response to conceptual drawings	<p>12/4/98 a meeting of the impacted property owners took place. The recognition that growth will come to this area was accepted. The willingness to be involved in a pro-active way to help influence this growth was coupled with clear statements that there is some "lack of trust" and a fear that this group's concerns and needs will not be honored by the planning process (City). Individual property owner rights must be protected and defended if necessary. Why wasn't the consultant that did the drawings perceptive enough to talk to some of the folks that would be impacted the most--the property owners. Planning for the area that doesn't take into account some need for semi traffic to support several of the large businesses was again seen that "industry was planned out of existence." Mixed use in this area was not seen as bad by our gathering, and hopes were expressed that it should be continued. Although some industry may find doing business at other locations worth making the move because of the increased value of this land, other businesses are more historic and can't be moved (Ranch Way) and their operation should be respected. The undeveloped corner of Willow and Linden may have some "opportunities" for enhancements but should be controlled by the owners. This realignment of Willow is very important to future development of this area. An obvious observation that seems at issue is the City creating plans that take historic properties out of the picture (Life Training Center, El Burrito). Mixed uses will likely be played out in the future. Another concern expressed was the issue of rising real-estate taxes that might not keep up with expected increases in business income. Another concern - tax issues and how some of the improvements will be paid for. Priorities: need to realign Willow Street (and Linden) allowing for semi traffic. The expectation that waste water (utilities issues) would need completion before Willow Street realignment could be accomplished. Requesting that each owner be sent a map of the area in question and a copy of zoning information.</p>
11/10/98	Working group meeting	Implementation Discussion	<p>Don't have DDA lead this effort; Don't consider CDBG; GOCO grants = can acquire land; Need public coalition of support - to include different interests; Can have an executive director for fundraising; projects; public relations; Modify DDA to accommodate other points of view; This are needs something broader than the DDA; Any agreement with Wal-Mart on Tax Increment Financing? (needs to have Council approval); Different strategies for different areas: Green areas = natural areas + stormwater; Community center/recreation = parks; Private development fund other types of improvements; Like concept of Urban Renewal Authority - a new organization. Can this overlap with</p>

