

Greeley City Council Agenda

Work Session

Tuesday, August 12, 2025 at 6:00 PM

City Council Chambers at City Center South
1001 11th Avenue Greeley, CO 80631

NOTICE:

City Council Meetings are held on the 2nd and 4th Tuesdays of each month in the City Council Chambers. Meetings are conducted in a hybrid format, with a Zoom webinar in addition to the in-person meeting in Council Chambers.

City Council members may participate in this meeting via electronic means pursuant to their adopted policies and protocol.

Members of the public are also invited to view Council work sessions in person or remotely. **Work sessions are intended for discussion and an overview of key topics to inform future decision-making. While no formal action will be taken, we appreciate public interest; however, participation (virtually or in-person) is not part of the work session format. Public comments are made during City Council meetings.**

Watch Meetings:

Meetings are open to the public and can be attended in person by anyone.

Meetings are livestreamed on the City's Meeting Portal <https://greeleyco.portal.civicclerk.com/>.

For more information about this meeting, to request reasonable accommodations for accessibility purposes in an alternative format, or for meeting agendas, minutes, and archived videos, please contact the City Clerk's Office at cityclerks@greeleygov.com or 970-350-9740.



Mayor

John Gates

Councilmembers

Tommy Butler - Ward I

Deb DeBoutez - Ward II

Johnny Olson - Ward III

Dale Hall - Ward IV

Brett Payton - At-Large

Melissa McDonald - At-Large



**City Council
Work Session Agenda**

Tuesday, August 12, 2025 at 6:00 PM

City Council Chambers at City Center South

1001 11th Avenue Greeley, CO 80631

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Reports from Mayor and Councilmembers
5. Poudre River Restoration Initiative (PRRI) Master Plan - Vision 2045
6. Downtown Stormwater Capital Improvement Projects & Utility Rate Update
7. 2026 Utility Enterprises Operating and Capital Budgets
8. Council Review of Procurement Contracts
9. West Greeley Project Update
10. Scheduling of Meetings, Other Events
11. Motion to go into Executive Session to receive legal advice regarding the West Greeley Project
12. Adjournment



Work Session Agenda Summary

Item: 4.

Title:

Reports from Mayor and Councilmembers

Background:

Board/Committee	Meeting Day/Time	Assignment
Airport Authority	3 rd Thu, 3:30 p.m.	Payton/Gates
Board/Commission Interviews (Team of 2)	monthly as needed	Council Rotation
CML Executive Board Opportunity	as needed	Hall
CML Other Opportunities	as available/desired	
CML Policy Committee (Council or Staff)	as needed	Hall/Lee Gates alternate
Downtown Development Authority	3 rd Thu, 7:30 a.m.	Butler/DeBoutez
Employee Health Board	as needed	DeBoutez
Highway 34 Coalition	as needed	Olson
Highway 85 Coalition	as needed	Gates
Historic Preservation Loan Committee	as needed	DeBoutez
Human Relations Commission	2 nd Monday, 5 p.m.	DeBoutez
Interstate 25 Coalition	as needed	Olson
Island Grove Advisory Board	1 st Thu, 3:30 p.m.	Butler
National League of Cities Transportation and Infrastructure Services Committee	as needed	Olson
Parks & Recreation Board	1 st Friday, 7 a.m.	DeBoutez
Police Pension Board	quarterly	McDonald
Poudre River Trail	1 st Thu, 7 a.m.	Hall
Regional Opioid Council	as needed	Gates
Transportation/Air Quality MPO	1 st Thu, 6 p.m.	Olson/Payton
Upstate Colorado Economic Development	last Wed, 7 a.m.	Gates
Water & Sewer Board	3 rd Wed, 2 p.m.	Gates
Weld Project Connect Committee (United Way)	as needed	Olson
Youth Commission Liaison	4 th Mon, 6 p.m.	McDonald



Work Session Agenda Summary

Item: 5.

August 12, 2025

Key Staff Contact: Paul Trombino, Managing Director, Victoria Leonhardt, Senior Urban Transportation Planner

Title:

Poudre River Restoration Initiative (PRRI) Master Plan - Vision 2045

Background:

From 1950 to 2019, the length of the Poudre River within Greeley city limits decreased by 15% (about two miles), increasing flow speed and sediment transport. These changes contributed to downstream flooding, severe bank erosion, loss of aquatic life, and a decline in riparian habitats such as wetlands.

The Poudre River Restoration Initiative (PRRI) Master Plan offers a holistic approach to addressing these challenges by integrating natural systems, infrastructure, and community needs. Following a year-long planning process, the project team is excited to share the Vision 2045 Concept for the Poudre River.

The vision promotes a resilient, connected river corridor where nature and urban infrastructure work together to reduce flood risk, restore ecological health, and enhance long-term community safety. By designing with nature, the initiative supports a healthier, more adaptable future—protecting homes and neighborhoods while embracing the river as a central community asset.

PRRI was presented to City Council in August 2024 to introduce the planning process and again in February 2025 to provide an update on Phase I (including the Master Plan Principles), and to introduce the Phase II study area. As we near the conclusion of Phase II, sharing the Vision 2045 Concept with both the community and City Council is a vital step to ensure transparency and alignment before finalizing the plan. Input from the community will be instrumental in refining the concept and guiding future phases, marking a key milestone in the planning process.

Strategic Focus Area:

Community Vitality
Infrastructure and Mobility
Quality of Life
Safe and Secure Communities

Attachments:

1. Poudre River Restoration Initiative (PRRI) Master Plan - Summary, and Technical Foundations
2. PRRI Vision 2045 FAQs
3. Poudre River Restoration Initiative (PRRI) Meeting Log
4. Item 5 - Presentation



Poudre River Restoration Initiative (PRRI) Master Plan

Update, Summary, and Technical Foundations

11 July 2025

Contents

Introduction	05
PRRI Purpose	08
Greeley's Strategic Priorities	10
Shaping the Future: Risk, Opportunity, and What Comes Next	12
Appendices	15
Appendix 1: Poudre River Planning River Corridor Recommendation Memo – InterFluve	
Appendix 2: Flood Risk Mitigation through River Width, Floodplain Height, and Levees Memo – InterFluve	
Appendix 3: FEMA and CWCB Coordination for Floodplain Modifications Memo – Brian Hathaway	
Appendix 4: Community Engagement Summary Memo - MVVA	
Appendix 5: Reference Material	



Introduction

This document compiles a series of technical memorandums developed as part of the Poudre River Restoration Initiative (PRRI) Master Plan, along with reference material from the American Planning Association (APA). Along with this plan summary and update, the memos and report provide information on the technical foundations, design strategies, and planning considerations that inform the vision for restoring and enhancing the Poudre River corridor.

Appendix 1: Poudre River Planning River Corridor Recommendation Memo – InterFluve

Appendix 2: Flood Risk Mitigation through River Width, Floodplain Height, and Levees Memo – InterFluve

Appendix 3: FEMA and CWCB Coordination for Floodplain Modifications Memo – Brian Hathaway

Appendix 4: Community Engagement Summary Memo - MVVA

Appendix 5: Reference Material - Excerpt from APA's Ecological Riverfront Design: Planning Advisory Service Report Number 518-519

As previously shared with Council, the PRRI Master Plan is just as much about the floodplain as it is about the river—rivers simply do not exist in isolation. A river's health and function are deeply connected to the broader system around it: the land it floods, the infrastructure we build, and the communities which engage with it daily.

This initiative is about giving both the river and the community more room to thrive—by establishing a target minimum 650-foot corridor (Memo 1), embracing multi-purpose infrastructure, and designing for long-term resilience, natural systems, and built-in safety (Memos 2 & 3).

The Poudre River corridor is a connected, living system. Our infrastructure - from streets and utilities to parks and trails - plays a defining role in how people access and experience the river. These are not just assets to maintain, but long-term investments that influence patterns of growth, wellbeing, and access for decades.

This work builds on the strong foundation already underway across departments, and it recognizes the deep expertise and commitment of City staff. Teams take pride in their work and often advocate passionately for their perspectives. This concept reframes those perspectives—not as competing priorities, but as integrated solutions that draw on the strengths of each field. We also recognize the real-world constraints teams navigate—budgets, public expectations, state and federal policies—and that this initiative touches multiple stakeholders with different interests.

Ambitious visions naturally expand the boundaries of what's been done before. The scale and complexity of today's challenges require broader perspectives and stronger collaboration. This is a moment to look at our full system and consider how each decision contributes to the future we're building. While this is a bold vision, it is grounded in sound engineering and driven by Greeley's unique context—drawing on best planning practices to ensure a feasible, well-integrated path forward (see Appendix 5: Reference Material).

A healthy river, a resilient future

The Poudre River Restoration Initiative (PRRI) Master Plan envisions a resilient, connected river corridor where natural systems and urban infrastructure work together to mitigate flood risk, restore ecological health, and support long-term community safety. By designing with nature, the initiative lays the foundation for a healthier, more adaptable future—one that protects homes and neighborhoods while embracing the river as a community anchor.

What is a Master Plan?

Before exploring the PRRI Master Plan, it's important to understand what a master plan is—and why it matters. Master plans are long-range, strategic tools that communities use to define a shared vision for the future. They guide decision-making, coordinate investments, and ensure that growth happens intentionally. The PRRI Master Plan follows this model, focusing specifically on the future of Greeley's river corridor.

This plan is not a funding request or a final design. Rather, it provides a flexible framework to guide future decisions and position the City to pursue external funding opportunities over the next 20 years.

Importantly, master plans do not come with guaranteed funding or rigid implementation timelines. Instead, they serve as a roadmap to help estimate costs, sequence improvements, and determine which projects to advance—both in the near term and over time.

Master plans are commonly used to:

- Shape future Capital Improvement Plans (CIP)
- Strengthen grant applications with clear project justification
- Inform potential bond measures or ballot initiatives
- Help leverage developer contributions aligned with public goals
- Guide policies & programs

By establishing a strong, community-supported vision (Memo 4), the PRRI master plan will serve as a foundation for future decisions about infrastructure, development, and investment—helping the City coordinate across departments and leverage funding at every level.

Of the 260 Phase 2 Survey respondents:

- 86.5% support allowing the river more space for natural movement
- 86.9% support efforts to create larger, more connected nature corridor with enhanced wildlife habitats

PRRI Vision 2045

'Vision 2045' is a conceptual, visual representation of the PRRI Master Plan. The concept is not included in this document, as refinements are underway ahead of the August 12th City Council Work Session. We look forward to sharing the concept and gathering additional community feedback at the August 14th Open House. The technical memos that follow provide essential context that has shaped the vision to support future decisions around infrastructure, safety, and resilience.

Key Themes of the Vision 2045 Concept:

- Establishing a target minimum 650-foot river corridor
- Embracing multi-purpose infrastructure
- Designing with nature for long-term resilience and safety

PRRI Purpose

The Poudre River Restoration Initiative (PRRI) is Greeley's proactive effort to address decades of ecological degradation, flood risk, and underutilized riverfront. The initiative responds to erosion, habitat loss, and increased flooding due to the river's shortened and confined channel. It aims to balance environmental restoration, community access, recreation, and economic vitality — with flood mitigation as a foundational element.

Where We Are

For decades, Greeley's growth has unfolded without fully accounting for the long-term and interconnected consequences of developing within the Poudre River's floodplain. Over time, a series of short-term, often necessary decisions—made across eras of growth and change—have unintentionally limited the river's function and value, while increasing flood risk to the community.

We've treated the river as a narrow channel—bank to bank—rather than as a dynamic, living system whose health depends on the full breadth of its floodplain, and which directly impacts the well-being of the City of Greeley. In doing so, we have lost opportunities to manage flooding naturally, support biodiversity, and create public spaces that contribute to our community's well-being and resilience.

We are now at a critical juncture. In partnership with Michael Van Valkenburgh Associates (MVVA) and Inter-Fluve, the City of Greeley is leading a planning and engagement process to realign our relationship with the Poudre River. We are gathering community input and synthesizing technical data—including ecological assessments, and risk analysis—to inform

a new path forward. One that prioritizes long-term resilience, intentional design, and meaningful investment in the full river system, including its floodplain.

We have an opportunity to build on existing efforts and shift from reactive improvements and siloed investments toward proactive, system-scale planning to restore the river's health, enhance public access, and strengthen Greeley's future.

Colorado's River/ Recreation Landscape

Greeley's Poudre River corridor is at a tipping point. Years of erosion, degraded floodplain function, and limited safe public access have put both the health of the river and the safety of our community at risk. Continuing to neglect these issues means perpetuating costly vulnerabilities—threatening homes, infrastructure, and the well-being of current and future residents.

While other communities are restoring their riverfronts to be vibrant, resilient, and welcoming, Greeley risks not capitalizing on this opportunity. More importantly, we risk losing a unique and irreplaceable asset: a river that is deeply tied to our agricultural heritage, our identity, and our potential for future recreation and economic growth.

Investing in a resilient river system now—one that can adapt to flooding and a changing environment—means protecting what we have, avoiding escalating repair costs, and creating a safer, more vibrant future.



Top: view of the Poudre River looking east towards 25th Ave

Bottom: Jonathan Kusa, Inter-Fluve, guides City staff on a field visit to the Poudre River

Greeley's Strategic Priorities

Embracing the Poudre River as a community anchor directly supports the City of Greeley's strategic priorities—driving economic value, enhancing quality of life, investing sustainably in infrastructure, and prioritizing safety above all. Foundational to this initiative is the understanding that a healthy river reflects a healthy community. By designing for long-term resilience, this vision will deliver benefits across multiple community goals.

Safe and Secure Communities

Flood mitigation is the primary goal of this effort, but designing with safety in mind also ensures natural and recreational areas stay accessible, welcoming, and low-risk. Proven environmental design strategies—like improving visibility and encouraging natural oversight—help prevent crime and enhance both real and perceived safety. Thoughtful choices, from trail layout to entrance placement, directly support a safer, more inviting river corridor that fosters recreation, connection, and community wellbeing.

Sustainable Infrastructure and Mobility

PRRI aims to create a river corridor wide enough to allow natural movement, reconnect with the floodplain, and mitigate flood risk. A modestly elevated perimeter drive serves as a flood-resilient boundary that accommodates river migration, maintains access, and protects development. A wider corridor boosts flood storage, improves ecology, and lowers maintenance. By designing with nature, the initiative supports multi-functional infrastructure—from parks that manage stormwater to right-sized crossings and trails that enhance mobility and resilience.

Community Vitality

This bold, long-term vision positions the Poudre River as both a natural asset and an economic driver. By reducing flood risk and protecting neighborhoods, infrastructure, and future development, the initiative helps ensure Greeley can grow safely and sustainably—avoiding costly damage while creating space for future investment. At the same time, a restored and accessible river corridor creates a true regional destination—an ecological and recreational oasis that grows more valuable as the city expands. People are drawn to water, and with thoughtful, resilient design, the river can become a focal point for community life, economic activity, and long-term public benefit.

Quality of Life

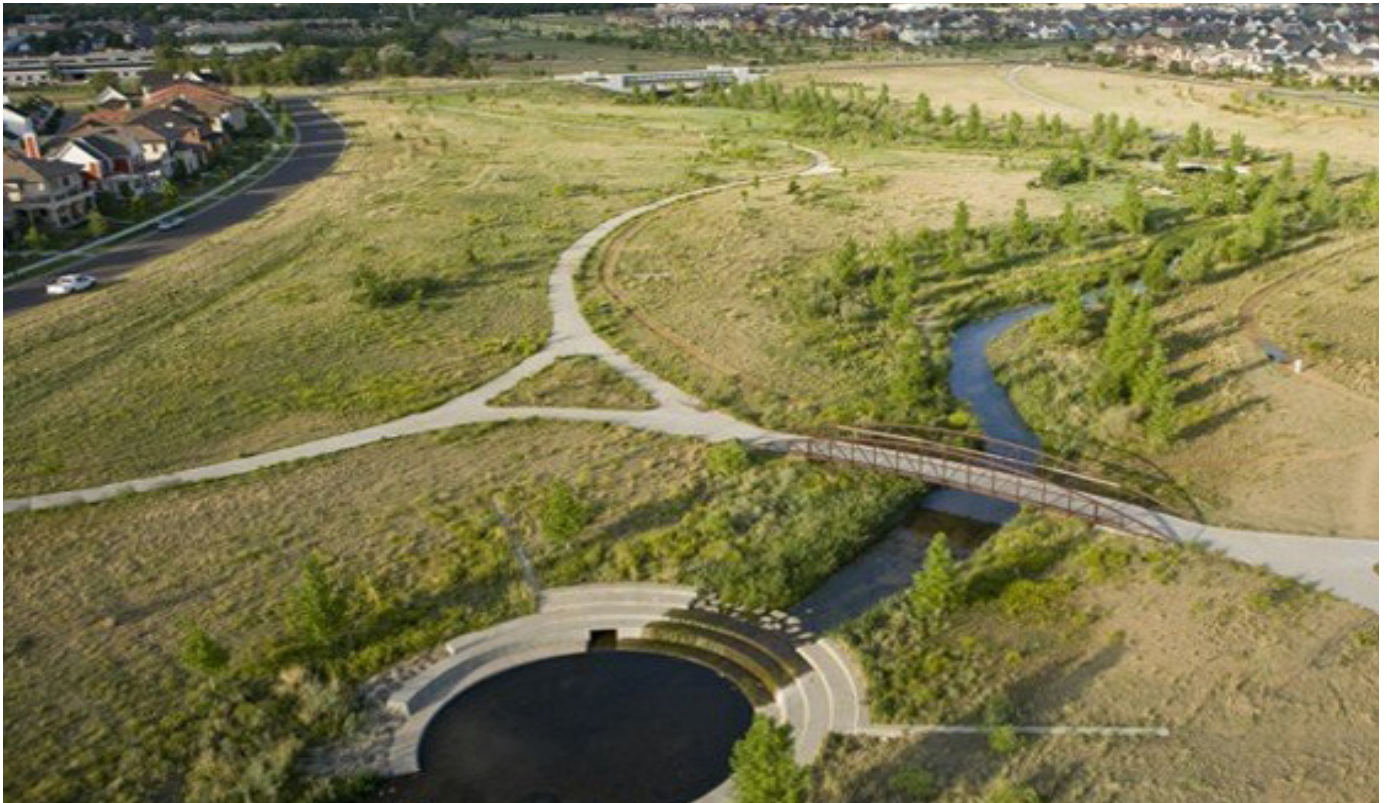
The Poudre River Restoration Initiative advances Greeley's vision as a destination city—and a community where residents enjoy close-to-home access to nature, recreation, and cultural experiences. By establishing the river as a vibrant public space, the initiative activates one of the city's most unique natural assets, creating inclusive places for walking, gathering, nature play, and community events. Underused or flood-prone areas can be transformed into parks that offer space for recreation, health, and youth activities. Restoring the floodplain also helps protect homes—particularly in areas that have been overlooked—supporting housing stability and safer, more accessible community spaces. This vision aims to strengthen connections between people and the river, while contributing to Greeley's sense of place and quality of life.

Establish a Clear, Meaningful Boundary as a Natural and Community Resource



San Antonio River Floodway - San Antonio, TX - InterFluve

Example of an elevated perimeter road - see Memo 2: Flood Risk Mitigation through River Width, Floodplain Height, and Levees



Streets border a generous floodplain width on both sides of Westerly Creek in Stapleton, CO. By placing right-of-way (ROW) between development and the floodplain, the adjacent properties face the greenway instead of turning their backs on it. Everyone has access to the greenway from the perimeter.

Shaping the Future

The Risk

The cost of reactive measures for Greeley amid increasing flood risk and ongoing development pressures is significant:

Increasing Flood Risk: Without proactive mitigation, Greeley's homes, businesses, and infrastructure—especially in vulnerable neighborhoods—face growing threats of costly damage and disruption.

Rising Long-Term Costs: Delaying action will lead to more expensive emergency repairs and infrastructure replacement, straining the city budget and taxpayers.

Loss of Natural Protection: Degraded river and floodplain ecosystems lose their ability to absorb floodwaters and protect habitats.

Economic Risks: Increased flood threats and environmental decline could deter investment and reduce property values.

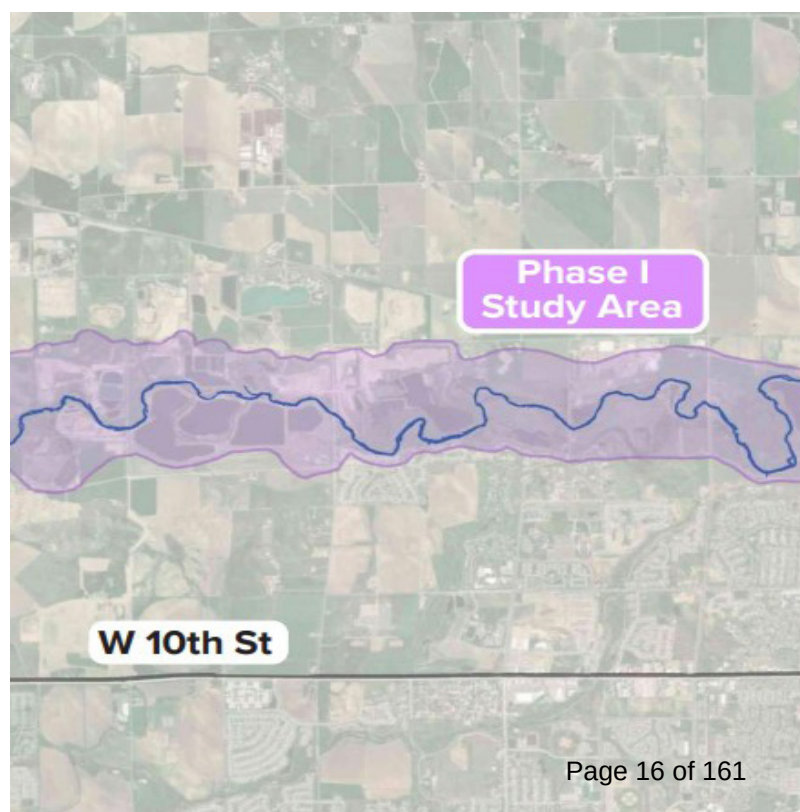
Missed Resilience Opportunities: Poor planning may worsen risks and infrastructure strain, missing a chance to build a stronger, more connected city.

Equity Impacts: Vulnerable communities are more likely to face housing and health challenges from flooding and environmental decline.

Timely, coordinated action on flood risk and growth management is essential to protect public safety, maintain economic strength, and ensure a resilient and thriving future for all residents.

The Opportunity

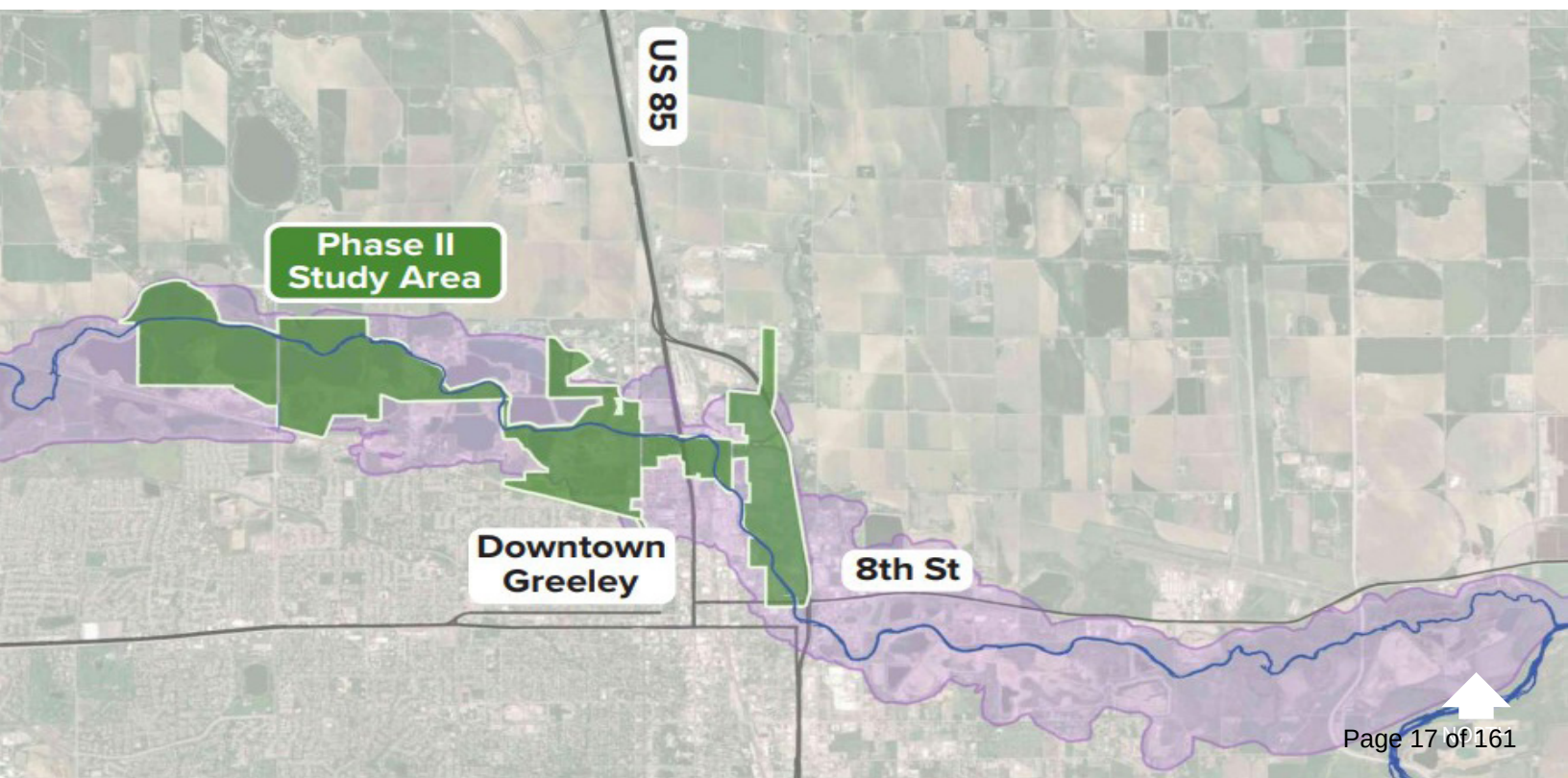
Restoring the Poudre River as a resilient, connected corridor involves complex interdependencies: land use, flood risk, infrastructure, ecology, and community needs are all deeply intertwined. No single project can address these challenges in isolation. A clear, coordinated plan allows the City to respond to growth and development pressure with foresight rather than fragmentation. While we can't predict every detail, we now have a strong foundation—shared priorities, community input, and a more complete understanding of the corridor's risks and potential. Moving forward with this initiative is how we turn that understanding into meaningful, long-term impact for the entire Greeley community.



What's Ahead

As Phase Two of PRRI wraps up, the Vision 2045 concept will be shared with the community to gather feedback and identify near-term projects within the Phase Two study area and other corridor locations. This phase will culminate in a comprehensive master plan document that defines the “what” — the vision, priorities, and key elements of the Poudre River Restoration Initiative. The plan will then be presented to City Council for formal adoption, establishing a clear foundation for future work.

Future phases will focus on defining the “how” — refining and validating designs aligned with community priorities and budgets, advancing identified projects, and developing coordinated implementation and funding strategies. Permitting, hydraulic modeling, and regulatory compliance—including careful consideration of Colorado water law—will be addressed as projects progress, ensuring the initiative remains proactive, and effective.



Appendices

TECHNICAL MEMORANDUM



To: Greg Leichty,¹ Scott Streeb, MVVA²

From: Emily Alcott, CE, PWS³, Tess Hanson, PE⁴, Erin Mayer⁵, Christoph Suhr, GIT⁶, Jonathon Kusa⁷

Date: May 5, 2025

Project: Poudre River Restoration Initiative (PRRI)

Re: Poudre River Planning River Corridor Recommendation

Two spatial extents of hazard zones have been used to inform the development of the Poudre River Restoration Initiative Master Plan and have resulted in Inter-Fluve's recommendation of a minimum 500-foot, ideally 650-foot, proposed river corridor width. The corridors used to inform our recommendation include the (1) Fluvial Hazard Zone (FHZ) and (2) 100-Year Flood Zone. The intent of this memo is to outline how each of those zones were developed and how they can be combined to define the ideal river corridor and utilized in the PRRI Master Planning process. It should be noted that development of these boundaries relied upon existing data sets, and no additional data were collected, and no new modeling was conducted as part of these efforts. Given these limitations, adoption of these boundaries does not imply flood or fluvial hazard protection. It is recommended that a two-dimensional hydraulic model be completed for this reach, along with additional review and supporting geomorphic analysis, and that following that effort, the below planning-level boundaries are revisited and updated.

1. (Preliminary) Fluvial Hazard Zone (FHZ)

- a) **Background:** Inter-Fluve developed and refined a preliminary Fluvial Hazard Zone (FHZ). This boundary was developed based upon the methodology outlined in the "Colorado FHZ Delineation Protocol" from the Colorado Water Conservation Board (Blazewicz et al., 2020).
- b) **Definition & Methods:** The FHZ is an area "that a stream has historically occupied in recent history, could occupy, or could physically influence as it stores and transports water, sediment, and debris" (Blazewicz et al., 2020).

¹Michael Van Valkenburgh Associates, Inc., Project Manager, Senior Associate

²Michael Van Valkenburgh Associates, Inc, Principal and Director of the Denver Office

³Inter-Fluve, Project Manager, Project Ecologist

⁴Inter-Fluve, Project Engineer

⁵Inter-Fluve, Project Ecologist

⁶Inter-Fluve, Project Geologist-in-training

⁷Inter-Fluve, Project Principal-in-charge

Fluvial hazards are natural geomorphic phenomena including erosion, sediment transport, and channel changes that can pose risks to property and infrastructure. The FHZ characterizes the geomorphic risk associated with the Poudre River. The FHZ is reflective of long-term river dynamics and is comprised of the following components:

- **Active Stream Corridor (ASC).** A combination of two of the ASC protocols defined in the FHZ protocol were employed: the Meander Belt protocol and Urban protocol. In some transitional reaches (e.g., reaches defined by the Lynker Study that possessed characteristics intrinsic to both methods), both were applied to inform preliminary delineation. The reaches are based on the Lynker study (Lynker Technologies et al., 2017).
 - Meander Belt Protocol (Lynker Reaches 7 through 22; 27, 28): This protocol involves buffering the stream centerline to account for planform adjustments related to a predictable corridor (recommended belt width for Colorado Rivers is 5 to 10 times bankfull width).
 - Urban Protocol (Lynker Reaches 8-9; 15; and 20-26): The protocol is utilized in settings with a high degree of urban development (such as between 7th Street and State Highway 257, where County Road 27 crosses the Poudre, and between 35th and Fern Avenue) and human alterations that have erased fluvial signatures and altered natural channel processes.
 - Adjustments were made to each reach based on the adjustment considerations specified for each method in the FHZ protocol.
- **Fluvial Hazard Buffer (FHB).** FHBs define areas adjacent to and/or extending outward beyond the ASC that may be susceptible to erosion induced by lateral migration, widening, or incision of the stream channel. This was approximated using a 100-ft buffer, which is the average stream width, estimated using aerial imagery, throughout the reach.
- **Auxiliary Hazard Zone.** This is comprised of features that demarcate locations where other types of fluvial hazards are likely to occur and include the Avulsion Hazard Zone (AHZ), Alluvial Fans (F), Geotechnical Flags (GF), and Disconnected Active Stream Corridors (D-ASC). Due to the degree of alteration in this system, D-ASC was a prominent component of the Auxiliary Hazard Zone.
- **Modifiers.** The modifiers to the FHZ were primarily associated with large ponds and aggregate mining present in the study area, but also included

special flood hazard areas, including the FEMA 100-year flood zone (1% AEP), from the FEMA Flood Maps.

○ **Data Sources.**

- *FEMA Flood Maps* – FEMA’s National Flood Hazard Layer Flood Insurance Rate Maps (FIRM) (11/30/2023, LOMR dated 8/15/2024).
- *Topographic LiDAR* – Colorado Water Conservation Board 3DEP East Colorado dataset (2018, collected by Merrick & Co.).
- *Aerial Imagery* – USDA National Agriculture Imagery Program (NAIP) Weld County imagery (2023).
- *Geologic Units* – Colorado Geological Survey Environmental and Engineering Geology of the Windsor Study Area, Larimer and Weld Counties, Colorado dataset (1975).
- *Alluvium Extent* – Colorado Geological Survey Statewide Alluvial Aquifer dataset (2020).

- c) **Purpose of the FHZ for PRRI:** The FHZ has undergone internal review by an Inter-Fluve Senior Fluvial Geomorphologist (Luke Swan). However, this boundary requires an external formal review to be considered final (Chapter 8, Blazewicz et al., 2020). Once the preliminary FHZ has undergone this external review process, the City of Greeley may elect to utilize this boundary in their land use code. Based upon the scope/scale of existing development inside this boundary, this boundary will likely be most applicable in areas where development has not yet occurred along the river corridor and/or to inform relocation of assets such as “Critical Facilities” (e.g., schools, police stations, fire stations, hospitals) (ASFPM, 2011) outside of this boundary.

2. 100-Year Flood Zone

- a) **Definition:** The 100-year flood zone is a Special Flood Hazard Area (SFHA) defined by FEMA and refers to the region of the floodplain and floodway in which there’s a 1% annual chance of flood occurrence. This zone characterizes flood risk associated with the Poudre River.
- b) **Methods:** The FEMA 100-year flood (1% AEP) boundary for the Poudre River was obtained from FEMA FIRM (11/30/2023, LOMR dated 8/15/2024).
- c) **Purpose of the 100-year Flood Zone Use for PRRI:** This corridor is intended to characterize the flood risk for the Poudre River and is reflective of modeled flood elevations. This flood hazard zone already has implications for new development, but should be coupled with the Fluvial Hazard Zone to accurately characterize risk associated with the Poudre River.

Recommendations

One of the primary goals of the PRRI is to create a plan to pass a 100-year flood event through the river and protect City infrastructure. It is recommended that both the FHZ and 100-year flood zones be combined to characterize risk associated with the Poudre River and define the ideal river corridor for both the river, its aquatic habitat, and to mitigate geomorphic and flood risk for human life and infrastructure protection. For the purposes of this effort, it is assumed that an ideal lateral extent (FHZ + 100-Year Flood Zone) is only feasible within the currently undeveloped reaches of the Poudre River. Within those reaches, it is suggested that the Poudre River be given the most room to move laterally as possible, which may be done through limiting development within that corridor and removing as many restrictive urban infrastructure (i.e., bridges) as possible.

In areas where the ideal river corridor width is not achievable, a minimum river corridor width of 500-feet should be applied. This 500-foot minimum was developed by a planning-level application of quantitative geomorphic methods to the project area (Leopold & Wolman 1960, Phelps 1984, and Soar & Thorne 2001). This established minimum corridor width should be used in areas where there is established competition between urban encroachment and the Poudre River's geomorphic processes and where expansion of the river corridor to the ideal corridor is not feasible (due to funding and/or social constraints). This is the minimum acceptable width for the channel to occupy in highly urbanized areas, but not the preferred width in undeveloped areas. It should be noted that levees and/or other flood protection features will still likely be necessary in areas that utilize the minimum river corridor width to protect currently impacted property. The sizing, extent, and locations of these levees will need to be verified using a two-dimensional hydraulic model.

References

- Association of State Floodplain Managers, Inc. (ASFPM). (2011). Critical Facilities and Flood Risk. In (ASFPM). https://asfpm-library.s3-us-west-2.amazonaws.com/ASFPM_Pubs/ASFPM_Critical_Facilities_Flood_Risk_2011.pdf
- Blazewicz, M., Jagt, K., Sholtes, J., & Sturm, C. (2020). *Colorado Fluvial Hazard Zone Delineation Protocol Version 1.0*.
- Lynker Technologies, Otak, AlpineEco, & LVBrown Studio. (2017). *Lower Poudre River Recovery and Resilience Master Plan*.

Leopold, L. B. and Wolman, M. G. 1960. River Meanders. Bulletin of the Geological. Society of America, 71, 769-794.

Phelps, D.M., 1984. River meander stability. In: C.M. Elliott (Editor), River Meandering. Am. Soc. Civ. Eng., New York, N.Y., pp. 70(L709)>

Soar, P.J. and Thorne, C.R. (2001) Channel Restoration Design for Meandering Rivers. Coastal and Hydraulics Laboratory, US Army Engineer Research and Development Center, Vicksburg.

TECHNICAL MEMORANDUM

To: Victoria Leonhardt¹

From: Jonathon Kusa, PE², Tess Hanson, PE³, Erin Mayer⁴

Date: June 28, 2025

Project: Poudre River Restoration Initiative

Re: Flood Risk Mitigation through River Width, Floodplain Height, and Levees

The PRRI team recommends that Poudre River flood risk reduction within the urban core of Greeley be achieved through expanded, connected floodplain width (650 feet) and a flood barrier in the form of a low perimeter roadway integrated into a levee. The Poudre River, like most rivers, ideally has a corridor width that safely allows for both flooding and river movement. Any infringement into these zones results in the need for flood barriers to protect property and infrastructure; however, the height of the flood barrier can be reduced with a wider river corridor and connected floodplain.

IMPORTANCE OF CONNECTED FLOODPLAINS

Flood dynamics in a river system are not only determined by the width of the river corridor, but also the degree of floodplain connectivity to the river. A river with a wide corridor and high degree of floodplain connectivity has a greater capacity to contain flood waters. In instances where natural river corridor width is not feasible, like urban areas, levees can be used to protect critical infrastructure. The necessary height of the levee is often linked to the width of the river corridor - the narrower the river corridor, the higher the levee walls often need to be.

RIVER WIDTH AND MOVEMENT

Healthy meandering rivers are dynamic systems that transform landscapes through the natural erosion and deposition of sediment. They move vertically and laterally across valleys (see Figure 1). These geomorphic processes are critical to riparian ecosystem health, creating complexity in the channel that allows vegetation to establish and habitat for aquatic species (Kondolf 2012). In undisturbed settings, these processes are constrained by natural

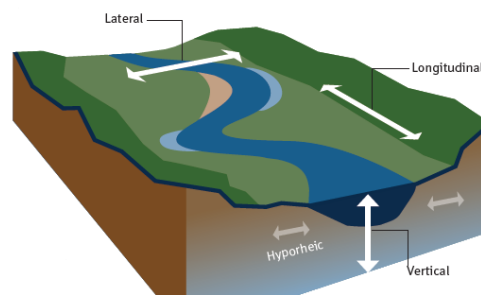


Figure 1 Diagram shows “connectivity in a stream with a natural floodplain” from the *Colorado Fluvial Hazard Zone Protocol* (Michael Blazewicz et al., 2020).

¹ City of Greeley, Project Manager

² Inter-Fluve, Principal-in-charge

³ Inter-Fluve, Senior Engineer

⁴ Inter-Fluve, Staff Ecologist

geomorphic controls which provide stable boundaries, these controls can include mature vegetation, underlying geology, or landscape-scale features (i.e., ridgelines or hills). These geomorphic controls act like bumpers within a bowling lane. During large flood events, a natural river can respond to increased flows through flood attenuation and sediment dispersal within its wide and well-connected floodplain. It is free to adjust both laterally and vertically within its “bumpers”, dissipating the energetic forces that are carried with these flood events.

RIVERS IN URBAN AREAS

In urban areas, rivers are often confined due to anthropogenic alterations, hindering their natural processes. Urban development often occurs within river floodplains and persistent maintenance and exceedingly tall levees are used to reduce risk of water damage to infrastructure, as shown in Figure 2. However, persistent maintenance is costly and tall levees minimize the accessibility for the community and nearly eliminate ecological benefits of a river system.



Figure 2 Tall levees along the LA river, designed to protect infrastructure from flooding, discourage access.

PROPOSED SOLUTION

The Poudre River Restoration Initiative proposes a 650-foot corridor to allow the river move laterally and a well-connected floodplain to attenuate flood events through the urban river reaches. A road is proposed to run along the river corridor perimeter at an elevated height, serving as the “bumper” for the river’s lateral migration and reducing flood risk for urban development outside of the boundary. The wider the river corridor is, the greater the ecological uplift and capacity for flood mitigation. A wider corridor is also expected to result in less frequent river maintenance and a lower perimeter road, improving access to the Poudre River and keeping it connected to the residents of Greeley. See Figures 3 and 4 for examples.



Figure 3 Photo of the San Antonio River, courtesy of J&L Consulting. The river has more space to move laterally, requiring lower levees and improved access and ecological benefits.



Figure 4. Photo of the Aire River in Switzerland, courtesy of Fabio Chironi (2018). The river has more space to move laterally, requiring lower levees and improved access and ecological benefits.

NEXT STEPS AND FUTURE ACTIONS

Specifics of the finalized river corridor width and perimeter road elevations will be determined in future design phases and informed by additional data collection, modeling, analysis, and technical review. The proposed modifications to the Poudre River will require that FEMA mapped floodway and flood hazard zones be remapped; coordination with FEMA would be conducted prior to and following construction.

REFERENCES

- Blazewicz, M., Jagt, K., Sholtes, J., & Sturm, C. (2020). *Colorado Fluvial Hazard Zone Delineation Protocol Version 1.0*.
- Chroni, Fabio. 2018. <https://landezine.com/renaturation-of-the-river-aire-geneva/>
- Kondolf, G.M. (2012). The Espace de Liberté and Restoration of Fluvial Process: When Can the River Restore Itself and When Must we Intervene? *River Conservation and Management*. 225-241.
- L.A. River Archives – onlyinla.org. <https://onlyinla.org/category/la-river/>. Accessed: 06/26/25
- Leopold, L. B. and Wolman, M. G. 1960. River Meanders. *Bulletin of the Geological Society of America*, 71, 769-794.
- Phelps, D.M., 1984. River meander stability. In: C.M. Elliott (Editor), *River Meandering*. Am. Soc. Civ. Eng., New York, N.Y., pp. 70(L709)>
- Soar, P.J. and Thorne, C.R. (2001) *Channel Restoration Design for Meandering Rivers*. Coastal and Hydraulics Laboratory, US Army Engineer Research and Development Center, Vicksburg.



To: City Council, City of Greeley; Paul Trombino III, PE, Managing Director; Victoria Leonhardt, Senior Urban Transportation Planner

From: Brian Hathaway, CFM, Water Quality and Regulatory Compliance Manager

Date: July 1, 2025

Subject: FEMA and CWCB Coordination for Floodplain Modifications

Projects identified and initiated through the Poudre River Restoration Initiative will primarily take place within the Cache la Poudre River floodplain. As a result, these projects will be subject to heightened review by local, state, and federal agencies to ensure full compliance with applicable floodplain regulations and to maintain public safety.

Due to the proposed work occurring within the Special Flood Hazard Area (SFHA), a Conditional Letter of Map Revision (CLOMR) will be required for review and approval by both the Federal Emergency Management Agency (FEMA) and the Colorado Water Conservation Board (CWCB) prior to the start of construction.

In this case, the CLOMR will likely include proposed changes to the existing Flood Insurance Rate Map (FIRM). FEMA and CWCB must conduct a technical review of the associated hydraulic and hydrologic modeling to confirm that the project does not create adverse impacts—such as increased flood risk—for surrounding or downstream properties. Any changes within the SFHA must ensure that the base flood elevation does not rise more than 0.05 feet on adjacent or downstream properties.

Typically, floodplain restoration efforts and the inclusion of additional floodwater storage capacity will result in a draft model that indicates a narrower floodplain than what is currently shown on effective FIRMs.

If the project is implemented in phases, separate CLOMRs may be submitted for each individual phase.

To support CLOMR submittals, the project design must be sufficiently developed to illustrate the locations and capacities of conveyance structures (e.g., culverts, bridges) alongside and beneath roadways. An internal quality control effort, in collaboration with

Public Works · 2835 W 10th Street · Greeley, CO 80631

970-350-9881 · greeleyco.gov/public-works



external consultants, will be undertaken to ensure that the hydraulic models function correctly before submitting documentation to FEMA.

Upon completion of construction, a Letter of Map Revision (LOMR) will be submitted to FEMA and CWCB to reflect the finalized project configuration. This submittal will also undergo a formal review and approval process. Once approved, the effective FIRM will be updated based on the final, as-built hydraulic model.

Within the City of Greeley, over 300 structures are located in the regulatory floodway and more than 1,000 additional structures lie within the 100-year floodplain—yet only 57 active flood insurance policies are in place. The PRRI presents an opportunity to reduce flood risk by potentially removing some of these uninsured structures from the floodplain, helping to prevent catastrophic flooding that could result in permanent displacement of residents.

The PRRI's goals of restoring floodplains align closely with the strategic objectives of both FEMA and CWCB, particularly in promoting natural flood management, increasing community resilience, and enhancing ecosystem functions. FEMA supports floodplain restoration as a sustainable approach to reducing flood risk. CWCB actively encourages multi-benefit projects that improve watershed health and water quality. PRRI's integrated approach—combining ecological restoration with flood mitigation and public engagement—mirrors these priorities and can potentially be supported through federal and state grant programs, such as FEMA's Building Resilient Infrastructure and Communities (BRIC) program and CWCB's Watershed Restoration Program.

MEMORANDUM / 5 PAGES / SENT BY E MAIL

To: City of Greeley, Public Works & Transportation Department – Victoria Leonhardt,
Paul Trombino
From: Gregory Leichty; MVVA
Date: 11 July 2025
Cc: Scott Streeb

Re: Community Engagement Summary

Introduction and Background

The purpose of this memo is to summarize the Community Engagement process to-date for the Poudre River Restoration Initiative (PRRI) Master Plan Project.

The structure of the PRRI project was broken into two phases: Phase 1 consisted of Information Gathering, Analysis, and Public Outreach, and Phase 2 consists of Master Plan Development and Public Outreach. Phase 1 outreach efforts were designed to bring awareness of the project to the community, while also gathering crucial feedback from the community about their current experiences, their concerns, and their aspirations for the reaches of the Poudre River that flow through the City of Greeley's Long Range Expected Growth Boundary.

The strategy to interface with a broad cross section of the community in Phase 1 was to meet people where they were. MVVA, in close collaboration with Public Works and the Communication and Engagement Departments at the City of Greeley, identified events in the City that were likely to draw large gatherings where we could set up an information booth and engage with a higher number of community members than we would have had we hosted separate, stand-alone events.

The purpose of outreach during Phase 2 of the PRRI was to gather feedback from the community on our approach to address the issues that had been identified as part of the Phase 1 work, and to obtain feedback on our proposed recommendations. This type of feedback is much more suited for public outreach events that are dedicated solely to the PRRI as it takes time to explain the background, identify the issues, and explain how we are arriving at our proposed solutions to address the challenges and improve the river corridor.

Phase 1 Public Outreach Events

Events held in Phase 1:

- Saturday, August 24, 2024: Greeley Farmers Market

- Approximately 125 participants engaged with our booth, sharing 498 responses
- Saturday, September 21, 2024: WeldWalls Mural Festival
 - Approximately 90 participants engaged with our booth, sharing 360 responses
- Friday, October 25, 2024: Trick-or-Treat event at Family Fun Plex
 - Approximately 215 participants engaged with our booth, sharing 865 responses
- Wednesday, November 20: GIS Day with local students, approximately 95 participants, sharing 373 responses

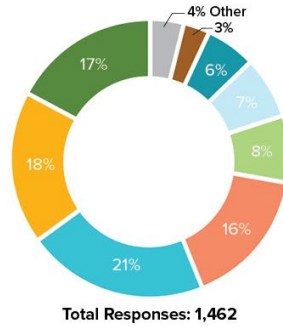
In addition to the in-person events during Phase 1, we also conducted a digital survey on Speak-Up Greeley that received 3,805 responses to questions from 374 participants. Additionally, the City of Greeley posted about the project and the digital survey on Facebook, which received 53 comments from 50 individuals.