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11/10/98	Working group meeting	Reactions to Conceptual "Bubble Diagram"	existing organizations? Like pedestrian use. Will have conflicts between peds & bikes on path; Shift in rail along Riverside would allow alternative modes to use Jefferson corridor; Does Bill Neal have any interest in redevelopment area?; How often are rails used; Site of Triangle - difficult to deal with because of floodplain; Keeping development out of floodplain is encouraging; Have separate paths between Linden and Lincoln Streets & in high use areas; Like softening of banks; Make Jefferson more inviting; Big issue: availability of parking. Discuss shuttle.; Investigate City and County land near Oxbow site for parking & shuttle system; Investigate triangle redevelopment area for parking.; Pursue porosity across Riverside from adjacent neighborhoods for pedestrians
11/10/98	Working group meeting	Public process	Consider broader community input - i.e. more open houses; Important to get high level of property owner support;
8/5/98	Poudre River Trust Board of Trustees Meeting		As a group, the board felt that the discussion of flood plain management needed balance whereby property owners accepted responsibility for the risks associated with flood plain development; Property owners are concerned that policy restrictions will greatly compromise the value of their land.
8/5/98	Poudre River Trust Board of Trustees Meeting		Bike lane needed, if only on one side, since people do want to ride to the River from downtown
8/5/98	Poudre River Trust Board of Trustees Meeting		Expressed support for public/private development projects on, or near his property that would enhance the area, but was very concerned about owning property that would be devalued by City policy decisions. In particular, he did not want the City to decide that his property could not be redeveloped since, according to aerial surveys, it was in the flood plain. His particular business would be better suited for a different area, but not all his neighbors feel the same way.; Questioned how many acres were included in the corridor being discussed and how much of that is owned by the City. Additionally, what was the definition of Flood Plain, versus Flood Way.
8/5/98	Poudre River Trust Board of Trustees Meeting		Questioned whether there is sufficient room for sidewalks, trees and bike lanes on both sides of Linden Street. Bike lane needed, if only on one side.
8/5/98	Poudre River Trust Board of Trustees Meeting		Support for public/private development projects on, or near his property that would enhance the area, but very concerned about owning property that would be devalued by City policy decision. Not want City to decide that his property could not be redeveloped.
8/5/98	Poudre River Trust Board of Trustees Meeting		If traffic speeds could be controlled, the need for separate bike lanes could be eliminated.
5/7/98	Downtown Development Authority		Concern over the "Oxbow Site" indicated as a natural area on map; Ensure that the boundaries of natural area inventory are firmly grounded in science; See this area as an extension of downtown; don't preclude river related development;
5/6/98	Natural Resources Advisory Board		Don't do anything to encourage more use of the river; Provide a separate comment list for the Downtown River Corridor Working Group - don't trust this group. Don't think they are officially recognized.; No development in floodplain; Retain current businesses that are in the redevelopment area; City should not give incentives to encourage growth in the river area; Do not extend the DDA; Respect the value of the river; Don't put an outdoor amphitheater along river
5/1/98	Planning and Zoning Board		Ensure that City plays a proper role - encourage private investment in the area.
4/15/98	Transportation Board		Improve pedestrian connections throughout area; Include Buckingham & Alta Vista Neighborhoods in planning
4/3/98	Environmental Brown Bag Lunch Group		Scale of Bill Neal's project too large for area; Environmental community says don't put permanent structures in floodplain; Ensure purpose of protecting floodplain is retained; Ensure that the river is enhanced as a wildlife corridor; Kayak course is OK as long as people are not encouraged to use the river more
3/17/98	Working group comments	#4 River Redevelopment Area	ADDITIONS: Boutique environment (Breckenridge example); Theme - don't forget (fort); District - theme important river, railroad; Deal with Riverside/Jefferson street; now a barrier. Turn into an opportunity connections to old town, ped-friendly, etc.; If better for hotel/convention site, might pursue Auntie stone's mill race (runnel)
3/17/98	Working group comments	General to the project area	ADDITIONS: People-Friendly Transportation Patterns; Consider Pedestrian RADII (Walking Units) w/Development; Build on Overall Theme of Education, Heritage General River Theme (Location); Can We Locate Lee Martinez Foot/Cycle Bridge [eg. Link'n'Greens to Udall]; Performing Arts Center; DISAGREEMENTS: Urban Fishery, 2 Trails walking and Other Along River; Aquarium Preservation of Natural Riparian Zone; Extend Western Boundary 1/4 Mile to Integrate Lee Martinez; Overall River - Floodplain management and Stream Stability
3/17/98	Working group comments	#8 Pickle Plant Site	ADDITIONS: Idea: Berming along Riverside/Jefferson where tracks will be abandoned, would help w/offsite floodplain mitigation; Potential of trade for floodplain areas (if access solved); Come to Agreement on Gateway Concept.; CONSTRAINT: Access to Site - Landlocked. - Access across tracks - Illegal; DISAGREEMENTS: Expansion of Wastewater Treatment (Augment Capacity) Disagree: Odor, Residential, Too Close
3/17/98	Working group comments	#7 Link N Greens	CONSTRAINT: 1/2 Site in Flood Plain; Stability/Erosion Problems Near Mulberry Bridget, (Bikepath, etc.);
3/17/98	Working group comments	#1 Poudre River at College Avenue Area	ADDITIONS: Moving Gas Pumping Station (Gas Regulator), Improve Pedestrian Access at N. College Bridge, (More Gateway), Amphitheater at Legacy Park
3/17/98	Working group comments	#5 River Oxbow Site	ADDITIONS: Linden Street "Escape Hatch" For Downtown - Modest Development Potential; Transition But Still Urban; Development Closer to Linden Street to Provide per. Connection; Match Characteristics of Gustav Swanson - Mirrors; Integrate Both Side of River #4 And #5 Viewsheds, Visual Connection; DISAGREEMENTS: Natural Vs. Developed Character; How Far to Stretch Out "Downtown" vs Keeping Compact
3/17/98	Working group comments	#3 Northside Aztlan Community Center Site	ADDITIONS: [Dirt Park (Unused) out of Floodplain] Redevelopment of Site, Amphitheater Site (Out of Flood Plain), Comment: Make No Decision until Aztlan New Site Decision Reached
3/17/98	Working group comments	#2 Old Power Plant Site	ADDITIONS: Back Side Potential Amphitheater Site, Redevelopment Opportunities South of Bridge, Privatizing W/covenants, Continuing Existing Use at Site (Periodic Loud Noise); Build on Water and