Below we have distilled the common themes from the entirety of the Phase 1 feedback:



- Easy Access to all Adjacent Neighborhoods
- Combination of both Passive Strolling Trails and Active Biking Trails

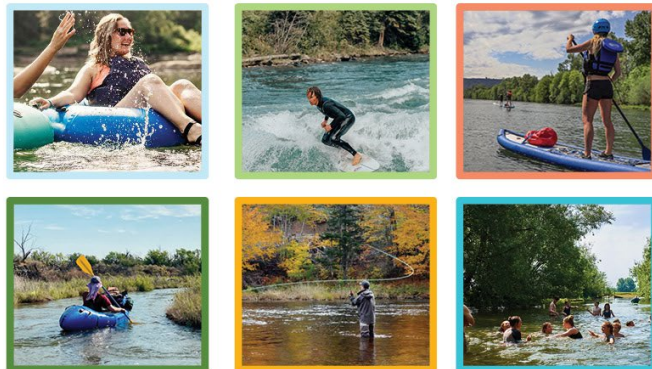
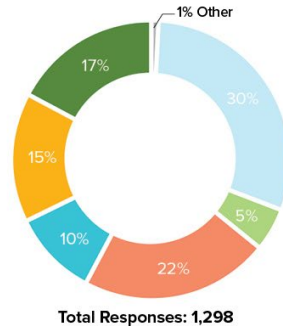
Parks Recreation



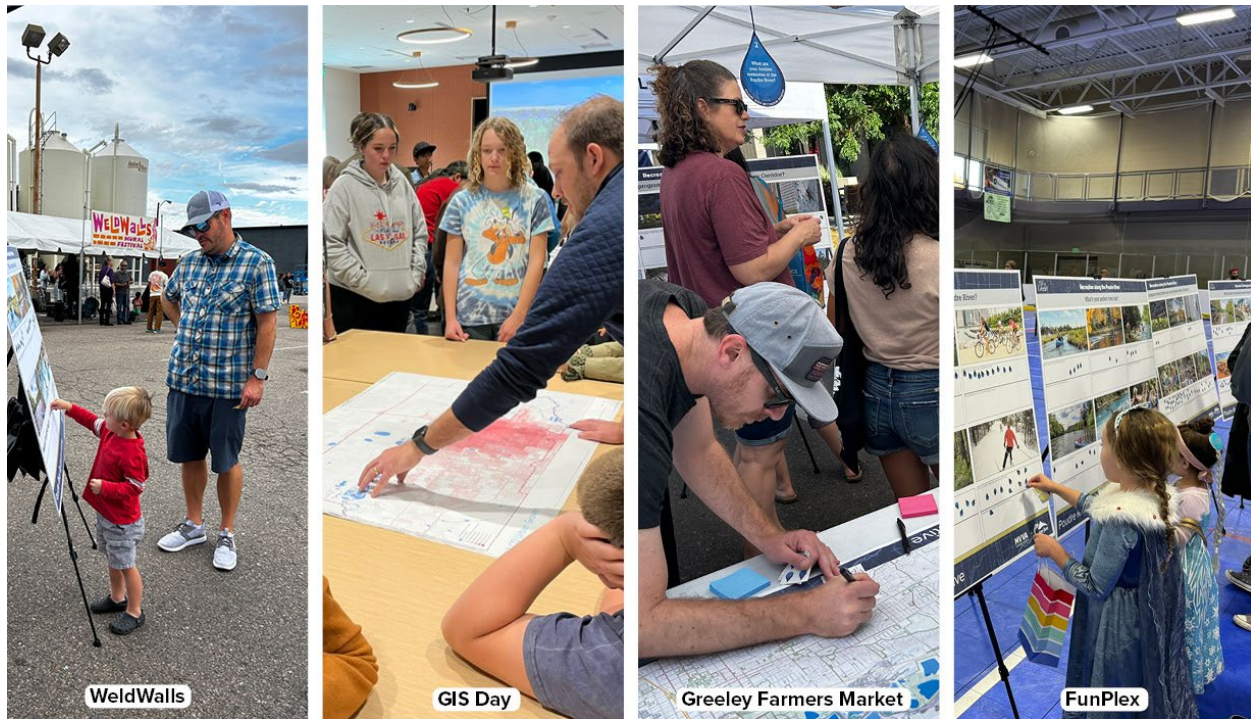
- Make the Poudre a Destination for Vibrant Outdoor Play
- Support Inclusive Activities for all Ages and Abilities
- Renature the River for People and Wildlife
- Elevate the Poudre as an Economic & Recreational Driver

- Waterside Restaurants and Entertainment
- Weekly Movies and Concerts
- Water Based Events

Water Recreation



- Tubing along the Poudre River
- Paddling activities, including Kayaking and Canoeing
- Fishing and Habitat Enhancement



Phase 2 Public Outreach Events

Events held in Phase 2:

- Friday, April 11, 2025: Moreno's General Store Pop-Up
 - Approximately 10 participants engaged with our booth
- Thursday, April 17, 2025: Phase 2 Public Presentation
 - Approximately 50 participants attended, sharing 40 responses

In addition to the in-person events during Phase 2, we also conducted a digital survey on Speak-Up Greeley that received 7,020 responses to questions from 260 participants.

Below is a summary of the key themes from the Phase 2 Online Survey Responses:

Flood Resilience & Land Use

- Strong support for nature-based flood mitigation (e.g., expanding the river's footprint).
- Interest in multi-use spaces that address both flood protection and community needs.
- Preference for working with the river's natural processes over hard infrastructure.

Ecological Health & Habitat Restoration

- Priority on restoring native vegetation, habitat connectivity, and water quality.
- Concerns about erosion, habitat fragmentation, and industrial debris.
- Support for ecological interventions that go beyond aesthetics.

Safety, Comfort & Accessibility

- Reported barriers include poor trail access, unsafe underpasses, and heat exposure.
- Desire for more shade, seating, water access, and safer crossings.

- Importance of inclusive design that makes everyone feel safe and welcome.

Recreation & Public Use

- Interest in low-impact, river-based recreation (e.g., fishing, splash zones).
- Requests for basic amenities and relief from overcrowding.
- Value placed on education, history, and cultural connections to the river.

Urban Growth & Governance

- Concern about overdevelopment and preserving the river's natural character.
- Mixed views on keeping the river "as is" vs. thoughtful intervention.
- Call for transparent planning that centers community voices, especially Greeley residents.



Remaining Phase II Public Outreach Events

- One final public meeting
- Accompanied by an additional Phase II online survey

These will conclude the PRRI public outreach efforts for Phase II.

Sincerely,

Gregory Leichty
Senior Associate

PREFACE

A New Vision for Urban Riverfronts

Cities are rediscovering their rivers. For at least the past 30 years, cities and towns have been turning back to their rivers, transforming industrial and derelict land into new parks, residences, and commercial space. The trend appears to be continuing and perhaps even accelerating, with major planning and construction efforts underway in cities around the country. After abusing urban rivers through years of hard use and neglect, we have come to realize they are valuable economic and community assets.

This Planning Advisory Service Report promotes the view that we can achieve much greater environmental as well as social and economic success if urban riverfronts are designed with ecological principles in mind.

While this renaissance movement has been overwhelmingly positive, the prevailing view of the urban riverfront is of a blank canvas for “aesthetic enhancements” and economic development initiatives. Too often, the river itself is not considered, an oversight that ignores the possibilities for enhancing the ecological value of the river. Ultimately, these missed possibilities are detrimental to the city and the public, not just the environment. As cities reclaim their rivers, a rare opportunity is offered to repair past damage, to prevent new injury, and to create more sustainable communities. In virtually every case, these cities have a tremendous opportunity to direct riverfront revitalization efforts that will help to bring rivers and the communities that depend on them back to health.

To take advantage of this opportunity, we need to effectively integrate ecological considerations with economic and social goals along the nation’s urban rivers. This Planning Advisory Service Report promotes the view that we can achieve much greater environmental as well as social and economic success if urban riverfronts are designed with ecological principles in mind. While we have some mechanisms for protecting our environment, such as water-quality regulations, environmental considerations are often an afterthought in urban riverfront planning. Yet the manner in which these riverfronts are developed can have a tremendous impact on water quality and other environmental concerns.

We firmly believe that communities will find better, more appealing, and more sustainable solutions by integrating ecological considerations upfront in riverfront redevelopment efforts. Indeed, the experience of many communities suggests that treating the river as an equal partner improves environmental quality and quality of life—both of which have significant economic impacts for cities.

This PAS Report aims to put forth a new vision for the nation’s urban riverfronts. It provides a set of planning and design principles that can be employed to ensure that, as we reclaim our urban river edges, we do so in the most ecologically sound and economically viable manner possible. The material in this report is intended to help planners, mayors, public works and environmental officials, river advocates, and the general public in their research about effective, ecological riverfront design. The report is structured to provide general information on a number of key topics related to ecological health and human interaction with rivers. It is not intended as a comprehensive list of all issues of concern on riverfronts, but rather as a set of essential ideas that can help communities to achieve more with their riverfront revitalization efforts.

This PAS Report does not address in detail the economic development issues that must also be considered for community riverfronts to be vital and successful. Cities that may want to use the principles described here are likely to be heavily engaged already in economic development activities. Nor does this report address the classic aspects of planning, architectural, and landscape design requirements for successful public spaces (e.g., how to improve the image of a derelict or abandoned urban riverfront area, or how to organize pedestrian pathways to build a sense of liveliness and interest in a place).

The reality in many cities is that significant riverfront development has already happened, and that redevelopment of some kind is now planned or underway. Our report begins from this premise. Further, we assume bringing people to the river often involves providing facilities and services that require buildings and other structures.

This PAS Report, therefore, does not call for removing all buildings or preventing any new structures, but it does espouse a strong view that minimizing impacts and keeping urban riverfronts as natural as possible (i.e.,

not overburdened with buildings, roads, and other concrete infrastructure) should be a goal for all cities. Indeed, in many instances, it makes better sense, economically and ecologically, to remove old structures and keep new development out of the floodplain and away from sensitive river areas.

In most instances, the ideas and ecological principles put forth in this report can, and should, be applied to river edges being considered for new development. Having said that, we strongly encourage communities to resist extensive new development in the floodplain and along the urban riverfront. Communities should instead seek to maintain a more natural, undeveloped river edge. It is still possible, and often just as desirable, to place housing, commercial space, restaurants, shops, and other amenities near, but not on, the urban riverfront.

Chapter 1 gives some very general background on and history of urban riverfront redevelopment efforts and briefly addresses the benefits of more fully integrating ecological considerations into urban riverfront projects.

Chapter 2 provides background on urban river health, including a basic primer on the key components of river ecosystems that communities should consider as they plan and design riverfront developments. Discussion of any of these components could easily fill a book and is given only a brief overview in this report.

Chapter 3 is the heart of the report. It offers guiding principles for ecologically sound urban riverfront development, including some general perspectives, a set of planning principles, and a set of related, more detailed, design principles.

Chapter 4 gives an overview of the economic benefits of including strong river protection and restoration elements in community riverfront projects.

Finally, Chapters 5 and 6 present two in-depth case studies for the Chicago River and the Willamette River in Portland, Oregon. Both cities have attempted to infuse their urban riverfront revitalization efforts with a stronger ecological focus, and the stories of what they are trying to accomplish and how they are doing it are valuable and vivid reading.

*Rebecca R. Wodder
President
American Rivers*

CHAPTER 3

Principles for Ecologically Sound Riverfront Design

Renewing urban riverfronts entails restoring natural river systems, redeveloping riverfront sites, or both. Restoring ecological systems such as riverbanks and stream buffers contributes to a healthier environment and improves conditions for activities such as fishing, boating, swimming, and wildlife watching. Environmentally sensitive redevelopment of riverfronts to include public amenities such as parks and trails, cultural attractions, commercial buildings, and housing can draw new investments to a city and improve the quality of life for its residents.

Urban riverfront planning must reconcile development, flood control, and recreation with environmental designs and strategies that enhance the river's ecological systems. As a consequence, every riverfront requires a unique combination of environmental strategies that reflect:

- the intensity of current development,
- the nature and intensity of planned development or redevelopment,
- the geometry and constraints of the riverfront, and
- the intended riverfront purposes and management, preferably defined as an outcome of a community planning process (Schueler 2003).

The development intensity of a riverfront corridor can be classified according to the degree or percentage of impervious cover—hard surfaces such as buildings, streets, parking lots, and sidewalks—found within the corridor.

TAILORING THE PLAN TO THE RIVERFRONT CORRIDOR AND ITS WATERSHED

Too many urban riverfront plans suffer from a “me-too” mentality. Politicians and planners mistakenly want their urban riverfront to become just like the San Antonio Riverwalk or Baltimore’s Inner Harbor. They soon find that attempts to transplant ideas from other places often don’t work.

Every urban riverfront is different and requires planning solutions appropriate to its unique conditions. Before considering how to apply these principles, planners must carefully define their urban riverfront, including its characteristics, measurements, and boundaries. Factors to consider are described in the following sections.

River Size and Geometry

Each riverfront corridor has its own geometry, including length, width, and high-water mark, established by common site constraints such as floodplain, public infrastructure, municipal landownership, and historical development patterns. The riverfront corridor can be delineated and mapped on the basis of such factors.

River Classification

An urban river is a specific entity that is quite different from rural rivers or streams. In an urban river corridor, a fourth-order or higher stream or river intersects with areas that have been developed as neighborhoods or for commerce. (See Figure 2-9 on page 24 for a description of stream hierarchies.) A fourth-order stream or river is on average 12 miles long and has a mean watershed size of 109 miles (Riley 1998). Rivers can be classified as high as tenth-order, the size of the world’s largest rivers. By contrast, the Allegheny River in the eastern United States is a seventh-order river, the average length of which is 147 miles with a mean drainage area of 11,700 square miles. Accurately classifying a river is essential to developing a suitable riverfront plan: what works for a fourth-order river will be unsuitable for a seventh-order one.

Intensity of Development

The development intensity of a riverfront corridor can be classified according to the degree or percentage of impervious cover—hard surfaces such as buildings, streets, parking lots, and sidewalks—found within the corridor. A basic classification system might be:

- ultra-urban (80 to 100 percent impervious cover),
- urban (40 to 79 percent impervious cover), and
- suburban (10 to 39 percent impervious cover) (Schueler 2003).

A riverfront may have sections within each classification, from densely developed downtown-commercial riverbanks to stretches of more naturalized riverbanks in suburban-residential areas. Planners whose goal is restoring ecological systems and developing or redeveloping land parcels therefore should create a classification system that responds to the specific site conditions, as well as to the overall master plan or mission of riverfront redevelopment.

Infrastructure

Every urban riverfront is crisscrossed by a unique network of roads, bridges, sewers, and storm-drain pipes, all of which can present significant challenges to the environmental restoration of the riverfront and the river itself. Planners must be sure to identify all infrastructure features and incorporate them fully into any riverfront plan. Infrastruc-

ture can also play an important role in revitalizing a river: water quality, wildlife habitat, and public access can all benefit, for example, from reconfigured sewers and stormwater systems that reduce combined sewer overflows (CSOs).

Watershed Planning

Riverfront corridor planning must also consider the river's watershed, or the land area drained by a river and its tributaries. The health and vitality of a river cannot be improved without the comprehensive treatment of stormwater and other erosion and pollution sources across the whole watershed (Schueler 2003).

OVERVIEW OF ECOLOGICAL PRINCIPLES

This chapter provides an overview for planning and designing riverfront renewal and discusses the comprehensive, holistic, and regionally specific approaches needed to improve the ecological and economic health of urban riverfronts. It makes a strong case for a regional planning approach that begins at the scale of the watershed and prescribes small, incremental changes.

The following three major sections in this chapter offer concrete examples of planning and design principles put into action.

The first section presents **five general principles** for ecologically sound riverfront design. It states that economic and ecological goals can work in concert, although compromises may be necessary, and the public always must be engaged.

The second section offers **five planning principles** that emphasize regional planning, the celebration of natural and cultural history, and broad public access for riverfront recreation.

Eight design principles in the third section suggest how to implement the general and planning principles. These include an overview of zoning measures that preserve riverbanks and buffers, river restoration techniques, and innovative programs to interpret the natural resources and cultural history of rivers.

Many techniques described in this chapter have succeeded in a variety of settings. After the description of each principle, a brief case study illustrates a specific instance of implementation of that principle.

The most important principle of this chapter, however, is to reject the conventional wisdom of the past that accepted dams, stream culverts, and floodplain development as inevitable. There is no substitute for a healthy, intact river or stream ecosystem where no portion of the system is impaired. Thus, when faced with a healthy, intact river or stream, planners must strive to preserve water quality, hydrology, riverbanks, and riparian vegetation with buffers that will protect the river or stream from the damaging effects of new development.

Yet this is a somewhat rare scenario. Most cities founded before 1900 were built close to the riverfront in the floodplain to provide access to shipping and water sources. River valleys are logical conduits for highways and railroads, which can easily follow their contours. Decisions made for ease of commerce and engineering have degraded many riverfronts and made them difficult to access and enjoy.

As this chapter will show, some municipalities have reclaimed their floodplains by removing buildings and other structures. This encouraging trend is not going to be repeated everywhere; nor, as we acknowledged in the preface to this report, is it feasible for all riverfronts. Some dams, levees, highways, rail yards, and floodwalls may be removed, but others will stay in place for generations. As General Principle 4 explains, there is still much room for improvement.

This PAS Report makes a strong case for a regional planning approach that begins at the scale of the watershed and prescribes small, incremental changes.

GENERAL PRINCIPLES

Riverfront reclamation has begun to transform some of the nation's most polluted, neglected, and forlorn waterfronts. Five general principles set the stage for planning success.

GENERAL PRINCIPLES

General Principle 1: Ecological goals and economic development goals are mutually beneficial

General Principle 2: Protect and restore natural river features and functions

General Principle 3: Regenerate the riverfront as a human realm

General Principle 4: Compromises are necessary to achieve multiple objectives

General Principle 5: Make the process of planning and designing riverfronts broadly participatory

*Healthy, functioning rivers
are appealing and attractive
to residents and businesses.
An engaged public that
enjoys riverfront features and
activities also cares about
the river's long-term health.*

GENERAL PRINCIPLE 1:

Ecological goals and economic development goals are mutually beneficial

Public and private development that brings people to the waterfront to live, eat, shop, relax, recreate, and participate in cultural events builds a sense of connection and stewardship for the river.

Healthy, functioning rivers are appealing and attractive to residents and businesses. An engaged public that enjoys riverfront features and activities also cares about the river's long-term health. Communities are beginning to understand the allure of a more natural riverfront to residents and visitors. Beyond supporting tourism, these benefits include cost-effective flood control, improved water quality, reduced infrastructure costs, and increased property values and tax base.

For example, a generation ago, the South Platte River in Denver was little more than an urban ditch, filled with abandoned cars, sewage, and other debris. But after the river's devastating flooding in 1965—when communities from Denver to the Nebraska border suffered \$540 million of damage and 28 deaths—the city launched efforts to clean and improve it (Massengill 1998). By the mid-1970s, a coalition of citizens and governments started planning and building greenway trails, which soon became one of Denver's most popular recreation facilities.

The scene of Denver's worst flood now teems with life. Since the mid-1970s, some 150 miles of hiker/biker trails, boat launches, whitewater chutes, and parks have been built in four counties and nine municipalities. Even transportation infrastructure has been modified. The city negotiated with railroads to consolidate 16 freight tracks along the riverfront into one line. Hundreds of downtown acres were freed up. This land has been transformed into city parks, reclaimed wetlands for natural flood control, and new riverfront neighborhoods. A \$2 million initial investment in the project has been parlayed many times over.

As access to the river improved, citizens viewed their polluted river with new eyes. From 1995 through 2003, Mayor Wellington Webb launched programs to build a string of parks, many of which incorporated flood control into wetlands and included native plants for wildlife habitat. Water-rights

agreements have ensured minimum flows to support wildlife habitat, fishing, and boating. Rafting chutes were built to span check dams and other river obstacles. In 2001, the city of Denver built the \$30-million Commons Park in Lower Downtown on a 20-acre tract that had been a rail yard.

As a direct result of municipal investments, the Central Platte Valley, some 650 acres of once-derelict industrial land just above the floodplain, has become valuable urban property and a prime spot for private investment. About 1,100 people now live in 1,600 condos and apartments in eight residential projects, and 1,600 people work in this once-barren area. All told, the revitalized Central Platte Valley has attracted \$1.24 billion of public and private investment in the last 10 years.

Since 1995, the Central Platte Valley has become the setting for a new baseball stadium, a Six Flags amusement park, a sports arena, a skateboard park, an aquarium, and the first half of a planned 6-million-square-foot mixed-use neighborhood built on abandoned rail yards. Historic buildings also have been refurbished, including a former trolley powerhouse that has become the nation's largest REI store. The adventure-sports equipment store celebrates its location at the confluence of Cherry Creek and the South Platte with river access that features a kayak course. A new light-rail line connects all these amenities (Welty 2003).

Other river-based development has accelerated along the South Platte. In north Denver, the 14-acre, \$4.1-million Northside Park was built in 2001 on the reclaimed site of an abandoned wastewater plant. Featuring a wetland pond and grasslands where local children can take camping trips, the park is designed to attract "clean" industries to adjacent lands zoned for redevelopment, bringing new jobs to the working-class Globeville and Swansea neighborhoods. In 2001, the project also was awarded the U.S. Environmental Protection Agency's Region 8 Phoenix Award, presented annually to recognize innovative brownfield redevelopment (Wenk 2002).

Confluence Park is one of a string of parks that Denver has built since 1995 to combat flooding and promote wildlife habitat on the South Platte River.



Civitas

GENERAL PRINCIPLE 2: Protect and restore natural river features and functions

Rivers provide vital natural benefits that must be protected. Natural river features such as meanders, backwaters, wetlands, and gradually sloped banks serve essential ecological functions. They also provide human benefits such as cleaner water and flood storage. In many urban settings, it may not be possible to restore these features, but even small efforts can have a positive impact. Environmental improvements can be made along even the most heavily impacted rivers.

For example, the Anacostia River—Washington, D.C.’s “other” river—has often been viewed as the district’s dumping ground and a dividing line between rich and poor neighborhoods. By the Civil War, the river had already been silted-in by deforestation and poor agricultural practices and was no longer navigable by ocean-going vessels. Today’s problems range from overflowing sewers that carry raw sewage into the river to limited access from adjacent neighborhoods, which are among the city’s poorest. More than 70 percent of the Anacostia watershed is urbanized. The Anacostia is one of the Chesapeake region’s most polluted rivers (Anacostia Waterfront Initiative 2002).

The Anacostia Waterfront Initiative envisions an energized waterfront. AWI seeks to revitalize neighborhoods, enhance and protect parks, improve water quality, and increase access to waterfront destinations.



Despite its poor water quality, the Anacostia offers rich wildlife habitat for bald eagles, heron, and osprey. Since 2000, the members of the Anacostia Waterfront Initiative (AWI)—a partnership between the District of Columbia and 17 federal agencies, who together own 90 percent of the Anacostia shoreline—has worked to improve the river by coordinating the rebuilding of ecological settings, wildlife habitats, parklands, and neighborhoods on both sides of the river. Since 2000, these partners have developed a master plan for seven miles of river, covering 2,830 shoreline acres, or 4.4 square miles.

To enhance the floodplain with a broader, more natural edge, the AWI plan proposes creating a major riverfront park system by stitching 900 acres of public lands owned by different agencies together with reclaimed brownfields. In some places, the plan proposes bioengineering banks to create a 150-foot-wide floodplain. These banks will aid flood control while providing natural filtration of runoff. All of the river’s tributary creeks will be “daylighted” and naturalized with wetland edges and buffers of native plantings.

By 2002, the U.S. Army Corps of Engineers had already reclaimed 42 acres of wetlands by regrading portions of the Anacostia's bank. To provide access to new park lands, the U.S. EPA and the District of Columbia have committed \$8 million toward environmental restoration of Poplar Point, a former nursery site contaminated by remnant fertilizers, herbicides, and pesticides. Washington's mayor, Anthony Williams (2002), has set a goal of swimming and fishing in the Anacostia "within our lifetime."

Key elements of the plan are currently moving ahead. In 2003, the U.S. Congress approved \$10 million toward design and construction of a 12-mile riverfront trail system. To remove major barriers to the waterfront, infrastructure such as bridges, highways, and sewers have been reconstructed. Canoe trails are planned through restored wetlands.

Environmental restoration is being closely tied to economic redevelopment, which included \$1.1 billion committed in private funds and \$600 million in public funds by June 2003 (Berger 2003). At that time more than a dozen riverfront projects were completed or underway with a goal of revitalizing commercial areas, preserving historic buildings and homes, and adding 10,000 new homes near the river for people of different income levels. For example, the U.S. Navy has invested \$200 million to restore historic structures at the Navy Yard, which has also brought 5,000 new jobs to the riverfront. The U.S. Department of Housing and Urban Development has committed \$35 million toward redevelopment of the Arthur Capper and Carrollsburg Dwellings public housing project as a mixed-income neighborhood. These projects are being carefully coordinated with efforts to protect and improve the river's buffers, floodplains, and wetlands (AWI 2002).

GENERAL PRINCIPLE 3: Regenerate the riverfront as a human realm

A riverfront project may have to overcome physical, political, social, and economic barriers to increase public use and enjoyment of this public resource.

Many successful projects are designed to include spaces that specifically accommodate parks, walkways, docks, and special events such as concerts and festivals. Good riverfront designs consider the needs of all neighborhoods, ages, and cultures in the community. They allow community members to experience the river up close. In turn, this physical and visual access helps create lively, diverse places that encourage a sense of community and an appreciation for nature.

Consider Hartford, Connecticut. A highway once severed downtown Hartford from the Connecticut River. Now the \$22-million Riverfront Plaza spans Interstate 91 and floodwalls, both of which formerly were barriers to the river. The plaza connects downtown to a riverfront promenade, terraces, trails, docks, and an evolving four-mile riverfront park system. The new 1.5-acre plaza encourages residents to see and enjoy the river for the first time in a generation.

By bridging barriers to waterfront access—made possible by \$200 million in highway improvements to the interchange of I-84 and I-91—and creating comfortable, attractive, and versatile gathering spaces, this riverfront project has become a popular venue for concerts, boating, and fishing.

In 2001, Riverfront Plaza, programmed by the nonprofit group Riverfront Recapture, attracted 850,000 visitors and pumped \$17 million into the local economy. The revitalized riverfront is generating investment through redevelopment in a city that badly needs new economic vitality. The foremost example is Adriaen's Landing, a 30-acre, \$770-million mixed-use develop-

Good riverfront designs consider the needs of all neighborhoods, ages, and cultures in the community. They allow community members to experience the river up close.

Riverfront Plaza spans Interstate 91, removing barriers to riverfront access in Hartford.



Greg Kriss, Riverfront Recapture

ment scheduled to be completed by 2005 and connected to the river by Riverfront Plaza (Dillon 2000; Riverfront Recapture 2002).

GENERAL PRINCIPLE 4:

Compromises are necessary to achieve multiple objectives

Urban waterfronts are meeting grounds for sometimes-competing interests. Recreational trails and wetlands are often interwoven with waterfront condos and port facilities. It is not possible or even desirable to focus exclusively on economic development or environmental concerns along most urban rivers. Because of existing development, few cities could re-create a completely natural river environment. But riverfront redevelopment aimed at boosting a city's economic vitality need not eliminate natural features, compound riverfront damage, or limit public access. Riverfront communities will benefit from integrating and balancing ecological, social, and economic concerns.

The Big Rivers Partnership in Minnesota is a team of nonprofit and government agencies that seeks to protect and improve river valley habitat along three major rivers in the seven-county Twin Cities metropolitan area. Recognizing that complete restoration of a natural river environment often is impossible, the Big Rivers Partnership uses the term "conversion" for efforts such as replanting native species or replacing impervious ground with porous cover. These measures will not restore the complex and fully functioning ecosystem of presettlement times. But they will enhance and create habitat and improve water quality (Karasov 2002, 2003).

At the heart of this watershed, in downtown Saint Paul, the continuing revitalization of the Mississippi River seeks to insert natural values alongside intensive redevelopment. Since 1984, this effort has been led by the Saint Paul Riverfront Corporation (SPRC), a nonprofit organization chartered by the city to coordinate revitalization. This effort accelerated in 1992 when a large private employer left downtown. City leaders recognized

they needed a comprehensive strategy to fill the economic gap. The SPRC commissioned architect Ben Thompson—a Saint Paul native who designed Boston’s Fanueil Hall Market and other successful “festival marketplaces”—to forge this new vision for downtown based on riverfront revitalization. That effort led to development of the *Saint Paul on the Mississippi Development Framework* (Urban Design Strategies 1997), which was fleshed out by the *Saint Paul River Corridor Urban Design Guidelines* (Close Landscape Architecture et al. 2000).

The *Saint Paul River Corridor Urban Design Guidelines* divided this urban section of river into seven types of landforms. It identified areas suitable for development and opportunities for natural restoration and enhanced water quality through wetlands, ponds, improved tributary streams, and underground sand filters (Martin 2001).

As a result of these planning efforts, since the mid-1990s the city’s riverfront has seen the construction of new cultural facilities, businesses, and thousands of homes. Meanwhile, shipping continues to thrive on this working waterfront. Roads have been moved to increase access to the river through five miles of new trails and 92 acres of new parks, including a newly revitalized historic park on Harriet Island (SPRC 2003).

Although these efforts have included construction of some concrete banks and a U.S. Army Corps of Engineers levee, the revitalization planning also has reclaimed seven miles of industrial lands along the river. Here the non-

FIGURE 3-1. SAINT PAUL NORTH QUADRANT PRECINCT PLAN



profit organization Great River Greening (GRG), which works on Mississippi restoration in the Twin Cities region, has leveraged \$1 million in funding and the work of 10,000 volunteers to clear weeds and plant 35,000 native trees. Volunteer projects also are being harnessed to restore native vegetation to two eroded river bluffs in Saint Paul (Karasov 2002).

GRG and the city’s Department of Parks and Recreation are collaborating on a master plan for ecological management of 16 city parks along Saint Paul’s 17 miles of riverfront. These will be managed as complementary ecosystems rather than as discrete, stand-alone parks. One of these park units, the 500-acre Crosby Natural Area, a rare riverfront ecosystem that

Nearly 200 volunteers helped plant native trees, shrubs, prairie grasses, and wildflowers along Saint Paul's Smith Avenue High Bridge on the banks of the Mississippi.



hosts endangered species such as the Blandings turtle, will have its own management plan to balance preservation, restoration, and human use (BRW, Inc. et al. 1999; Karasov 2003).

GENERAL PRINCIPLE 5:

Make the process of planning and designing riverfronts broadly participatory

Riverfront planning and design must include the participation of a wide variety of community members. The process must extend beyond identifying traditional stakeholder groups and reach out to neighborhoods that historically may not have used the riverfront. The needs of various neighborhoods and constituencies may differ. Riverfront designs will be more vibrant, inclusive, and successful when they consider these different priorities. Local officials and developers, as well as planning staff, must participate in public meetings to ensure that everyone works toward the same vision, and that all important considerations are made known.

The Schuylkill River Development Council (SRDC) put this principle in practice. In 2001, SRDC, armed with nearly \$3 million in foundation and state grants, launched a nine-month process to create a master plan for 8.5 miles of the Schuylkill, a tidal river flowing through Philadelphia. SRDC made concerted outreach efforts to involve residents of river neighborhoods, which included both gentrified and low-income areas. Rather than simply scheduling public meetings, SRDC interviewed city officials to identify target audiences and then made special presentations to church, community, and school groups. A measure of success emerged when Vare Middle School, a public school in South Philadelphia, integrated Schuylkill River projects into its curriculum.

Recognizing that not everyone uses e-mail or the Internet, the SRDC informed residents about meetings by placing posters around neighborhoods and buying ads in community papers. Those who attended meetings were given large, easy-to-read worksheets that allowed them to locate their own homes on a map and trace preferred routes for river access.

Residents were also invited to tour the Schuylkill on a flat-bottom boat. Many had never been out on the river before. The residents' ideas were charted on "idea maps" folded into the final plan. In all, 25 to 30 community groups and hundreds of residents from both sides of the river participated in the process. The final plan envisions a new Schuylkill River Park with related greenways (Hodge 2002).

In 2002, a critical first phase of this park was constructed: a \$6.7 million, 1.8-mile greenway stretching from the historic Fairmount Waterworks to Locust Street. This greenway provides many residents with their first-ever safe access to the riverfront. The project incorporates plans for many other river improvements, such as retrofits of auto bridges with ramps and stairs to allow pedestrian access to the waterfront, ramps over railroad tracks, \$600,000 of new docks at Fairmount Waterworks, and fish ladders on dams (Torres 2003).

PLANNING PRINCIPLES

Planning for riverfront revival must consider regional development patterns, natural and cultural history, flood control, public access, recreation, and education. The following five principles should be integrated into master plans and implemented through zoning and building codes, engineering standards, and site plans and designs.

PLANNING PRINCIPLES

Planning Principle 1: Demonstrate characteristics of the city's unique relationship to the river in the riverfront design

Planning Principle 2: Know the river ecosystem and plan for a scale larger than the riverfront

Planning Principle 3: Because rivers are dynamic, minimize new floodplain development

Planning Principle 4: Provide for public access, connections, and recreational uses

Planning Principle 5: Celebrate the river's environmental and cultural history through public education programs, riverfront signage, and events

PLANNING PRINCIPLE 1: Demonstrate characteristics of the city's unique relationship to the river

Every river city has a unique relationship and history interwoven with its river. San Antonio and Chicago, for example, have very different riverscapes, scales of development, and historic uses along their rivers. Riverfronts should have a look and feel that evokes and celebrates their city's special character and relates directly to their natural history.

Citizens must understand that their city's river is a place that grants their region its identity, one that provides wildlife habitat, recreation, drinking water, and jobs. When citizens value these factors, they become advocates for protecting and restoring their riverfronts.

The St. Louis region, for example, plans a 40-mile Confluence Greenway and Conservation Area linking cities and towns to the spot where Lewis and Clark launched their 1804 expedition. The project will knit together cultural and natural resources into a 200-square-mile park system in Missouri and Illinois. Stretching from downtown St. Louis at the Gateway Arch to the confluence of the Missouri and Mississippi Rivers, the greenway system will encompass natural and restored wildlife and conservation

The Confluence Greenway and Conservation Area links cities and towns in Missouri and Illinois and makes it possible for cyclists and others to visit the spot where Lewis and Clark launched their 1804 expedition.



areas, parks, neighborhoods, river towns, agriculture, and commerce. The Confluence Greenway will stimulate recreation and tourism dollars by offering extensive waterfront access.

At the confluence, the new Edward “Ted” and Pat Jones-Confluence State Park is being developed in St. Charles County, Missouri. The state’s Department of Natural Resources is creating access through entry roads and trails that lead to the confluence while providing opportunities for wildlife observation and river recreation. The park will also interpret the historical significance of the rivers. Park development will be linked to the Lewis and Clark bicentennial celebration of 2004.

The project aims to restore and protect environmentally sensitive land, plants, and wildlife, while assisting flood control and reducing stormwater runoff. Community members will be trained as trail rangers to provide information about the river.

In January 2003, this project took a major step forward. A partnership of 13 local, state, and federal agencies and private organizations collaborated to expand Confluence State Park from 253 acres to 1,118 acres. For example, a \$1 million federal grant made under the North American Wetlands Conservation Act allowed the Missouri Department of Natural Resources to add 350 acres of protected wetlands to the park. Using an interest-free loan from a local foundation, private nonprofit conservation organizations acquired and held another 515 acres until public agencies could raise funds to purchase this parkland.

PLANNING PRINCIPLE 2:
Know the river ecosystem and plan for a scale larger than the riverfront

Planners should consider riverfront development in the context of the river’s natural structure, including:

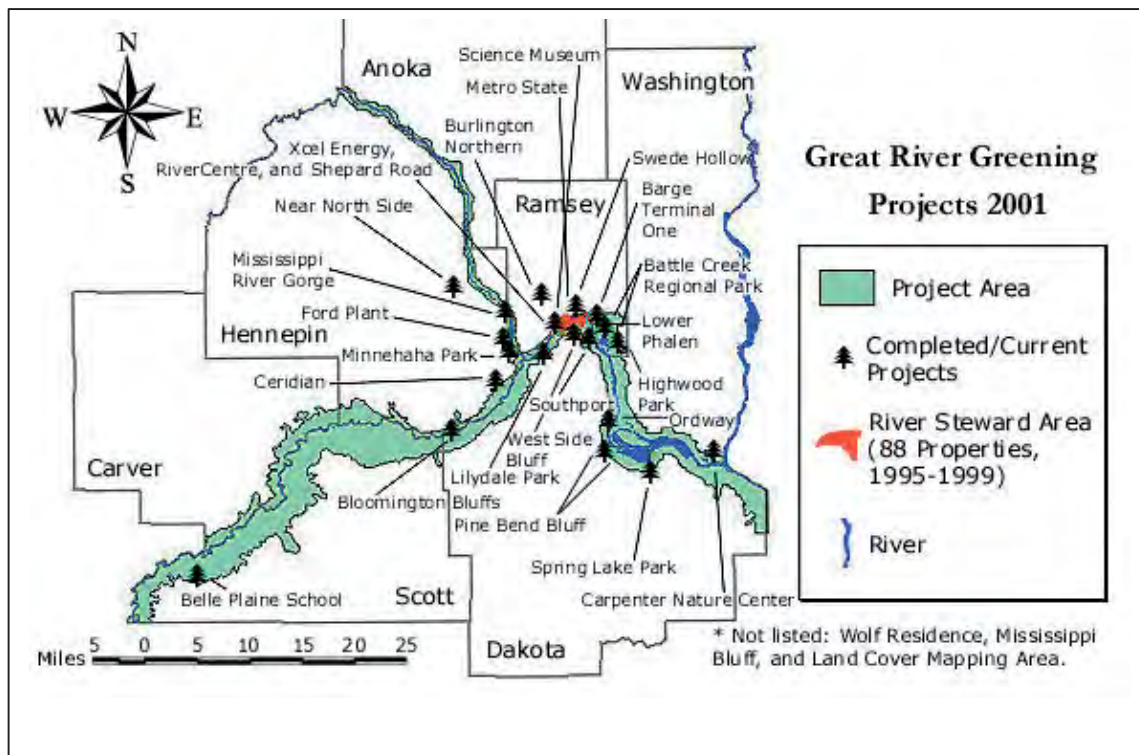
- characteristics of the watershed (the land area drained by a river and its tributaries);
- the floodplain and the river channel with the structure of its bed and banks;

- hydrology (water flows and timing);
- water chemistry; and
- the biological needs of wildlife, including insects, fish, amphibians, reptiles, birds, and mammals.

It is also important to understand how a river's structure has been altered and how it may change in the future. Rivers are affected by what happens in their watersheds, and riverfront activity, in turn, affects areas beyond the river's edge. Planners must keep in mind the consequences of riverfront design and activities on *all* areas of the watershed. Each river has a watershed that is nearly always much greater in area than the riverfront corridor. One cannot improve the health of the river without comprehensively addressing stormwater and other pollution sources across the entire watershed. Thus, riverfront corridor planning is best performed within the context of sound watershed planning, which is conducted at a much greater scale (Schueler 2003).

In Minnesota's Twin Cities region, the nonprofit group Great River Greening (GRG) is refurbishing natural functions in the Mississippi, Minnesota, and St. Croix River valleys. To determine priorities for a series of ecological "conversion" projects, GRG created a geographic information system (GIS) database of the 54,000-acre Mississippi National River and Recreation Area (MNRRA), designated as part of the National Park System in 1988. However, less than 10 percent (about 4,600 acres) of the MNRRA is currently preserved as public parkland (National Park Service 2003; Overson 2002). The rest is the commercial, institutional, and residential land of a metropolitan area—from airports to landfills to subdivisions. GRG and its partners seek to increase public lands, trail access, and ecological function along with the region's commerce and culture.

FIGURE 3-2. GREAT RIVER GREENING PROJECTS



Throughout the region, the GIS database records such elements as land use, tree canopy, slopes, soil conditions, water quality, and areas with invasive plant species. The data is used to create benchmarks for factors such as tree cover, impervious surface, and stormwater filtration for different types of urban, suburban, and natural landscapes (Karasov 2002, 2003).

Completed in December 2002, this database is available for free on CD-ROM to Twin Cities communities through the Trails and Open Space Partnership, a project of the MNRRA. Established in 1996, the partnership works with more than 50 government agencies, institutions, nonprofits, and private landowners toward the goal of a continuous 72-mile greenway within the MNRRA. The GIS database allows communities to earmark funds to acquire the most sensitive natural areas and build the most critical trail connections. Communities also can download this information as PDFs and zoom in on individual parcels for detailed information. The information allows communities to evaluate development proposals based on their potential to damage or to enhance sensitive natural areas.

By 2003, nearly 50 miles of public trail were built in the MNRRA corridor, with plans to acquire another 2,000 acres of public parklands. By thinking regionally, the Trails and Open Space Partnership has attracted \$7 million from government agencies and nonprofit organizations to help realize these projects (Overson 2002).

PLANNING PRINCIPLE 3:

Because rivers are dynamic, minimize new floodplain development

Rivers by nature change continually. For example, on some rivers, spring flood elevations exceed nonflood levels by 20 feet or more. Some rivers freeze in winter. Others experience little seasonal change. The effects of changes upstream and in the surrounding watershed can significantly alter these natural variations, often with disastrous results. Extreme cases of flooding—often made worse by floodplain development—constitute the nation's most destructive natural disasters.

Undeveloped, connected floodplains are essential to river health. New development on the riverfront, including trails and parks, should be designed to minimize floodplain intrusions. Where new development must occur, structures or facilities should be designed to:

- ensure that contaminants will not be released during flooding;
- cause no net decrease in flood storage capacity; and
- cause no flooding or other downstream impacts.

Large permanent structures should not be built within the 100-year floodplain because they increase the amount of impervious surface, exacerbate runoff problems, and increase the risk of costly flood damage.

Habitat diversity and water quality become severely compromised when as little as 10 percent of a floodplain is paved or covered with an impervious surface. A floodplain that is more than 50 percent paved will result in a waterway with little wildlife habitat and few natural features (MacBroom 1998).

Structural flood-control approaches—such as dams, levees, and channelization—do not necessarily prevent floods, but they do destroy habitat, recreation, and other river values. These engineering techniques should be used sparingly, if at all, to protect new floodplain development.

Located along the Mississippi River, Davenport, Iowa, is one of the largest river cities in the United States without hard-engineered flood structures. In 1984, Davenport (pop. 100,000) rejected a U.S. Army Corps of Engineers proposal to build a \$50 million levee. The city believed the cost of the levee would far outstrip the cost of potential damage from flooding. Since then,

Davenport has moved to expand its floodplain and to “flood proof” its downtown. (The city owns and controls six of its nine riverfront miles, which significantly enables these efforts.)

Numerous downtown businesses have been moved to higher ground, with the abandoned sites converted to open parkland that enhances recreation and tourism. The city has bought and removed 65 residences and retrofitted another 20 historic buildings in the floodplain with waterproof gates and sump pumps (Lloyd 2002).

In addition, River Action, Inc., a nonprofit group that addresses river-side beautification and flood control, is participating with the U.S. Environmental Protection Agency to cleanse the 513-acre Nahant Marsh within city limits on the riverfront. Under a 1998 master plan adopted by the city council, River Action has acquired 252 acres of the flood-absorbing marsh with plans to open this riverfront area to the public with a boardwalk, interpretive areas, and staging areas for field trips (Wine 2002, 2003).

The city realizes flooding is a riverwide problem that it cannot solve alone. Thus River Action is working with 12 riverfront communities in Illinois and Iowa to encourage healthy river designs that will enhance flood control (Wine 2002).

Despite these efforts, Davenport has not been exempt from flood damage. In July 2001, the river rose seven feet above normal, causing the second-worst flooding in the city’s history. Cleanup costs were \$3.1 million, with the federal government picking up 90 percent of the costs. Yet Davenport’s share of \$310,000 still compares favorably to the \$250,000 annual cost of maintaining a levee. After this flood, the city revisited a levee proposal and is now designing a small levee to protect the municipal water supply (Wine 2003).

Davenport’s approach has been highly controversial. During the 2001 floods, the director of the Federal Emergency Management Agency attacked the city for refusing to build a floodwall. River advocates remain steadfast that flood engineering generally doesn’t work, and that floodwaters can no more be prevented than earthquakes or hurricanes. Moreover, cities with levees were also threatened and damaged by the rising waters in the flood years of 1993 and 2001. River advocates maintain that Davenport’s approach of protecting the floodplain and expanding wetlands—where a single acre can absorb 1.5 million gallons—will benefit other Mississippi River communities as well as other watersheds (Wine 2002).

PLANNING PRINCIPLE 4: Provide for public access, connections, and recreational uses

Easy access is vital to draw people to a riverfront. Visual connections to the river from nearby commercial and residential areas also are important. Physical and visual access should not be reserved only for select neighborhoods or businesses along the redeveloped river. Riverfronts can include many recreational uses, from bicycling to bird watching. Riverfront communities should provide areas or facilities for as many of these uses as possible.

People should be able to touch and interact with the river in appropriate locations, whether through wading, fishing, launching a boat, or sitting on the riverbank. Economic revitalization along riverfronts, such as new mixed-use development with housing, restaurants or cafes, and open space, is more successful when it includes visual and physical access to the water.

In Norwalk, Connecticut, for example, a capped 13-acre landfill on the tidal Norwalk River has become the platform for a new \$6.5 million, 20-acre riverfront park and riverwalk, started in 1991 and still evolving. Oyster Shell Park features stormwater channels that cut diagonally across the landfill



Physical contact with a river is important. New developments along a river should always provide direct access to the river.

cap and drain into a five-acre pond on the riverfront. A riverwalk located three feet above the 100-year floodplain provides access to the pond, which freezes for winter ice-skating. A west-facing slope is expected to become a popular sledding hill. An adjacent 80-acre site above the floodplain is being redeveloped with a hotel, shops and restaurants, and office space.

The riverbanks have been regraded to encourage intertidal wetlands, which are expected to regenerate oyster beds in an area that already rivals the Chesapeake Bay for productivity. Increases in heron and river otter population have already been reported, while the water-quality commission plans to monitor the return of oysters (MacBroom 2002; Overton 2002).

PLANNING PRINCIPLE 5:
Celebrate the river's environmental and cultural history

Riverfronts are rich in both human and natural history. Interpretive and path-finding systems can describe the river, its environment, and how river and city history are intertwined. Educational and cultural programs, performances, and public art entice people to the riverfront.

Ecological education is especially meaningful along urban rivers because so much of the original ecosystem has been erased. As active, visually rich environments, rivers can be powerful tools for science and nature education. Educating the public about the river and its natural systems will generate a sense of stewardship and a connection to the river's history.

On New Jersey's Hackensack River, artist and environmentalist Richard Mills created low-cost "signworks" that illustrate the river's natural and cultural history. Arrayed along a 3.5-mile greenway in Teaneck, the signs combine text with images created by schoolchildren and other local residents, maps, historical photos, satellite images, postcards, and interviews with local historians. The artist hopes to "get people to fall in love with the river" so they will want to see it protected and restored (Mills 2002).

*This is one of 16 signs created
along the Hackensack River
illustrating the river's natural and
cultural history.*



Richard Mills

A walk along the greenway encompassing all the 16 signworks begins with the era of Native American villages, includes the age of schooner traffic and the industrial pollution of the 1950s, and ends with today's restoration efforts. Printed digitally and mounted on aluminum, the two-by-three-foot signworks cost only \$75 each to produce. Low-cost printing makes it



PRRI Vision 2045 Concept

Frequently Asked Questions

What is the PRRI Vision 2045 concept and how will it be used?

This 20-year vision guides future decisions, investments, and partnerships along the Poudre River corridor. It provides a framework to make the corridor safer, healthier, and more accessible through flood mitigation, ecological restoration, and improved public access. As redevelopment, infrastructure investment, or other opportunities arise, this plan helps coordinate efforts and align priorities.

Why is the PRRI effort necessary?

Our community's current flood risk is the result of past development decisions, infrastructure patterns, and natural river dynamics—conditions that have evolved over time. PRRI offers a holistic approach that addresses these challenges comprehensively. Today, approximately 1,800 buildings lie within the floodplain or floodway, facing increasing risks. Without proactive, coordinated action, homes, infrastructure, and vulnerable neighborhoods will continue to face costly damage and disruption. This plan represents a shift from piecemeal solutions to a strategic, integrated plan to enhance safety, restore ecological health, and build long-term community resilience.

What is a floodplain and how does it function?

A floodplain is low-lying land next to a river that naturally floods during high water events. Floodplains are part of the river's dynamic system—they aren't created by the city but are a natural, preexisting feature. Floodplains serve vital roles for public safety and ecology. The safest scenario for buildings is to keep them out of the floodplain.

What about existing development in the floodplain?

We recognize there is already development, including homes and businesses, in the floodplain and floodway. The PRRI Vision does not seek to undo or relocate existing uses. Instead, it provides a long-term framework to address new opportunities and land use decisions as they arise, reducing future risks and improving river corridor function.

Which elements of the concept are flexible?

The Vision 2045 Concept is intentionally adaptable. It provides guiding principles and clear goals—like a minimum 650-foot river corridor, multi-purpose infrastructure, and nature-based design—but allows for flexibility. For example, a perimeter drive might vary from a road with on-street parking to a car-free path depending on location. This flexibility supports long-term resilience and evolving community needs.

How much will this cost & how will it be funded?

As a long-term vision, total costs will vary depending on project development and funding secured. It's not a single fixed-price project but a framework for cost-effective, coordinated investment. Importantly, the cost of inaction—continued flood risk, infrastructure damage, and environmental loss—could be much higher.

Funding will come from multiple sources, including potential state and federal grants, partnerships, and strategic city investments. The next phase will focus on developing a detailed implementation strategy to guide funding and ensure this vision supports flood resilience and ecological health.

Do you have approval from all necessary state and federal agencies?

Not yet. Agencies like the Colorado Division of Water Resources, the U.S. Army Corps of Engineers, the Division of Reclamation, Mining and Safety, and the Federal Emergency Management Agency are engaged later during specific project design and permitting phases. This vision will set the stage for future coordination and approvals as projects are defined and advance.

Is this vision achievable?

This vision is ambitious but strategic. With a 20-year horizon, improvements can be phased and implemented thoughtfully. The city already invests in infrastructure like roads, trails and utilities; this plan aligns those efforts for greater benefit. It shifts us from reactive fixes to proactive solutions, emphasizing a relationship with the river as a vital community asset.

Why not just leave the river alone?

Parts of the river and floodplain are already heavily altered by past development. Doing nothing often leads to more erosion, higher flood risk, and habitat loss. This plan focuses on restoring natural river functions and working with nature to reduce future damage. By giving the river room to move and adapt, we reduce costly maintenance and improve resilience.

Will this make the river feel less natural?

No. The concept prioritizes river programming, restoring habitats, and natural processes like meandering and floodplain connectivity. Recreation and access will be designed to support, and not compete with nature, allowing for ecological uplift of the river system.

What kinds of recreation are considered?