Downtown River Corridor Implementation Program

3/17/98	Working group comments	#6 Lincoln Street - Poudre River Triangle	Historic Heritage (Water Heritage Museum); Relate Building to River Theme ADDITIONS: Constraint: Dealing with Petroleum contamination Site; Amphitheater (Washable Architecture); Showcase Mitigation Efforts. No Development. Open Space Important Linkage from Link 'N' Greens Site to Downtown; Parking Might Relieve Parking on Oxbow Site.) Mini-transit Center. Transfer to Downtown; DISAGREEMENTS: Special Redevelopment Project - Office Education, Retail, Entertainment, Dining, Etc.
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Appendix E: Resolution to Acquire Certain Floodplain Properties

RESOLUTION 2000-81
OF THE COUNCIL OF THE CITY OF FORT COLLINS
DIRECTING THE CITY MANAGER TO PURSUE THE ACQUISITION
OF CERTAIN PROPERTIES WITHIN THE POUDBRE RIVER FLOODWAY,
PRODUCT CORRIDOR AND FLOODPLAIN

WHEREAS, the City Council has approved on First Reading Ordinance No. 71, 2000, making certain amendments to the City Code which will impose additional regulations (the "Regulations") on real properties in the City that are situated within the Poudre River floodway, product corridor and floodplain, as those terms are defined in the Regulations; and

WHEREAS, the purpose of the Regulations is to protect such properties from damage during flooding and to protect the safety of persons occupying such properties; and

WHEREAS, the Regulations will generally prohibit all new structures within the floodway and the product corridor; and

WHEREAS, the Regulations will permit commercial and industrial development in that portion of the floodplain that is outside of the floodway and the product corridor, but will prohibit the construction of new residential structures in such area unless property is removed from the floodplain; and

WHEREAS, there are currently a number of structures within the floodway, product corridor and floodplain that would be prohibited under the new Regulations referenced above (the "Nonconforming Structures"); and

WHEREAS, in order to more fully protect the property and lives of the residents of the City, the Council believes that it would be desirable and in the best interests of the City if the City were able to: (1) acquire such Nonconforming Structures and remove them and (2) acquire real property in the floodplain so as to minimize the number of new structures constructed in the floodplain.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Manager is hereby directed to pursue the acquisition of the Nonconforming Structures referenced above on a "willing seller, willing buyer" basis, subject to the appropriation of the necessary funds for such acquisition, giving priority to those Nonconforming Structures in the floodway and product corridor.

Section 2. That, if appropriate funding is available, the City Manager is further directed to pursue the acquisition of any real property that is situated in the floodplain and outside the floodway and product corridor.

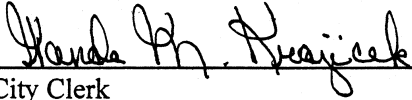
Section 3. That nothing herein shall be construed to preclude the City from exercising its power of eminent domain at such time, if at all, that the City Council determines that the acquisition of any of the Nonconforming Structures is necessary in the public interest.

Passed and adopted at a regular meeting of the City Council held this 6th day of June, A.D. 2000.



Mayor

ATTEST:



City Clerk