Recreation will vary from river corridor programming, to stormwater parks and active destination parks along the corridor. Activities include walking, biking, tubing, paddling, fishing, picnicking, and wildlife watching. The concept balances public access with protecting the river's natural character.

Won't removing some river crossings reduce access?

Access is a priority. Consolidating crossings will replace multiple undersized bridges with fewer, safer, flood-resilient ones, improving connectivity and safety. This approach opens more usable space and enhances the trail network.

How does this concept support events at Island Grove?

Island Grove sits within the floodway and floodplain, making large improvements challenging. The concept encourages reimagining events to work with the river, not against it. It secures the existing stadium but invites new ideas for safer, adaptable event spaces that celebrate Greeley's landscape and history.

What does this mean for property owners?

Nothing changes without collaboration. The concept outlines potential opportunities—not requirements. We want to work with landowners to explore voluntary, win-win solutions that reduce flood risk and support property owner goals. Input from ongoing conversations has been captured and will continue to shape future projects.

Property owners can stay involved by attending public meetings, reviewing updates, and engaging directly with project staff. We encourage early and ongoing feedback and want to ensure all voices are heard. This vision is about working with property owners to build a resilient, accessible future.

www.speakupgreeley.com/poudre-river-restoration

victoria.leonhardt@greeleygov.com

Poudre River Restoration Initiative (PRRI) Meeting Log

August 7th, 2025

Date	Meeting	Internal Staff Meeting	Stakeholder/Partner Meeting	Community Engagement	City Council	Boards & Commissions	Private Landowners
7/23/2024	PRRI Master Plan Kick-Off Meeting	x					
8/24/2024	Farmer's Market Pop Up			x			
8/27/2024	PRRI PW&T + C&E	x					
8/27/2024	City Council Worksession				x		
9/12/2024	Staff Site Visit	x					
9/12/2024	PRRI Steering Committee #1		x				
9/12/2024	PRRI Internal Team Meeting & Design Charette	x					
9/21/2024	WeldWalls Mural Festival Pop Up			x			
10/3/2024	PRRI Internal Team Meeting	x					
10/7/2024	Lower Poudre Steering Committee		x				
10/7/2024	PRRI - W&S & MVVA	x					
10/19/2024	Where the River Flows Pop Up with CPRW			x			
10/24/2025	Meeting with EPA		x				
10/25/2024	A Haunted Night at the Family FunPlex Pop Up			x			
11/4/2024	D6 Wellness Fair Booth		x				
11/8/2024	Meeting with Richmark Development		x				
11/13/2024	GURA Presentation					x	
11/14/2024	PRRI Internal Team Meeting	x					
11/20/2024	GIS Day Engagement with Weld County, UNC, & D6			x			
11/20/2024	PRRI Steering Committee #2		x				
12/10/2024	Planning Commission Presentation					x	
12/12/2025	PRRI Property Owner Open House			x			
12/18/2024	W&S Board Presentation					x	
1/16/2025	DDA Board Meeting Presentation		x				
1/27/2025	Meeting with CPRW		x				
1/27/2025	Youth Commission Presentation					x	
2/3/2025	Lower Poudre Steering Committee		x				
2/4/2025	Weld County Planning Commission Presentation		x				
2/7/2025	Parks & Recreation Advisory Board Presentation					x	
2/11/2025	City Council Worksession				x		
3/7/2025	Poudre River Forum Booth		x				
3/11/2025	Design Charette @ MVVA Office	x					
3/24/2025	Poudre River Fund Input Session: Municipal & Utilities Focus Group		x				
4/3/2025	Island Grove Board Presentation & Discussion					x	
4/3/2025	Internal Team Design Charette	x					
4/11/2025	Moreno's Pop Up Event			x			
4/12/2025	Children's Festival Booth			x			
4/17/2025	PRRI Steering Committee #3		x				
4/17/2025	Community Open House			x			
5/1/2025	Meeting with Central Colorado Water Conservancy		x				
5/6/2025	Commission on Disabilities Board Presentation					x	
5/7/2025	Follow-up on Historic Preservation	x					
5/15/2025	Meeting with Randy Bucklen, Staff, and consultants		x				x
5/19/2025	Central Colorado Water Conservancy Board Presentation		x				x
5/19/2025	Meeting with CWCB - WPG Funding		x				
5/19/2025	Discussion of Tribal Engagement with Museums	x					
5/27/2025	Planning Commission Presentation					x	
6/3/2025	Follow-up with Commissioner Yeater		x				
6/4/2025	Stormwater Board Presentation					x	
6/25/2025	Follow-up with Weld County Staff		x				
6/23/2025	Follow-up with Randy Bucklen		x				x
6/23/2025	Presentation to Youth Commission					x	
6/27/2025	PRRI Internal Team Meeting - Incubator Session	x					
6/30/2025	Follow-up with Richmark		x				
7/7/2025	Follow-up with Weld County Staff		x				
7/8/2025	Meeting with William McDowell						x
7/15/2025	PRRI Internal Team Meeting	x					
7/17/2025	PRRI Cross-Dept. Meeting	x					
7/18/2025	Island Grove Board Presentation & Discussion		x				
7/18/2025	Meeting with USACE		x				
7/24/2025	PRRI Steering Committee #4		x				
7/25/2025	PRRI City Council Work Session materials	x					
7/31/2025	Handouts shared at NCWCD NISP lower Poudre tour		x				
8/5/2025	Meeting with JBS		x				x
8/8/2025	Scheduled - Meeting with Jason Hurley		x				x
8/8/2025	Scheduled - Meeting with CPRW		x				
8/12/2025	Scheduled - City Council Worksession				x		
8/14/2025	Scheduled - Community Open House			x			
8/18/2025	Scheduled - Weld County Commissioner Worksession		x				
9/21/2025	Scheduled - WeldWalls Mural Festival Pop Up			x			
Total:		15	30	11	3	6	6



Poudre River Restoration Initiative

Victoria Leonhardt, Senior Urban Transportation Planner
MVVA Landscape Architects & Inter-Fluve
sstreeb@mmvainc.com, (303) 523-7137
City Council Work Session – August 12th, 2025



**Infrastructure and
Mobility**



Quality of Life



**Community
Vitality**



**Business
Growth**

Project Goals

Strategy to Pass the 100-year Flood Event & Protect City Fabric

Make the Poudre River a Community Anchor & Economic Driver

Restore Wildlife Habitats & Natural River Features

Improve Pedestrian Circulation & Access

Support Greeley's Growth by Making the River Welcoming &
Expanding Recreational Opportunities

949

Participants

6,352

Responses

6

Public
Outreach Events

3

Online
Surveys

11

Meetings
with City Staff
& Steering
Committee

14

Third-Party
Stakeholders

Community Feedback

“The ponds are in the center of town; they should be **lovely community hubs**... Let these ponds become city **centers for recreation** instead.”

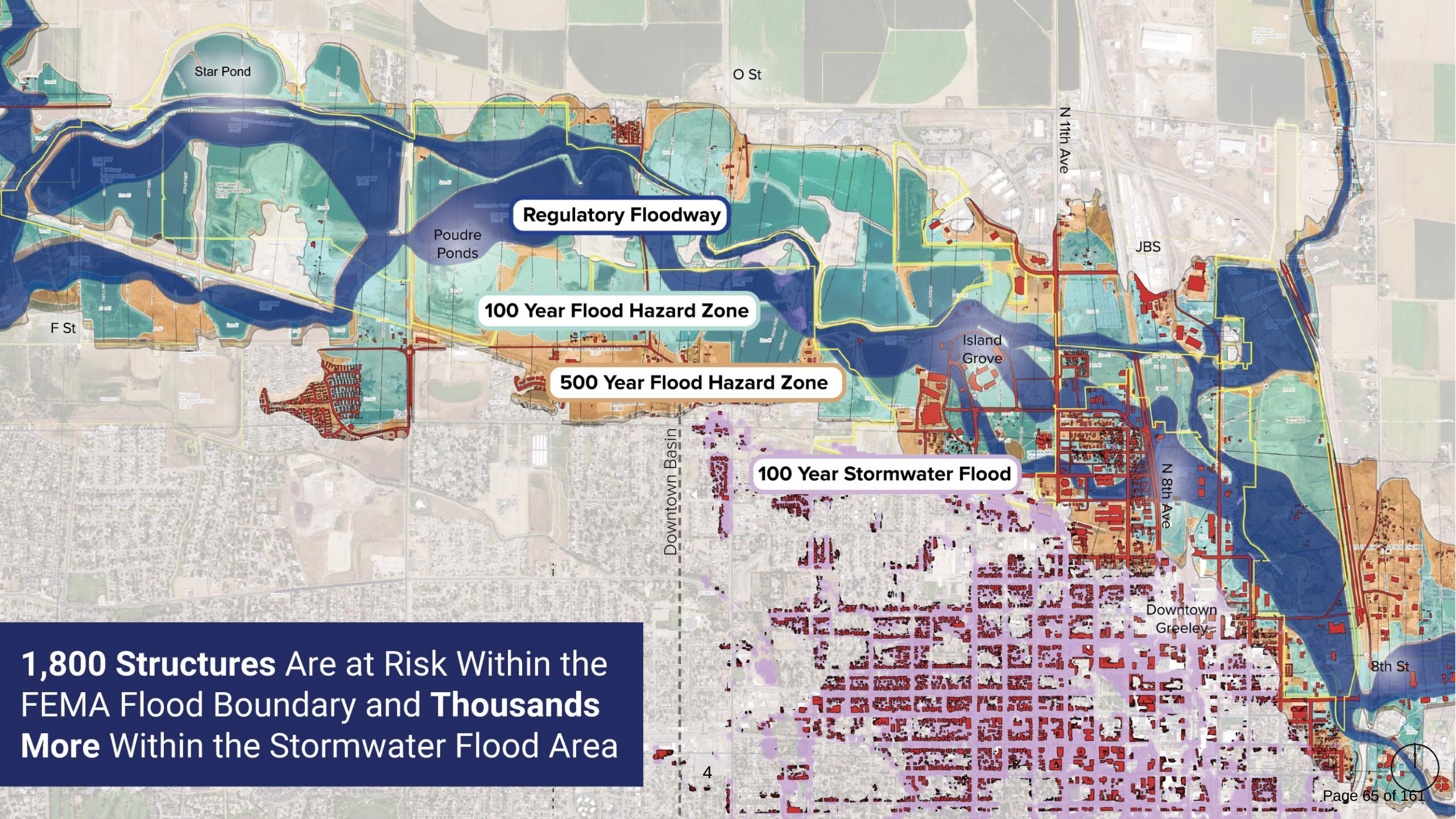
“Wildlife should be **protected and encouraged** along the river. If we don’t save and protect these areas they will be gone.”

“I would love to see more **recreational aspects with the river** like what Windsor has done.”

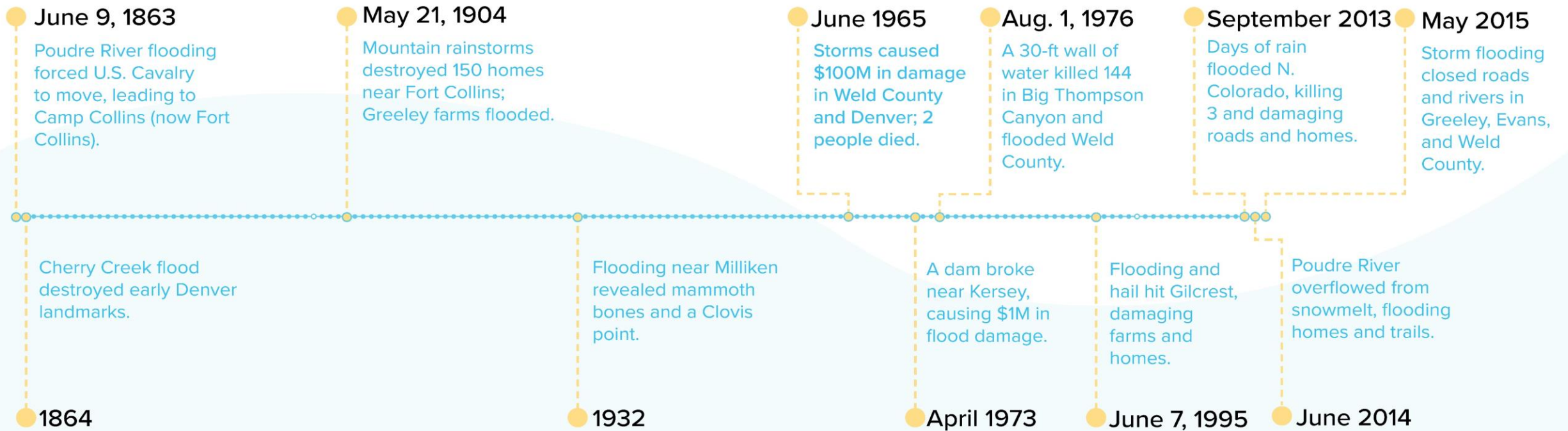
“I love riding my bike on the trail but feel unsafe riding to the trail. There needs to **be more connector trails to the Poudre Trail.**”

“Leave more space for the river. Buildings being damaged by **flooding isn’t a tragedy, it’s poor planning.**”

“Providing a paddle-friendly location and multiple fishing opportunities would **increase the value of residing in Greeley.**”



1,800 Structures Are at Risk Within the FEMA Flood Boundary and **Thousands More** Within the Stormwater Flood Area



A History of Floods in the Region

GREELEY, WELD COUNTY, COLO

AWFUL FLOOD

IT SWEEPS DOWN FROM THE HILLS ABOVE GREELEY

Entire West Half of City Submerged Doing Great Deal of Damage to Property of all Kinds

when o terprise have ha the vic In the the sto the be years. ped fro the m obliged three t One by the

LOCAL NEWS

Some Streets Flood In Greeley After 3 To 4 Inches Of Rain Falls In An Hour

July 1, 2021 / 6:20 PM M

SEVERE WEATHER

Greeley issues disaster declaration, says storm caused more than \$1.45 million in damage

A storm that moved through Greeley on Tuesday dropped large hail and c

Rocky Mountain News

Denver's Morning Newspaper

138TH YEAR, NO. 102

Published by Denver Publishing Co. Second-class postage paid at Denver, Colorado

DENVER, COLORADO 80201, MONDAY, AUG. 2, 1976

Scores dead, hundreds hurt in Big Thompson flash flood

PAGE 5



A GREAT CALAMITY VISITS CACHE LA POUDRE VALLEY

Thousands of Acres of Fruitful Land Devastated by Frightful Floods.—Homes Wrecked, Bridges Destroyed, Head-gates Washed Out, Ditches Damaged and Live Stock Drowned.

Flooding Aftermath Brings Recovery Across The Front Range

KUNC | By KUNC Staff
Published September 14, 2013 at 6:05 AM MDT

Reading Time: 9 minutes, 56 seconds



YOUR REPORTER

1 dead after eastern Greeley neighborhood floods, gets covered in more than a foot of hail

By Dillon Thomas

WATER

How 2013's Front Range floods changed the face of the region

Two years after floodwaters swept through, many immigrant families are still struggling to rebuild.

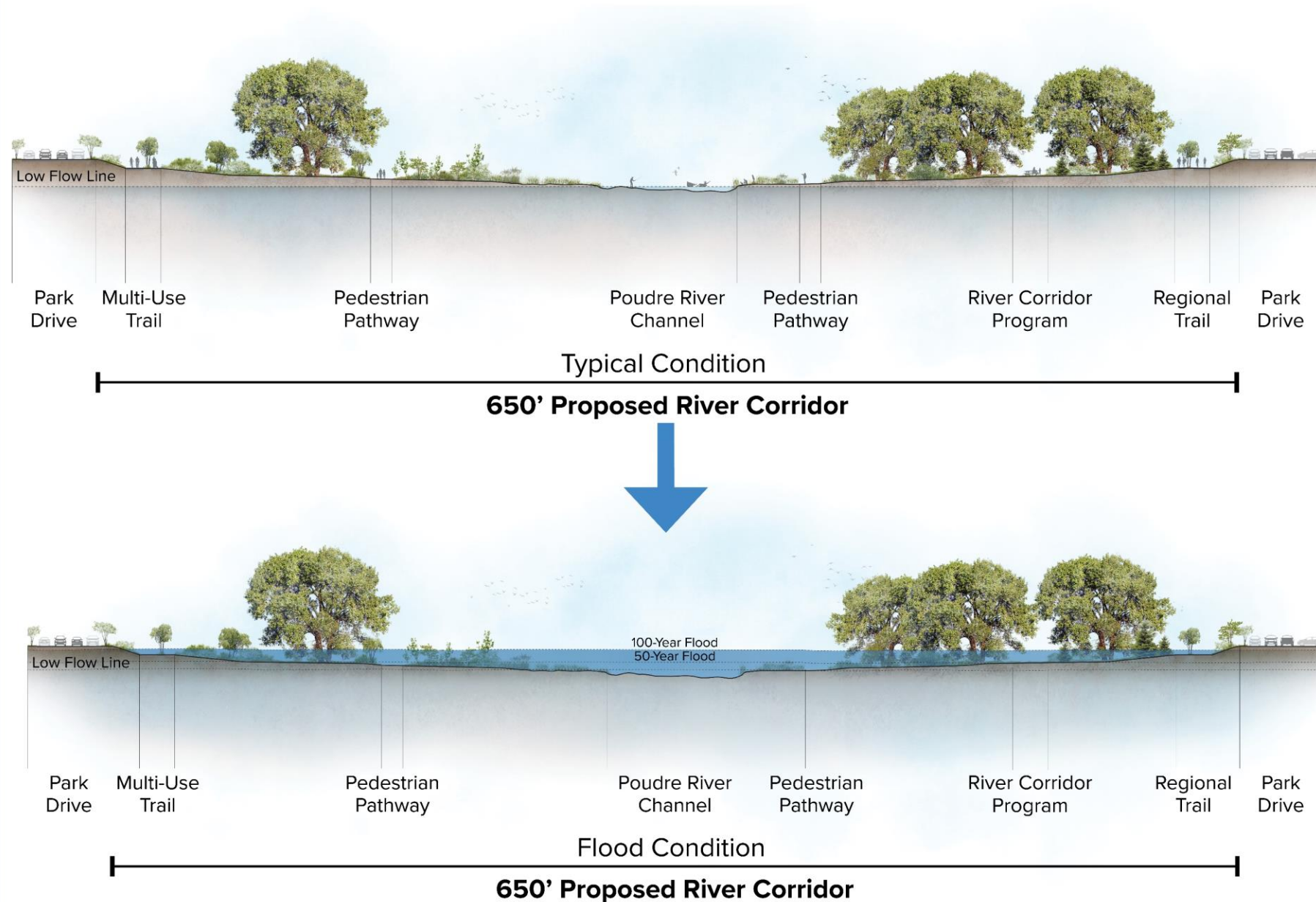
Print Email Save Article

Floods like the one in Texas can and have happened here in Colorado

By Haylee May · Jul. 7, 2025, 5:11 pm

2,000'-4,000'
Average Width of
100-Year Flood Today

Proposed River Corridor





Cedar Rapids, Iowa



Los Angeles, California

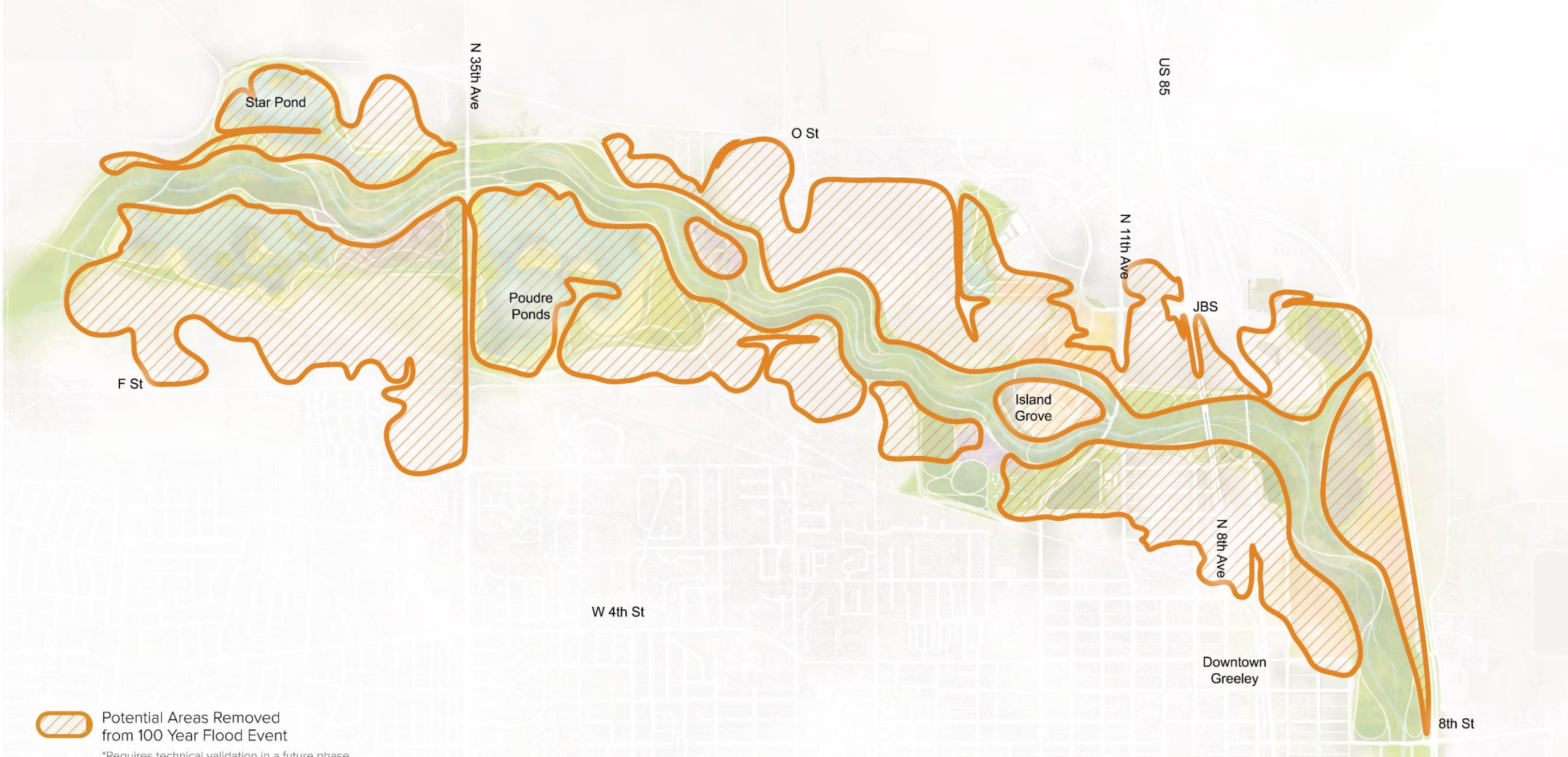
High Flood Walls & Levees Disconnect Communities from their Water



Park Programming



Updated Vision 2045



Vision 2045 Could Protect 1,480 Acres of City Fabric from Flood Events



PRRI Phase II Cost Program

- **Flood risk reduction:** Removes 1,474 acres, 1,880 structures, and 20 miles of streets from the floodplain, lowering damage and insurance costs.
- **Stormwater management:** Provides temporary water storage while improving water quality from downtown storm surges.
- **Recreation and tourism:** Expands access to high quality recreation to all ages, boosting local tourism and spending.
- **Property value increase:** Expands potential use of lands removed from floodplain, makes properties adjacent to recreation and nature more desirable.
- **Infill development:** Creates opportunity for residential and commercial development near the river corridor with nearby access to utilities that were previously at-risk of flooding.
- **Event support:** Enhances Island Grove's capacity to host large regional events while functioning as a public park.
- **Business attraction:** Establishing the river corridor as a community anchor with high quality access to nature and recreation makes Greeley more attractive to workers and, by extension, businesses.
- **Ecological and Habitat Benefits:** Extensive restoration of the river and surrounding floodplain vegetation will provide ample habitat for wildlife, increasing diversity of plants, animals and ecosystems, resulting in a more resilient landscape capable of adapting to increasing extremes.
- **Transportation improvements:** The river currently acts like a barrier to the City, the PRRI envisions promoting access along and across the corridor that will help stitch neighborhoods on both sides of the river back together.

13

Potential Community & Economic Benefits



River Corridor Program



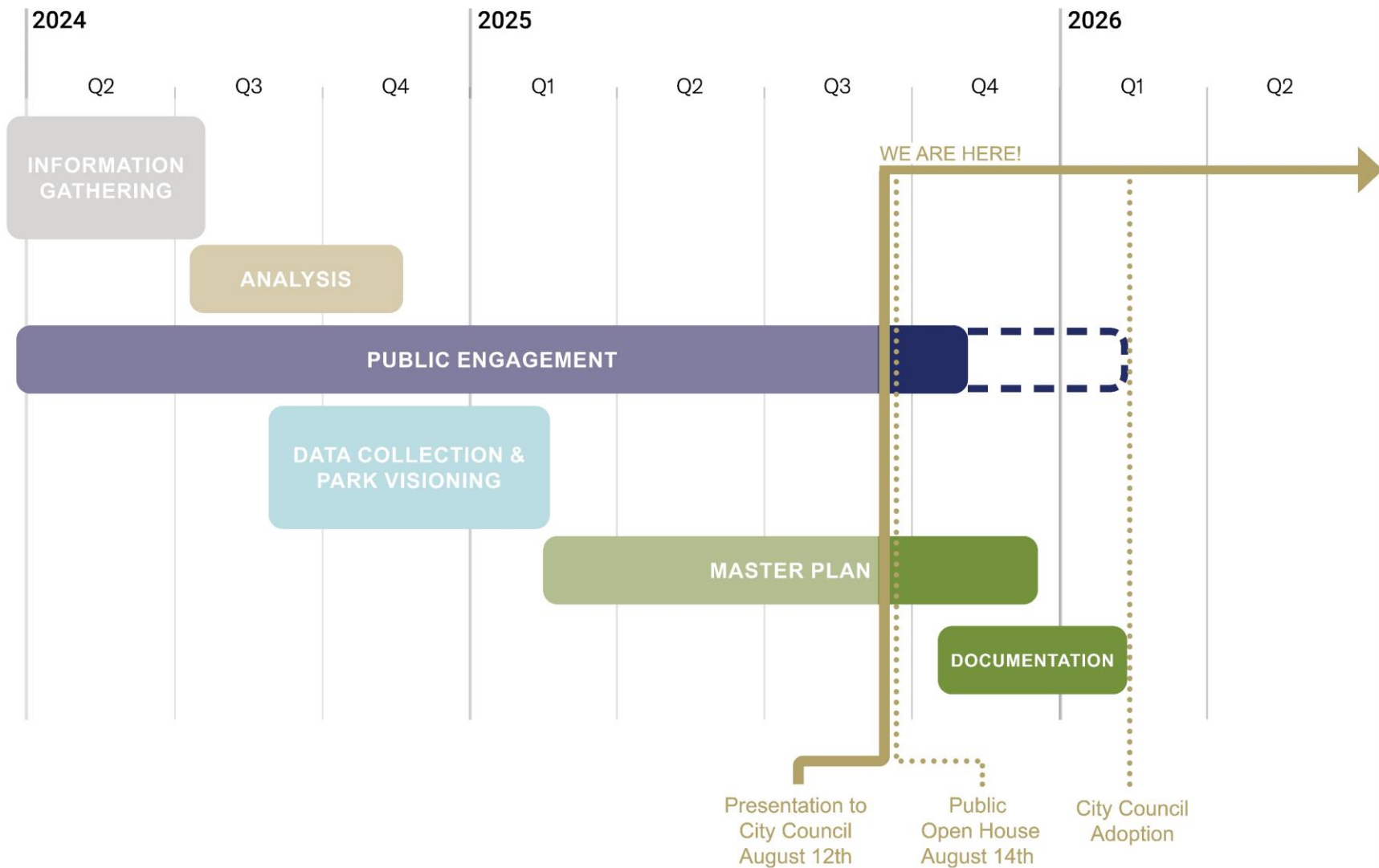
Gravel Pond Program





Upland Neighborhood Park Program





Phase 1: 2024-Assess & Plan

- Assessed flood risks, ecosystem health, and guiding principles.
- Launched a community-driven planning process.



Phase 2: 2025 – Vision & Concept Planning

- Developed long-term restoration goals and access/safety ideas.
- Continued staff, community and stakeholder engagement.



Phase 3: 2026 – Due Diligence

- Define projects and identify funding/partnership strategies.
- Advance concept development towards the confluence.
- Implementation considerations with staff input from across the organization.



Near-Term Actions (2027–2032)

- Begin early infrastructure, education, and policy efforts.
- Start permitting, approvals, and possible trail/stormwater park improvements.



Big Changes (2032–2045)

- Large-scale river and floodplain reconnection, new parks, and relocation
- Regional stormwater upgrades and continued adaptation.

Next Steps

Thank you





Work Session Agenda Summary

Item: 6.

August 12, 2025

Key Staff Contact: Paul Trombino, Managing Director, Bhooshan Karnik, Deputy Public Works Director

Title:

Downtown Stormwater Capital Improvement Projects & Utility Rate Update

Background:

This presentation will address Council initiative 7-2025. It will provide an overall update on the Stormwater Capital Improvement Projects in downtown, including the 12th Street Outfall Project.

Information will also be provided on the direction staff are taking to accelerate the stormwater improvements in downtown with the rate increases that were approved by the Council.

In 2024, City Council approved a significant increase to stormwater rates to construct collection systems, and outfalls on a faster schedule to increase the resiliency of downtown flooding and ensure downtown infrastructure is ready for redevelopment. Staff are procuring a Program Manager/General Contractor (PM/GC) to develop efficiency and schedule. The PM/GC will act as a program manager reviewing and coordinating City CIP projects within the downtown area. The city's downtown infrastructure (stormwater, water, sewer, roads) would be improved prior to the proposed downtown redevelopment.

The need to accelerate the program is not only to proactively be ready to support the downtown redevelopment opportunity, but, more importantly, to increase the resiliency of downtown to flooding and improve the water quality of the storm water that drains into the Poudre River. The program will take a holistic look at the entire downtown stormwater system and develop a Capital Improvements Program that can be constructed within 5 to 7 years and meets the primary goals of the project, which are to provide resiliency to downtown from flooding and meet regulatory water quality requirements in association with the Poudre River Restoration Initiative projects to protect the Poudre River source waters.

Data regarding the proposed 2025 rate increase, which is unchanged from what was presented in the 2024 budget process for Council awareness, will also be included.

Strategic Focus Area:

Community Vitality
Infrastructure and Mobility
Quality of Life
Safe and Secure Communities

Attachments:

1. Item 6 - Presentation

Downtown Stormwater Capital Improvement Projects & Utility Rate Update

Paul Trombino III, Managing Director
City Council Work Session | August 12, 2025



Agenda

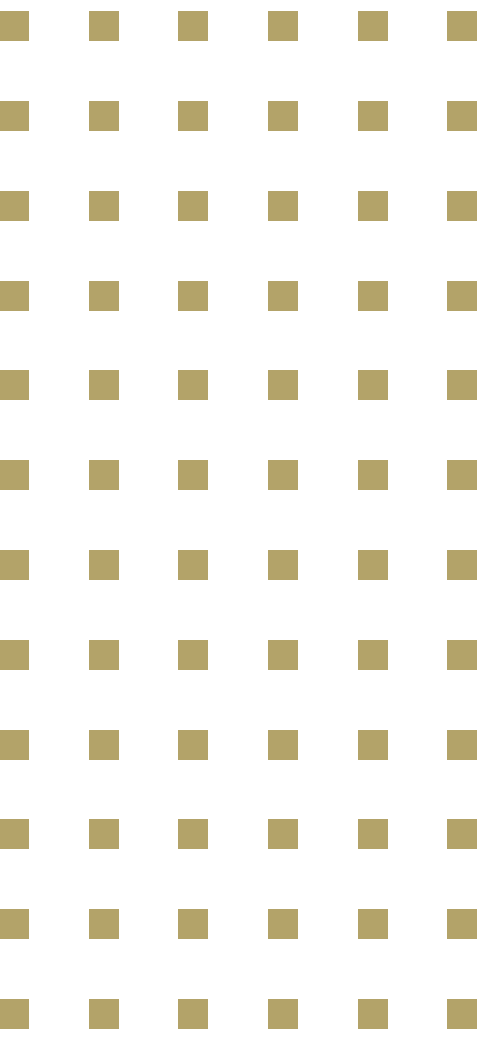
- Purpose: Informational
- Utility Enterprise Budget Overview
- Implementation of the Program Manager/General Contractor Program (PM/GC)
- Downtown Stormwater Master Plan Overview
- Stormwater Rate History & Proposed 2026 Rate
- Purpose:



Utility Enterprise Budget Overview

- The City's Utilities – Water, Sewer and Stormwater operate as **enterprise funds**.
- This means **costs are primarily covered by user fees** and the funds are self-supporting.
- Each utility reports to a board responsible for reviewing operations, capital plans and advising on policy matters.
- These funds develop in parallel to the rest of the City's budget, but are driven by a **rate-setting process**.
- Council approval is required for the overall City budget, which includes these utility budgets.
- **The Council's adopted budget is ultimately what drives the utility rate increases.**



A decorative graphic on the left side of the slide consisting of a grid of small, gold-colored squares arranged in 10 rows and 6 columns.

Program Manager / General Contractor

Implementation of the PM/GC Program

- In 2024, City Council approved a significant increase to stormwater rates to construct collection systems, and outfalls on a faster schedule to increase the resiliency of downtown flooding and ensure downtown infrastructure is ready for redevelopment.
- Staff are procuring a Program Manager/General Contractor (PM/GC) to develop efficiency and schedule
- The PM/GC will act as a program manager reviewing and coordinating City CIP projects within the downtown area.
 - The CIP projects will be across all disciplines (Engineering, Stormwater, Streets, Sidewalks, landscape, Water, Sewer, Parks, and others as needed).
 - Under the direction of the Managing Director, the PM/GC will coordinate with department directors to identify cost and schedule-saving opportunities, improve coordination, and streamline project delivery.
 - Updated data from the 2025 Downtown Masterplan flood event modeling and the Water Quality Roadmap analysis will be added for the CIP project priority analysis.

Key Considerations for PM/GC

- City's downtown infrastructure (stormwater, water, sewer, roads) would be improved prior to the proposed downtown redevelopment
- Accelerate Outfall and Collection Systems to mitigate cost increases
- Acceleration of stormwater improvements will enable design to meet 2026 regulations
- Helps make downtown resilient to flooding at a faster schedule (i.e., 7th Street Outfall critical to Downtown Core Stormwater Improvements)

Procurement Schedule PM/GC

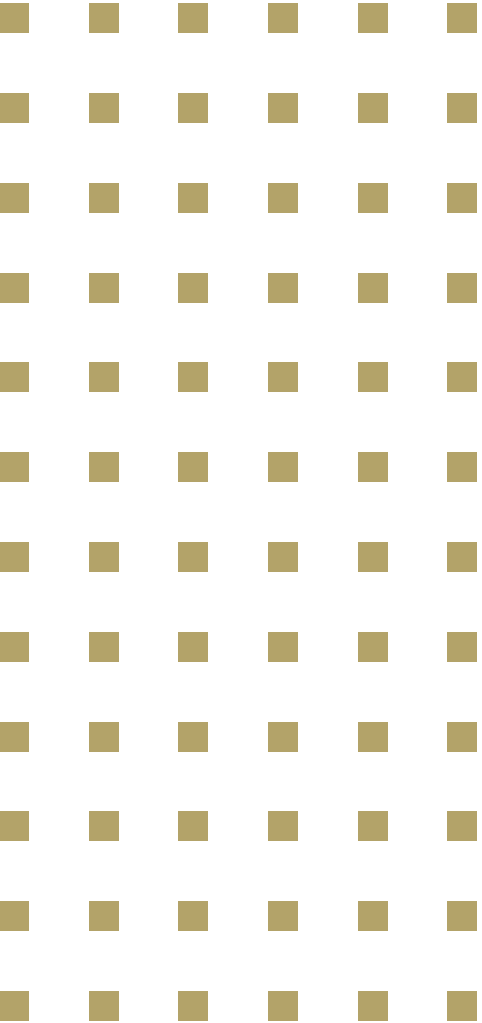
The program will take a holistic look at the entire downtown stormwater system and develop a Capital Improvements Program that can be constructed within 5 to 7 years and meets the primary goals of the project which are to provide resiliency to downtown from flooding and meet regulatory water quality requirements in association with the Poudre River Restoration Initiative projects to protect the Poudre River source waters.

RFQ Issue Date – August 8, 2025

Qualifications Due Date – September 5, 2025

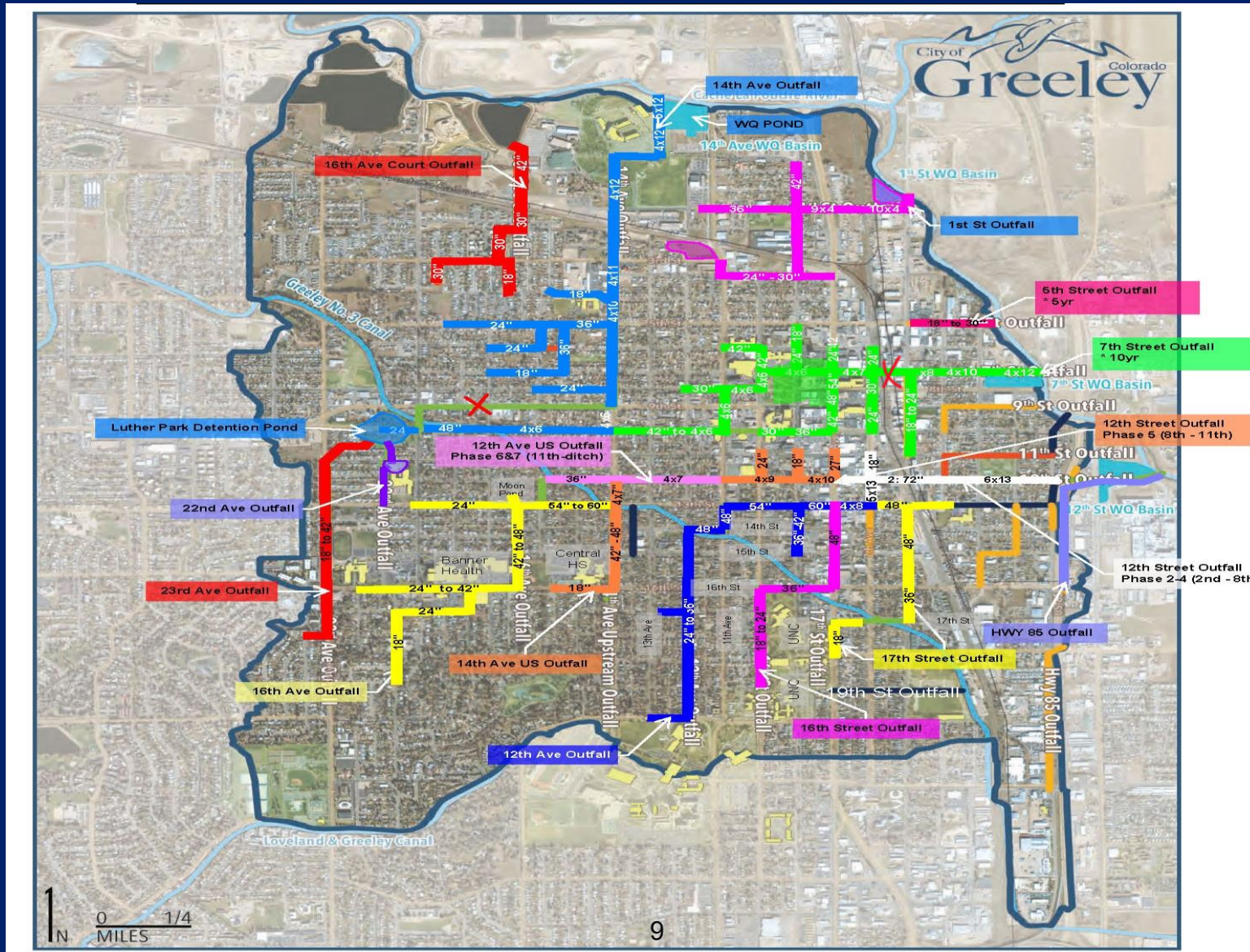
Notice of Award – September 30, 2025

Schedule subject to change

A decorative graphic on the left side of the slide consisting of a grid of small, gold-colored squares arranged in 6 columns and 12 rows.

Downtown Stormwater Capital Improvement Plan

Downtown Stormwater Master Plan Overview



Railroad Crossings
for 12th and 7th Streets Outfalls,
design 2025, construction 2026

12th Street Stormwater Outfall –
Phase 1A & 1B completed in 2025
Phases 2-4, design 2025,
construction 2026-2027

7th Street Stormwater Outfall –
Outfall and Phase 1, design 2025-
2026 to include PRRI
improvements

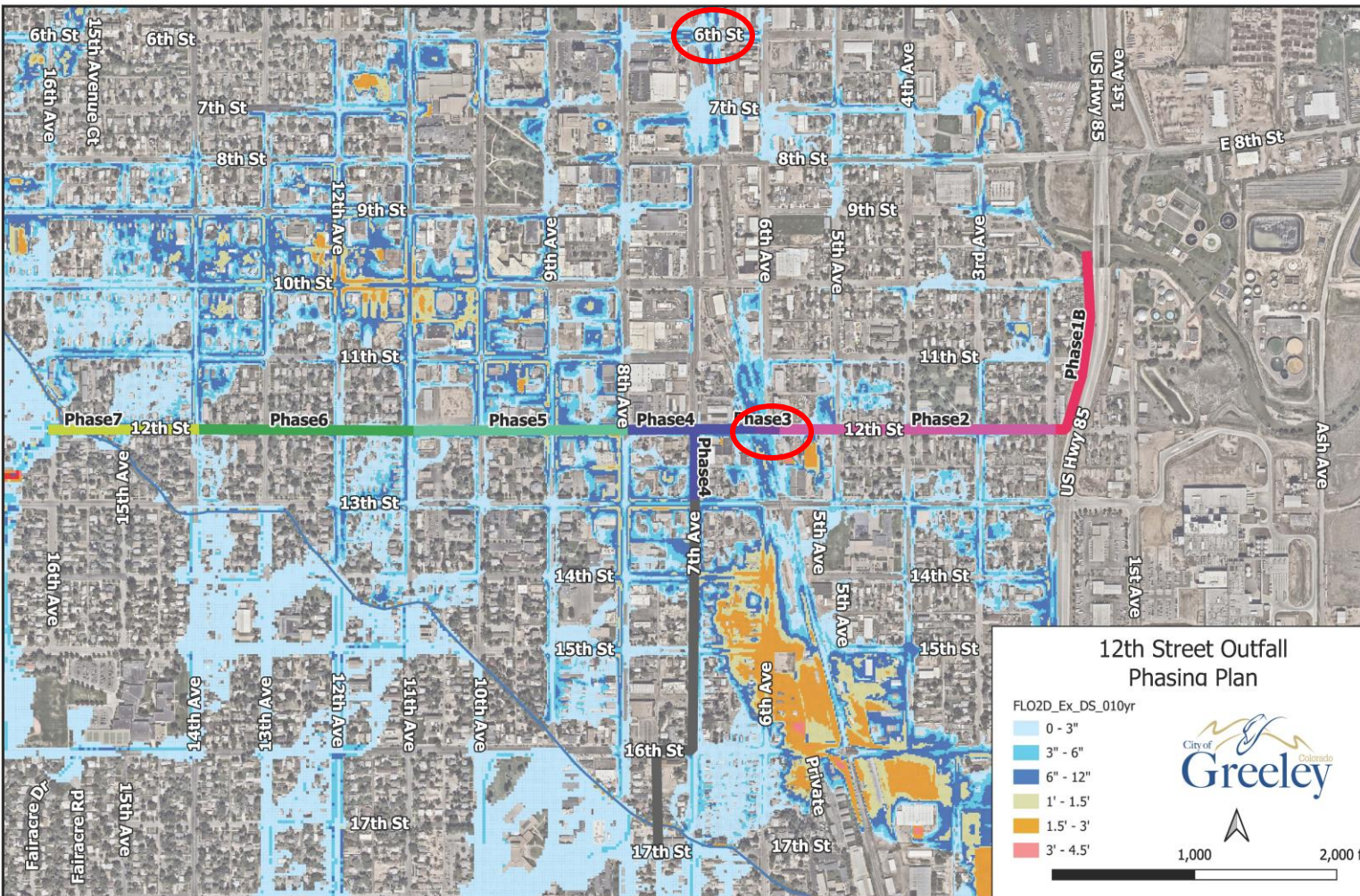
Collection System - 6th Avenue,
design 2025, construction 2026

Water Quality Roadmap –
Phase 1, due Q4 2025

2026-2035 Stormwater Projects

Project Name	Design Start	Construction
12th & 7th Streets Railroad Crossings	1/1/2025	04/30/2026
12th Street Stormwater Outfall Phases 2&4	1/1/2024	2/23/2026
7th Street Stormwater Outfall- Preliminary Design	1/1/2025	2027
6th Avenue Collection System	5/1/2025	9/1/2026
Downtown Collection System to support Outfalls	1/1/2025	6/1/2026
Water Quality Roadmap Phases 1 and 2	1/1/2025	12/31/2025
14th Avenue Stormwater Outfall	2034	
Poudre River Detention Pond Project	1/1/2025	On-Hold
6 Master Plan updates	1/1/2025	

12th Street Outfall



Current Schedule

2025

- 12th Street Phases 2-4 Design

2026

- 12th Street Phase 3 & 6th Street RR construction
- Collection System Design

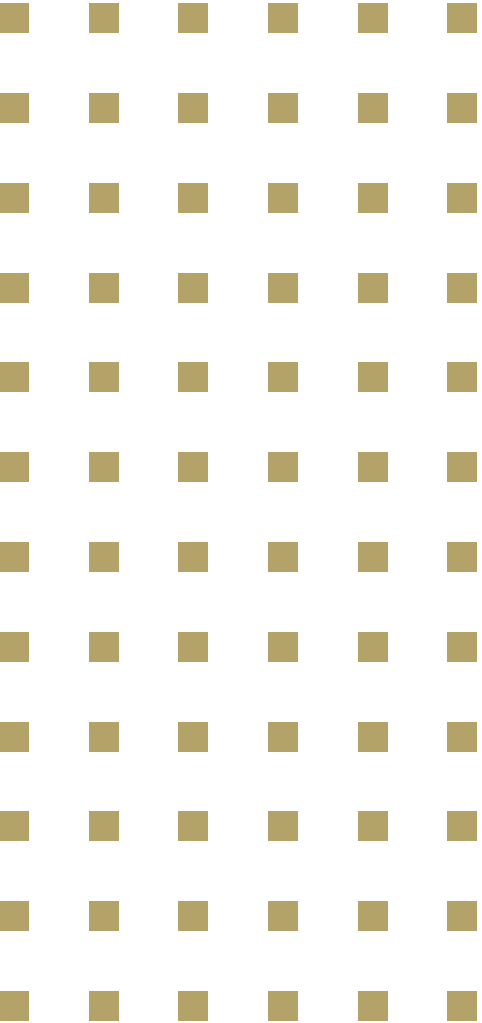
2026-2027

- 12th Street Phases 2 & 4 construction
- 6th Avenue Collection System

2027-2028

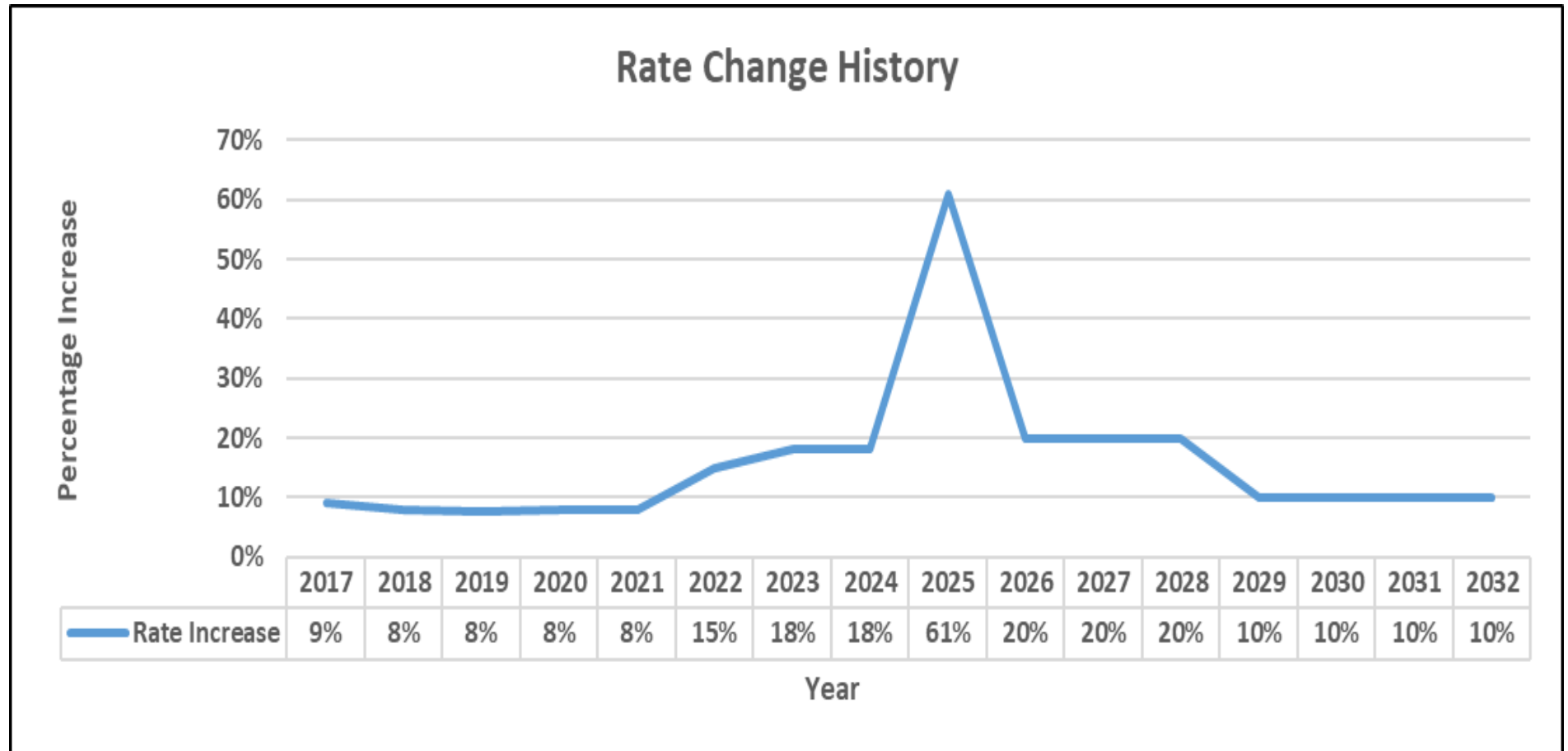
- 12th Street Phases 5-7 Design (accelerated)

 Crossing under UPRR



Stormwater Rate History & Proposed 2026 Rate

Rate History & Planned Changes



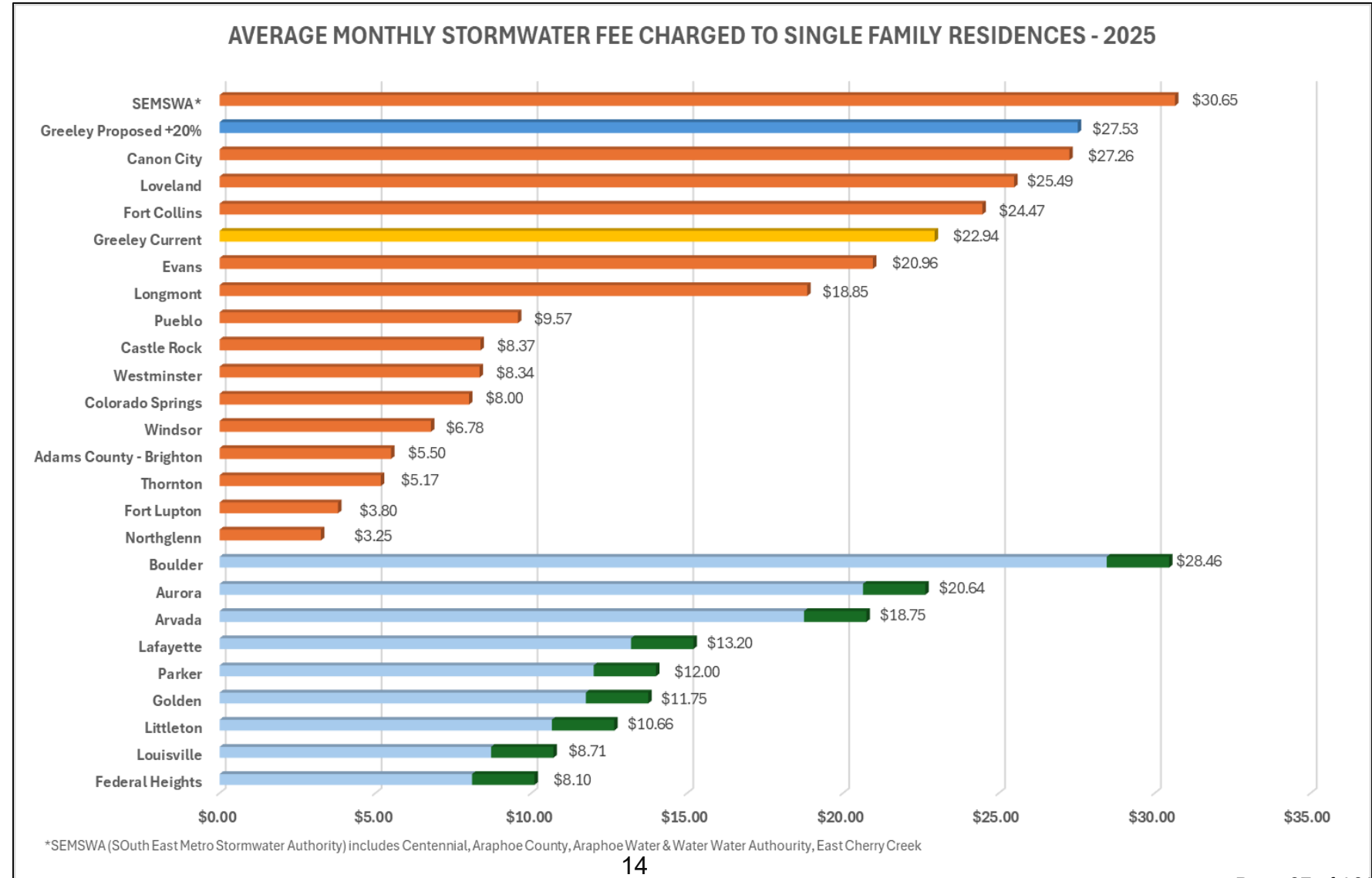
2025 Rate Comparison by City

2025 Rate Comparison
Identified 4 other municipalities raised stormwater rates between 50% to 84%.

An additional 3 raised rates between 28% to 41%.

2026 rate
increase data is not yet available.

Green bars indicate cities that pay an additional stormwater mill levy to Mile High Flood District



Thank you





Work Session Agenda Summary

Item: 7.

August 12, 2025

Key Staff Contact: Sean Chambers, Water & Sewer Director

Title:

2026 Utility Enterprises Operating and Capital Budgets

Background:

The Water & Sewer Department staff have prepared a proposed 2026 budget for the Water & Sewer Enterprises. The utility enterprises are governmental, not-for-profit water and wastewater utility businesses. The proposed 2026 utility enterprise budgets include operation and maintenance costs, debt service, and capital investments in water and wastewater systems.

The Water and Sewer enterprises face challenging short-term economics with growth in Greeley not meeting the projected targets, and sustained impacts of water efficiency from single-family customers. Data analytics on Greeley residential customers shows that across the city, regardless of geographic location, demographics or income level, Greeley's residential customers are using 30% less water on an annual basis than they did in 2005. As Greeley homeowners replace appliances and fixtures with more water-efficient models, and new subdivisions are built on much smaller lots, water demand remains on a consistent decline, and customer growth has not kept pace or replaced the conserved water demand.

The Water & Sewer Department staff have adjusted the per-account water use to align with observed data and reduced the rate of customer growth in the utility rate and fee model. In accordance with those changes, staff are recommending a lean budget that focuses on regulatory compliance and the core mission of delivering safe, reliable water and wastewater treatment services.

Strategic Focus Area:

Infrastructure and Mobility

Attachments:

1. City of Greeley - Water & Sewer 10-Year CIP 2026-2035
2. Item 7 - Presentation

	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	CITY OF GREELEY - WATER & SEWER 10-YEAR CIP 2026-2035														<i>Revised July 9, 2025</i>
2	Project Count: 121 • Project new to CIP this year														
3	WATER CONSTRUCTION														
4	Supply	Driver	Description	PM	2026 to 2035	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
5	Terry Ranch Water Development	Master Plan	An aquifer supply & storage project for long term water	Jim Paulson	15,868,000						6,908,000		8,960,000		
6	Poudre Ponds Site Restorations-Pond C	Master Plan	Fill Pond C, grade and reseed site to get released from	Ryan Duve	5,000,000				700,000	4,300,000					
7	Ogilvy and Lone Tree Bypass	Regulatory	Ogilvy ditch bypass structure.		970,000				970,000						
8	29th Street Multifamily Regional Pump Station	Master Plan	New regional non-pot pump station as part of the 29th	Ryan Duve	2,627,000	2,627,000									
9	Gallery Green Regional Pump Station	Master Plan	New regional non-pot pump station by Gallery Green a	Ryan Duve	2,353,000				2,353,000						
10	Cobblestone Regional Pump Station	Master Plan	New regional non-potable pump station by private dev	Ryan Duve	3,234,000		3,234,000								
11	Drakes Crossing Area Conversion	Master Plan	Drakes Crossing Area Conversion from potable irrigatio	Ryan Duve	106,000							106,000			
12	Monfort Park Non-Pot System Expansion	Master Plan	8" pipeline within Monfort Park to supply non-pot water	Ryan Duve	389,142						389,142				
13	Mosier Hill Area Conversion	Master Plan	Mosier Hill Area conversion from potable irrigation to r	Ryan Duve	1,788,000								1,788,000		
14	Poudre Ponds Water Quality Improvements	Operations	Conduct study to reduce odors from Ponds A and B at t	Ryan Duve	430,000			100,000	330,000						
15	SA-14 Shupe Regional NPPS	Master Plan	New regional non-potable pump station by private dev	Ryan Duve	4,782,000								4,782,000		
16	Village Coop (Centerplace) Conversion	Master Plan	Extending Monfort Park and Greeley West pump statio	Ryan Duve	2,000,000							2,000,000			
17	University Acres Area Conversion	Master Plan	To extend non-potable water to three properties locat	Ryan Duve	356,000							356,000			
18	Fox Hill Area Conversion	Master Plan	Fox Hill Area conversion from potable irrigation to non	Ryan Duve	1,500,000							1,500,000			
19	Centennial Park Area Conversions	Master Plan	Non-potable system conversions along Centennial Park	Ryan Duve	1,064,504					1,064,504					
20	Irrigation Pump Station Upgrades	Operations	Upgrades to existing irrigation pump stations	Ryan Duve	5,034,000	510,000	468,000	476,000	484,000	493,000	502,000	511,000	520,000	530,000	540,000
21	Centennial Park Non-Pot Pump Station	Master Plan	Non-potable pump station to serve Centennial Park and	Ryan Duve	2,685,336		20,000	2,665,336							
22	Pleasant Valley Pipe & Pump Station		Pipeline to Overland Trail ponds	Cole Gustafson	3,000,000										3,000,000
23	Treatment														
24	Bellvue Residuals Gravity Thickener	Operations/MP	2nd residual gravity thickener for increased capacity &	Keri Fishlock	7,930,000				500,000	7,430,000					
25	Transmission & Distribution														
26	Distribution Line Extension & Oversizing	Operations/MP	Development reimbursement for water line oversizing	Derek Hannon	1,628,000	161,000	163,000	163,000	163,000	163,000	163,000	163,000	163,000	163,000	163,000
27	Water Taps	Operations	City installed taps for new development or removing co	Keri Fishlock	750,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
28	New Construction Meters	Master Plan	City installed meters for new development (reimbursed	Adam Prior	450,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000
29	Non-Potable Waterline	Master Plan	Dependent on roadwork - install new non-potable line,	Ryan Duve	11,577,893	1,050,000	1,102,500	1,157,625	1,215,506	1,276,282	1,340,096	1,407,100	1,477,455	1,551,328	
30	35th Ave Non-Potable Waterline Ph II	Const. Coord/MP	Phase 2 to install a 24" non-potable pipeline as part of	Adam Prior	1,523,316			1,523,316							
31	Zone 2 & North of River Storage Tank	Master Plan	Severance IGA, storage tank, and transmission line for	Adam Prior	8,055,000	260,000			7,795,000						
32	Bellvue Pipeline Gold Hill	Master Plan	Gold Hill segment will allow gravity service to Gold Hill.	Jim Paulson	10,530,000	10,515,000	15,000								
33	35th Avenue Water Line Extension F to O St	Master Plan	Water pipeline to be installed in advance of City and Co	Cort Nickel	2,770,000			2,770,000							
34	Bulk Water Stations	Operations	Installation of three new bulk water stations to replace	Cort Nickel	310,000		310,000								
35	Water System Expansion for North Greeley	Master Plan	Waterline extensions on 59th, 71st, 83rd, 95th Avenue	Rebecca Andrus	8,970,000			675,000	2,450,000	150,000	3,230,000	150,000	2,090,000	225,000	
36	Zone 4 New Water Tower	Master Plan	2MG Water Tower adjacent to the existing Water Tower	Keri Fishlock	14,838,000								710,000	14,128,000	
37	New Vehicle and Equipment Purchases - Water	Operations	Purchase of new vehicles and equipment.	Virgil Pierce	1,174,500	49,500	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000	125,000
38	Upper Equalizer	Master Plan	Construct pump station and pipeline connections to ex	Ryan Duve	21,485,635	50,000				594,750	6,959,625	8,063,231	5,718,029	100,000	
39	SUB-TOTAL WATER CONSTRUCTION				145.2M	\$ 15,342,500.00	5.6M	9.8M	17.2M	15.1M	13.4M	13.4M	28.8M	22.6M	4.0M
40															
41	WATER CAPITAL REPLACEMENT														
42	Supply	Driver	Description	PM	2026 to 2035	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
43	Milton Seaman Outlet Works	Operations/Reg.	Replacement of Milton Seaman reservoir outlet gates	Ryan Duve	5,895,200	5,895,200									
44	Non-Potable Replacement and Rehabilitation	Maintenance	Maintenance and expansion of Greeley's existing non-p	Ryan Duve	5,879,400	566,100	587,500	609,000	520,800	542,800	565,100	587,600	610,400	633,400	656,700
45	Ancillary system Improvements	Maintenance	Irrigation ditch system assessments and City maintain	Ryan Duve	630,000	54,000	56,000	58,000	60,000	62,000	64,000	66,000	68,000	70,000	72,000
46	Bellvue Intake Maintenance Project Phase 2	Maintenance	Repair damages to Bellvue raw water intake structure		8,285,000				8,210,000	75,000					
47	Lake Loveland Tower Cover	Maintenance	Replace one fiberglass cover over the Lake Loveland intake tower		310,000	310,000									
48	•Barnes Meadow Reservoir Upper Outlet Gate Repair		Repair of the leaking gate.	Cole Gufstason	100,000			100,000							
49	Grapevine Tailwater Pipeline Partial Replacement	Operations	Slip line the 12" Corrugated Metal Pipe crossing 10th S	Ryan Duve	405,000	205,000	200,000								
50	Cottonwood Park Non-Potable Pond Lining	Operations	Install plastic pond liner within Cottonwood Pond	Ryan Duve	1,533,600								1,533,600		
51	Treatment														
52	Boyd Process Improvements	Maintenance	Improvements to the treatment infrastructure at the B	Keri Fishlock	22,950,000								22,950,000		
53	Boyd Sedimentation Basin Repair	Maintenance	Repair concrete erosion within the sedimentation basin	Keri Fishlock	880,000		880,000								
54	Bellvue WTP General Rehab	Maintenance	General maintenance projects or unanticipated rehab	Keri Fishlock	6,350,000	650,000	650,000	650,000	650,000	650,000	620,000	620,000	620,000	620,000	620,000
55	Boyd WTP General Rehab	Maintenance	General maintenance projects or unanticipated rehab	Keri Fishlock	7,849,750	1,287,750	1,061,000	951,000	650,000	650,000	650,000	650,000	650,000	650,000	650,000
56	Boyd Pump Station Intake Valve	Master Plan	Replace a non functional intake valve at the Boyd Lake	Keri Fishlock	500,000		500,000								
57	Bellvue 20 MGD Treatment Trains-Ph. 2	Maintenance/MP	20 MGD replacement of the flocculation/sedimentatio	Keri Fishlock	61,300,000								4,350,000	56,950,000	
58	Bellvue Filter Media Replacement	Maintenance	Filter media analyzed for remaining absorption, and if r	Keri Fishlock	2,750,000		2,750,000								
59	Bellvue Flocculator / Sedimentation Building Rehab	Maintenance	Upgrades for Bellvue buildings to repair and reduce co	Keri Fishlock	631,250	631,250									
60	Bellvue Switchgear Replacement	Maintenance	Bellvue switchgear replacement	Mathew Finch	900,000	460,000	440,000								
61	Bellvue and Boyd WTP Electrical Upgrade	Maintenance	Replace existing electrical equipment in the chemical b	Tery Johnson	4,655,500	308,000	165,000	1,030,000	1,045,000	660,000	550,000	512,500	385,000		
62	Transmission & Distribution														
63	Transmission System Rehab.	Maintenance	Replacement and rehabilitation of transmission lines	Cort Nickel	12,235,000	886,000	686,000	2,411,000	686,000	686,000	2,411,000	686,000	686,000	2,411,000	686,000
64	Distribution Pipeline Replacements	Maintenance	Replaces lines based on leak history or increase size	Cort Nickel	55,567,543	4,823,000	5,112,380	5,419,123	5,744,720	5,744,720	5,744,720	5,744,720	5,744,720	5,744,720	5,744,720
65	Treated Water Reservoir Rehabilitation	Maintenance	Maintenance and minor repairs to the treated water re	Clayton Orback	3,379,650	566,050	225,050	137,050	889,450	137,050	285,000	285,000	285,000	285,000	285,000
66	Instrumentation & Controls - Water	Operations	Maintains SCADA systems and control panels	Mathew Finch	2,010,000	201,000	201,000	201,000	201,000	201,000	201,000	201,000	201,000	201,000	201,000
67	Meter Replacement	Maintenance	Replace meters that become inaccurate or failing	Derek Hannon	1,000,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
68	Valve Replacement	Maintenance	Replaces failed valves on system with over 12,000 valve	Damen Ratliff	2,750,000	275,000	275,000	275,000	275,000	275,000	275,000	275,000	275,000	275,000	275,000
69	Fire Hydrant Replacement	Maintenance	Replace hydrants that do not meet current city standar	Brandon Valencia	2,140,000	214,000	214,000	214,000	214,000	214,000	214,000	214,000	214,000	214,000	214,000
70	W&S Facilities Program	Operations	Site will be developed to house W&S operational crews	Jim Paulson	43,550,000		43,300,000	250,000							

	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	CITY OF GREELEY - WATER & SEWER 10-YEAR CIP 2026-2035														
2	Project Count: 121 • Project new to CIP this year														
71	Transmission Customers Re-Route	Operations	Existing transmission line customers moved to other waterline	Adam Prior	1,820,000	200,000	200,000	200,000	200,000	20,000	200,000	200,000	200,000	200,000	200,000
72	23rd Ave Reservoir Replacement	Maintenance	Rerated water reservoir at 23rd Ave to replace reservoir	Jim Paulson	20,399,705	3,579,705	3,900,000						430,000	12,490,000	
73	Mosier Reservoir Rehab and Optimization	Master Plan	Design and construction based on optimization study completed	Jim Paulson	10,400,000			2,000,000		3,700,000	2,250,000	2,450,000			
74	9th and 10th Street Waterline Replacement	Master Plan	Install 8" waterline to replace the existing 4" on 9th and 10th	Cort Nickel	3,675,002	300,000		1,687,501	1,687,501						
75	Island Grove Park Waterline Replacement	Master Plan	Install 16" waterline to replace existing 8" on D Street from 10th St to D St	Cort Nickel	1,605,000	1,605,000									
76	Transmission System Corrosion Protection	Maintenance	Repair and enhance the cathodic protection system in transmission lines	Cort Nickel	1,725,000	365,000	365,000	365,000	280,000	150,000	50,000	50,000	50,000	50,000	
77	Zone 4 Electrical Upgrade	Maintenance	Existing Zone 4 electrical system is at end of life and needs replacement	Mathew Finch	350,000	350,000									
78	Transmission Line Replacement - Bellvue #1 and #2 - 8th Avenue	Operations	Transmission line realignment: 4th Street and 89th Avenue	Cort Nickel	4,714,250			350,000	4,364,250						
79	8th Avenue Waterline Replacement	Master Plan	Install new 8-12" waterline to replace the existing 4-12" waterline	Cort Nickel	3,482,000				250,000	2,212,000	1,020,000				
80	14th Ave from 8th St to D st Waterline Replacement	Master Plan	Waterline replacement 14th Ave from 10th St to D st.	Adam Prior	3,581,600								460,000	3,121,600	
81	Waterline Replacement for Strategic Growth	Master Plan	Replace waterlines to support economic development in downtown Greeley	Adam Prior	5,610,000		275,000		275,000	5,060,000					
82	•Downtown Water System Replacement		Replacement of downtown waterlines ahead of civic center	Cort Nickel	2,000,000	300,000	1,700,000								
83	Lead Service Line Replacement	Regulatory	Replacement of lead and galvanized service lines from 1980s	Keri Fishlock	1,850,268	1,850,268									
84	Studies & Others														
85	Distribution System Model & Master Plan Update	Master Plan	Study to determine needed water distribution system improvements	Clayton Orback	850,000		275,000	575,000							
86	Water Capital Outlay Replacement	Maintenance	Replacement of rolling stock: trucks, loaders, etc.	Virgil Pierce	14,513,249	1,061,454	820,922	1,303,521	758,195	1,698,688	1,463,874	1,944,026	1,722,436	1,840,787	1,899,346
87	Risk & Resiliency Projects	Master Plan	Risk mitigation projects per the 2020 Risk & Resiliency Study	Tery Johnson	528,000		363,000		165,000						
88	Risk & Resiliency Study and Emergency Response Plan	Master Plan	Periodic update to the Risk & Resiliency Study evaluation	Adam Prior	245,000					245,000					
89	Non-Potable Water Master Plan Update	Master Plan	Master Plan for non-potable systems	Ryan Duve	325,000		325,000								
90	EPA and State Regulation Driven Cybersecurity Upgrade	Regulatory	Upgrades to department cybersecurity and SCADA systems	Tery Johnson	4,022,800	1,044,200	1,061,800	783,900	929,400	115,500	88,000				
91	SUB-TOTAL WATER CAPITAL REPLACEMENT					336.1M	28.1M	66.7M	19.7M	28.2M	23.2M	16.8M	14.6M	41.5M	85.9M
92															
93	WATER RIGHTS ACQIUSTION														
94		Driver	Description	PM	2026 to 2035	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
95	Future Water Acquisition	Master Plan	Acquisition of additional water supplies for future use	Cole Gustafson	90,935,000	13,745,000	10,440,000	10,635,000	10,825,000	7,025,000	7,225,000	7,435,000	7,645,000	7,865,000	8,095,000
96	Non-tributary groundwater SLB Change Case	Master Plan	Change case for non-tributary groundwater right in the Poudre Basin	Leah Hubbard	365,000	115,000	100,000	100,000		50,000					
97	Water Resources Database Build		Construction of a database to use for Water Rights tracking	Brian Von Segger	100,000	100,000									
98	Integrated Water Resources Plan Update	Master Plan	Periodic update to the 2023 Integrated Water Resources Plan	Matt Sparacino	310,000		310,000								
99	NISP Response and Management	Maintenance	Greeley response to Northern Integrated Supply Project	Kelen Dowdy	500,000	250,000	250,000								
100	Big Thompson Source Water Assessment and Protection	Maintenance	Multi-year collaborative effort to protect Greeley's Big Thompson	Michaela Jackson	8,000		8,000								
101	Poudre Basin Model Update	Master Plan	Update of the PBM for simulated water supply infrastructure	Matt Sparacino	210,000		210,000								
102	Interruptible Supply/ATM	Master Plan	Planning for interruptible supply project	Brian Von Segger	775,000						775,000				
103	City of Greeley and United States Forest Service Land Exchange	Exchange	Coordinate with USFS for a land exchange of property in the Poudre Basin	Cole Gustafson	130,000	25,000	30,000	35,000	40,000						
104	Overland Trail Gravel Pits	Master Plan	Greeley and Tri-Districts partnership for approximately 100,000 cu yd	Cole Gustafson	9,490,000	30,000	1,030,000	1,030,000	5,340,000	1,030,000	1,030,000				
105	SUB-TOTAL WATER RIGHTS ACQUISITION					102.8M	14.3M	12.1M	12.1M	16.2M	8.1M	9.0M	7.4M	7.6M	8.1M
106															
107	WATER TOTAL					584.1M	57.7M	84.3M	41.6M	61.6M	46.4M	39.2M	35.4M	78.0M	23.7M

	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	CITY OF GREELEY - WATER & SEWER 10-YEAR CIP 2026-2035														<i>Revised July 9, 2025</i>
2	Project Count: 121 • Project new to CIP this year														
108															
109	SEWER CONSTRUCTION														
110	Collection	Driver	Description	PM	2026 to 2035	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
111	Sanitary Sewer Manholes & Taps	Operations	Manholes added for operation and maintenance benefit	Tony Braun	790,000	79,000	79,000	79,000	79,000	79,000	79,000	79,000	79,000	79,000	79,000
112	N. Greeley Sewer Phase IIA	Master Plan	Provides service north of the Poudre River and along Highway 101	John Goin	30,000	10,000	10,000	10,000							
113	Collection Line Extension and Oversizing	Operations	Expansion of the wastewater collection system for its life expectancy	John Goin	450,000		450,000								
114	Lift Station 9	Master Plan	Growth driven capital project identified in the 2020 sewer master plan	John Goin	13,180,000			1,580,000	5,800,000	5,800,000					
115	New Vehicle and Equipment Purchases - Wastewater	Operations	Purchase of new vehicles and equipment	Virgil Pierce	650,000	20,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000
116	Lift Station 9 Flow Diversion	Master Plan	Construction of 11,200 LF of 21" gravity sewer main from Lift Station 9 to Lift Station 10	John Goin	11,860,000			100,000	1,110,000	10,650,000					
117	Treatment														
118	WTRF Capacity Expansion	Master Plan	Increase total treatment capacity for loads and flows that exceed current capacity	Cadee Oakleaf	17,475,000									17,475,000	
119	WTRF Odor Control	Operations	Design and construction of odor control measures at Wastewater Treatment Resource Facility	Cadee Oakleaf	12,550,000			1,060,000	5,900,000			890,000	4,700,000		
120	SUB-TOTAL SEWER CONSTRUCTION				57.0M	109.0K	609.0K	2.9M	13.0M	16.6M	149.0K	1.0M	4.8M	17.6M	149.0K
121															
122	SEWER CAPITAL REPLACEMENT														
123	Collection	Driver	Description	PM	2026 to 2035	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
124	Trenchless Main and Collector Rehab	Maintenance	Cured in place pipe repair of sanitary system	John Goin	6,000,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000
125	Sewer Collection System Rehabilitation	Maintenance	Lines smaller than 6" identified for replacement and system upgrades	John Goin	3,830,000	475,000	595,000	345,000	345,000	345,000	345,000	345,000	345,000	345,000	345,000
126	Wastewater Flow Monitoring Program	Maintenance	Install flow meters on trunk lines for flow monitoring	John Goin	400,000		80,000		80,000		80,000		80,000		80,000
127	8th Ave Sewer Storm MH Conflict	Maintenance	Replacement of two pipes currently flow through a storm sewer	John Goin	646,000		56,000	130,000	460,000						
128	Highland Hills Bittersweet Sewer Capacity	Master Plan	Upsize approximately 2,300 feet of sewer main across the city	John Goin	2,000,000		2,000,000								
129	Highland Hills 35th Ave Sewer Capacity	Master Plan	Upsize approximately 1,800 feet of sewer main in 35th Avenue	John Goin	2,100,000		2,100,000								
130	Central 16th St Sewer Replacement	Master Plan	Upsizing sewer main across Greeley Central's baseball field	John Goin	2,205,000			305,000	1,900,000						
131	North Poudre RR Sewer Phase I	Master Plan	Deficiency driven capital project identified in the 2020 sewer master plan	John Goin	9,380,000					1,280,000	8,100,000				
132	Stampede Arena Sewer Improvement	Operations	Sewer main realignment 1,000' new 8" along the west side of the arena	John Goin	595,000	595,000									
133	Garden City Sewer Capacity Improvement	Operations	Upsize or steepening critical lines located between 23rd and 31st	John Goin	1,350,000	200,000	1,150,000								
134	Collections Replacement for Strategic Growth	Master Plan	Replacement projects to facilitate strategic growth of the city	Adam Prior	4,580,000			520,000		4,060,000					
135	•Downtown Sewer Replacement		Replacement of the downtown sewer system ahead of the 2030 census	John Goin	1,050,000	300,000	750,000								
136	Treatment														
137	General Rehabilitation Projects	Maintenance	Small or unanticipated maintenance projects	Cadee Oakleaf	4,242,500	672,500	740,000	375,000	325,000	355,000	355,000	355,000	355,000	355,000	355,000
138	WTRF Blower Replacement Phase 2	Master Plan	Replacing expiring and aged out blowers used for aerating	Cadee Oakleaf	7,866,574					848,720	7,017,854				
139	Instrumentation & Controls - Wastewater	Operations	Maintains SCADA systems and control panels	Mathew Finch	2,378,000	237,800	237,800	237,800	237,800	237,800	237,800	237,800	237,800	237,800	237,800
140	WTRF Regulatory Support	Regulatory	Study effluent temperature issues for possible new regulation	Cadee Oakleaf	690,000	60,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000	70,000
141	WTRF Secondary Clarifier Upgrades	Master Plan	Upgrades to secondary clarifier tanks	Cadee Oakleaf	12,025,000	765,000	5,560,000	5,700,000							
142	WTRF Secondary Digesters Rehabilitation	Master Plan	Rehabilitation of secondary digesters	Cadee Oakleaf	2,910,000			490,000	2,420,000						
143	WTRF Electrical Rehabilitation	Maintenance	Replacement of end of life electrical components and distribution	Tery Johnson	6,505,000	340,000	1,824,000	1,020,000	397,000	912,000	1,308,000	374,000	330,000		
144	WTRF Regulation 31 Improvements	Master Plan	Rehab projects needed to meet regulation 31 updates	Cadee Oakleaf	7,175,000									7,175,000	
145	Studies & Others														
146	Balsam Ave and LS9 Capacity Assessment	Master Plan	The Masterplan identified deficiencies in the Balsam Avenue	John Goin	140,000	140,000									
147	Sewer Capital Outlay Replacement	Maintenance	Replacement of rolling stock: trucks, loaders, etc.	Virgil Pierce	5,396,461	451,588	598,042	655,763	1,237,347	540,423	271,262	192,777	50,000	806,352	592,907
148	Sanitary Sewer Master Plan Update	Master Plan	Master plan update for city sewer system due for 2027	John Goin	850,000			850,000							
149	Wastewater Treatment Master Plan Update	Master Plan	WTRF Master Plan updates	Cadee Oakleaf	3,140,000					930,000				2,210,000	
150	Risk & Resiliency Study and Emergency Response Plan	Master Plan	Periodic update to the Risk & Resiliency Study evaluation	Tery Johnson	250,000					250,000					
151	EPA and State Regulation Driven Cybersecurity Upgrades	Regulatory	Upgrades to department cybersecurity and SCADA systems	Tery Johnson	3,237,600	394,000	312,000	1,016,000	831,600	249,000	195,000	240,000			
152	SUB-TOTAL SEWER CAPITAL REPLACEMENT				90.9M	5.2M	16.7M	12.3M	8.9M	10.7M	18.6M	2.4M	2.1M	11.8M	2.3M
153															
154	SEWER TOTAL				147.9M	5.3M	17.3M	15.2M	21.9M	27.3M	18.7M	3.5M	6.9M	29.4M	2.4M
155															
156	WATER AND SEWER COMBINED TOTAL				732.1M	63.0M	101.6M	56.8M	83.4M	73.7M	57.9M	38.9M	84.9M	145.7M	26.2M



2026 Water Utility Enterprises Operating and Capital Budgets

Sean Chambers, Water and Sewer Director
City Council Work Session - August 12, 2025



Agenda



- Challenges and Constraints
- Operating Budget Proposal
- 10-Year Capital Improvement Plan
- Plant Investment Fees
- Customer Impacts
- Purpose: This informational presentation is to share insights on the Water & Sewer utility financial position, 2026 budget priorities, 10 Yr. capital plan and benchmarking of utility rates and fees.



Challenges for the 2026 Budget

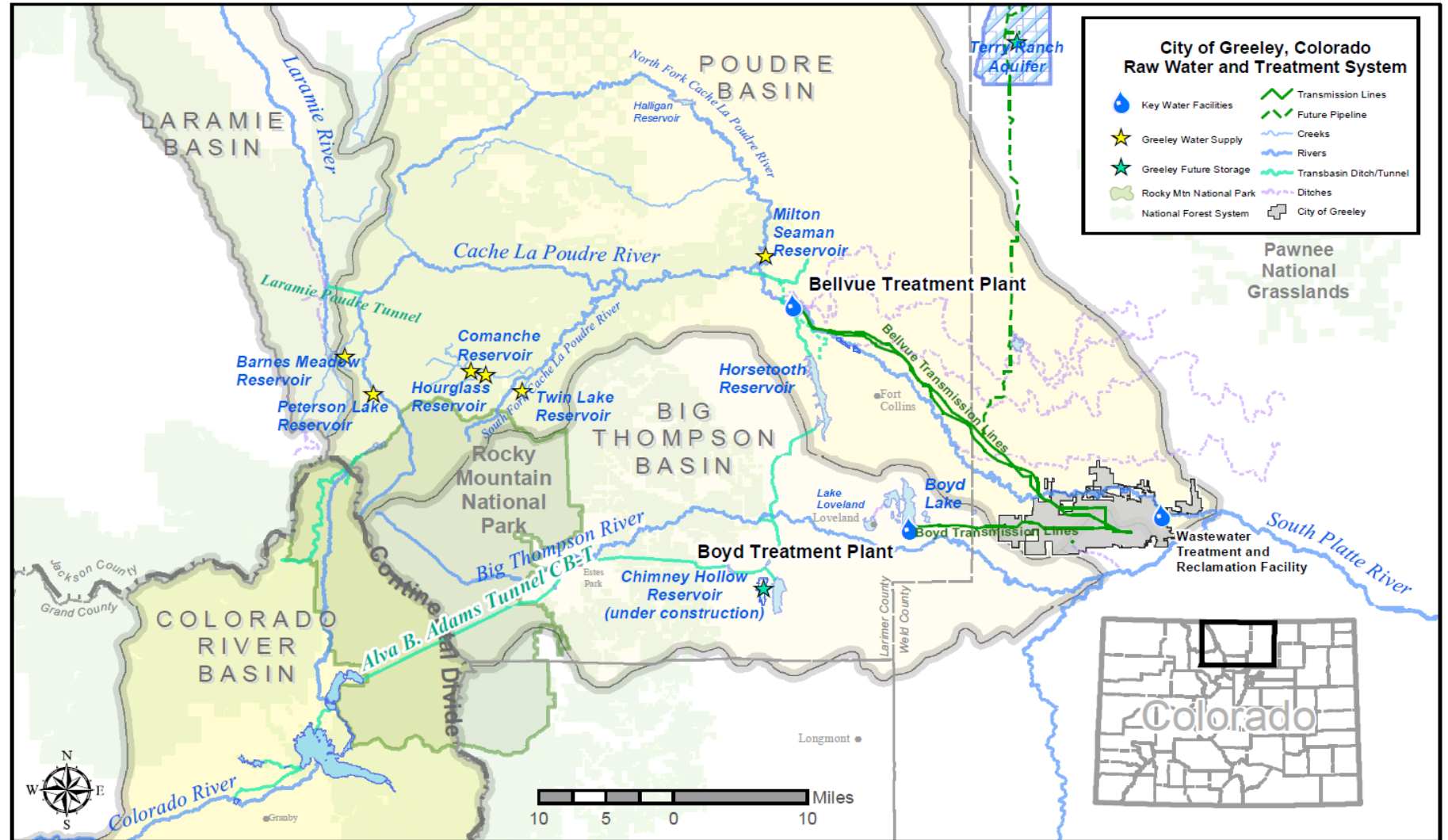
- Missed Growth Forecasts
 - 2024 and 2025 rate forecasts were made assuming moderately aggressive growth in utility customers.
 - Actual growth has been about half of that.
 - Missing plant investment fee and ongoing rate revenue.
- Changing Customer Water Usage
 - Increasing utility prices from all 3 enterprises is causing decreased water use.
 - Customers are facing impacts of inflation in their budget and showing their desire to control cost through reduced water use.
 - Outside Industrial customer have also reduced water usage.



Greeley's Modern Water System

Greeley's Water system is large for a City of 115,000 people.

- Provides redundancy and resiliency, but at a cost.
- Provides capacity and resources for economic growth



Regulatory and Compliance Updates

- Lead Service Line Identification and Replacement
- Wastewater Treatment Nutrient Regulations
 - Importance of early compliance and earning of VIP Credits
- Cross Connection Control and Backflow Prevention Program
- Back yard water lines and replacing “conflict manhole”
 - Water lines that were constructed over top sewer and through the top of sewer system and stormwater manholes

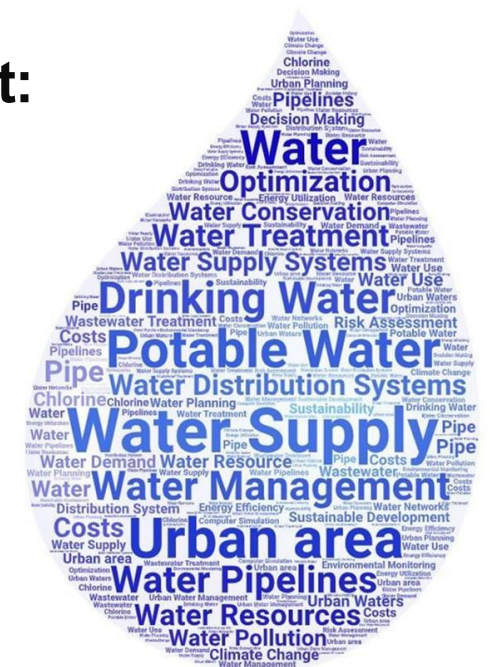


2026 Budget Proposals



2026 Operating Budget Increases

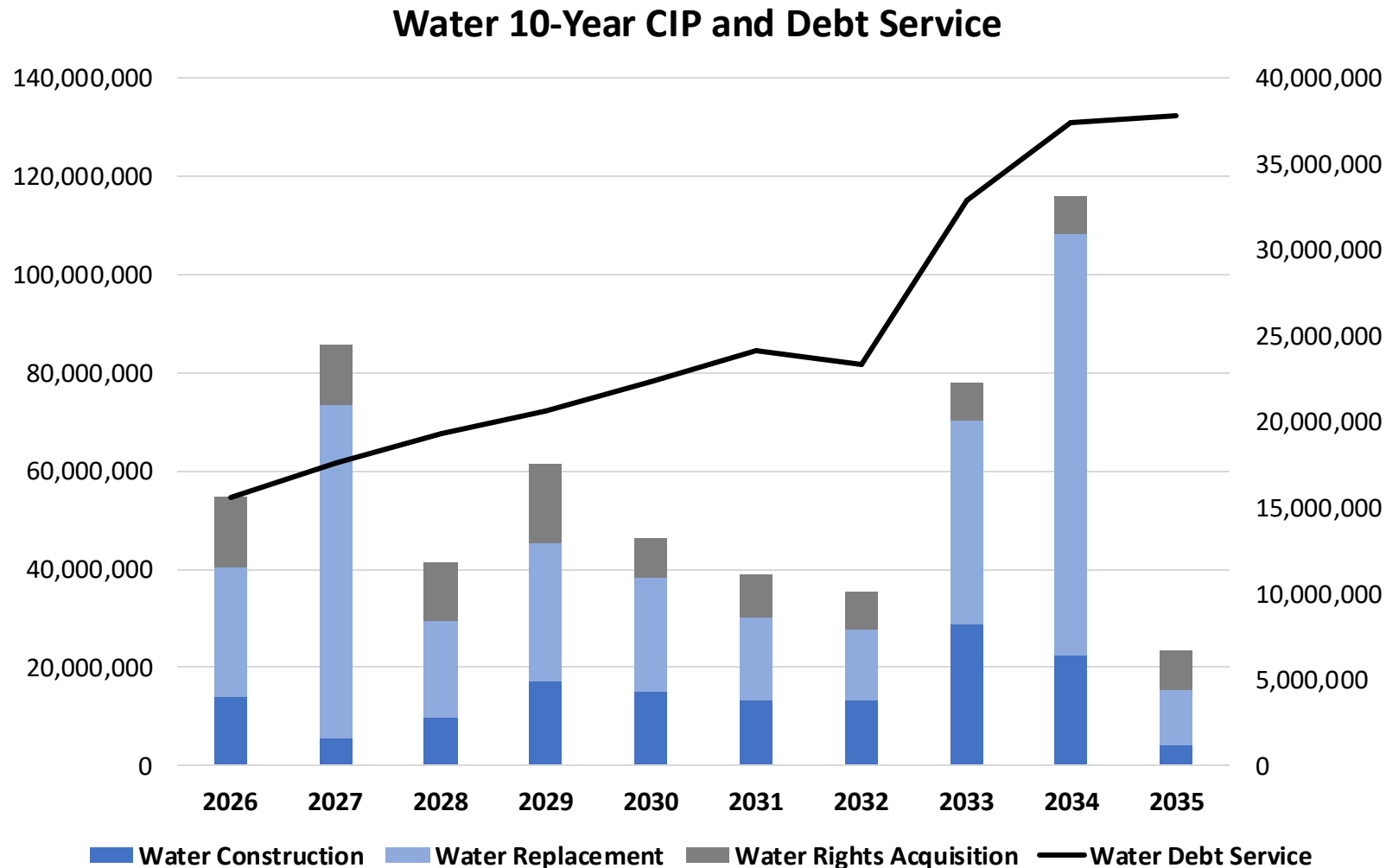
- The Base Budget proposed by the Budget Office included inflationary increases for most accounts of between 3% and 5%
- Water and Sewer staff identified initial needs for the department:
 - \$2.2M for Water and 11.5 new positions
 - \$829K for Sewer and 2.5 new positions
- **The Department Recommends increases for the Operating Budget:**
 - \$639K for Water including 2.7 new positions
 - \$278K for Sewer including 0.3 new positions
- **Staff Identified Budget That Can Be Reduced:**
 - \$464K for Water including 1.0 existing position
 - \$97K for Sewer



2026-2035 Water & Sewer Utilities Capital Program



'26 – '35 Water Capital Investment Plan



The major driver for rate increases needed for Water and Sewer is the Capital Investments planned for the next 10 years.

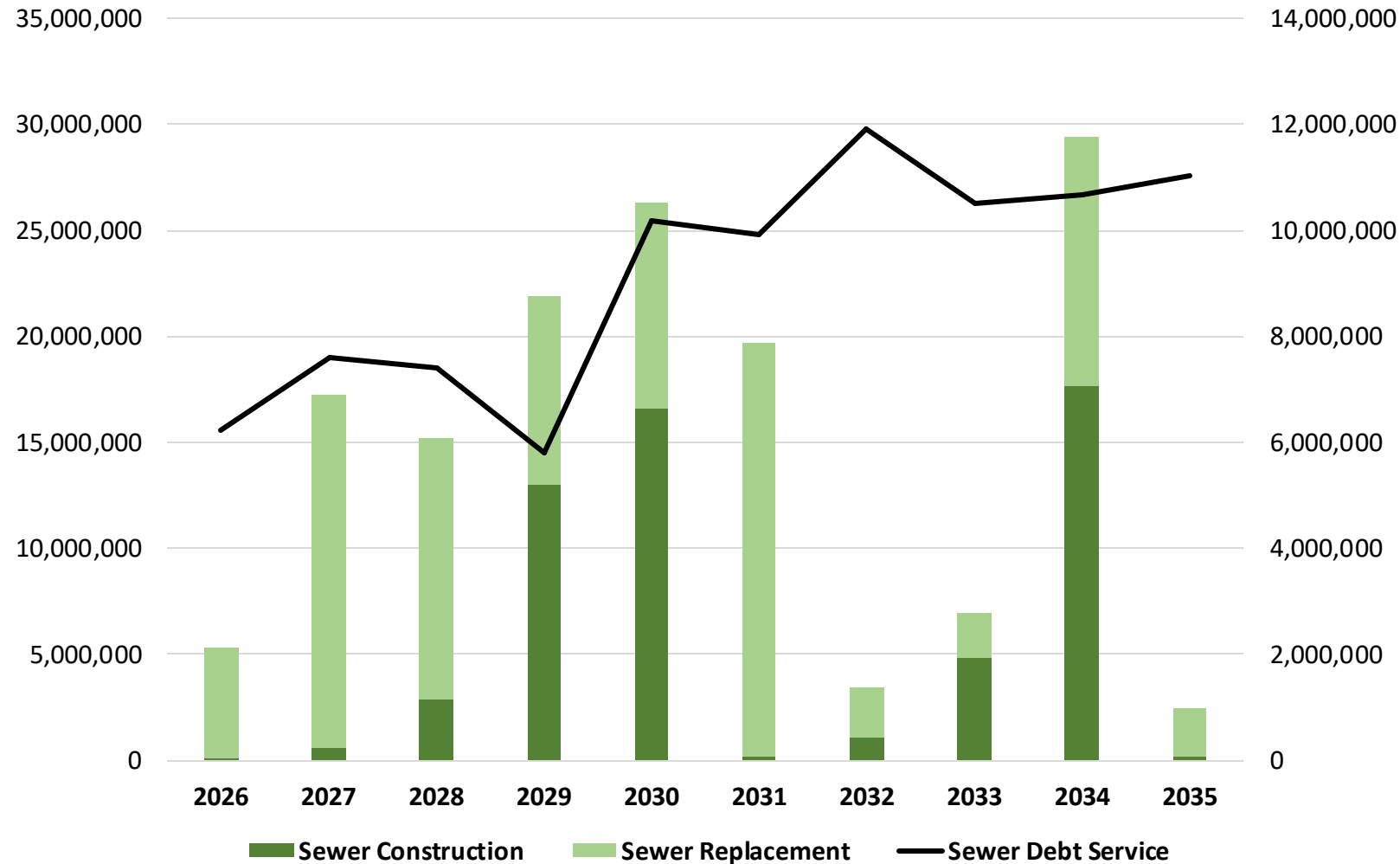
To Manage the 2026 WATER Rate Increase:

- \$4M in cancelled projects determined to not be critical.
- \$36M in projects postponed to 2027 or later.
- \$2M annually in pipeline rehab and replacement is being deferred to future years.
- Additional cuts evaluated



'26 – '35 Sewer Capital Investment Plan

Sewer 10-Year CIP and Debt Service



The major driver for rate increases needed for Water and Sewer is the Capital Investments planned for the next 10 years.

To Manage the 2026 SEWER Rate Increase:

- \$3M in projects postponed to 2027 or later.





Water & Sewer Plant Investment Fees

TENTATIVE 2026: Plant Investment Fees

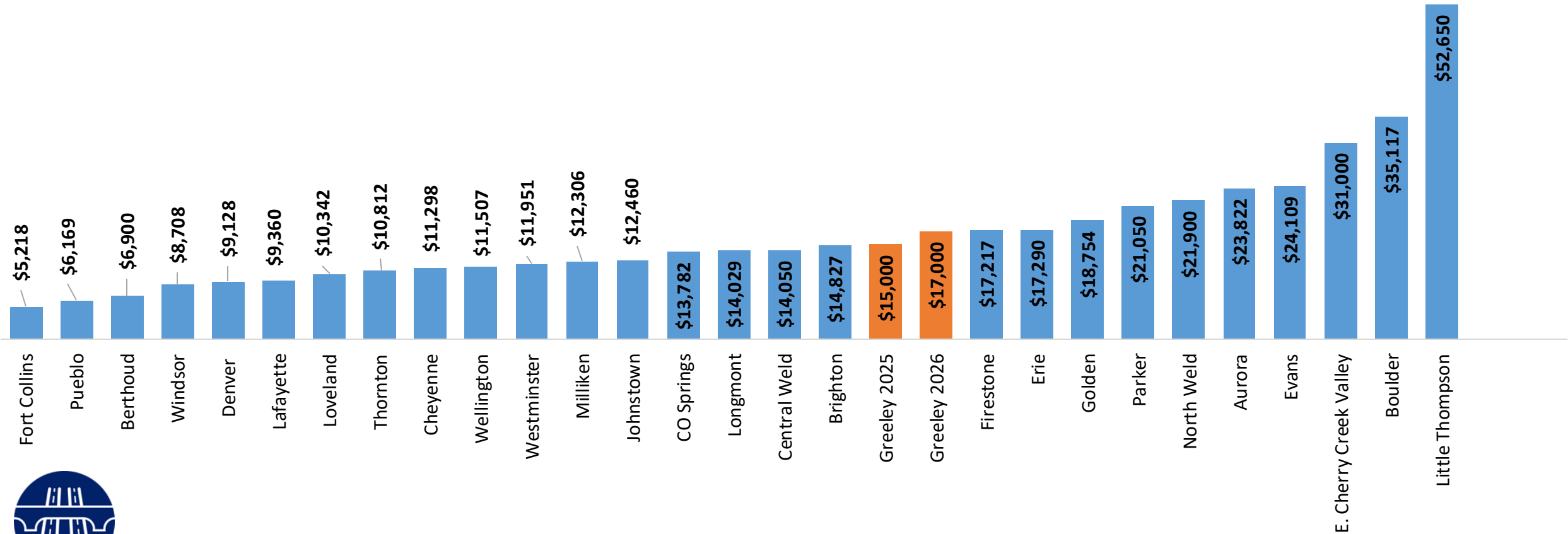
	2025	2026	Change	% Change
Water	\$15,000	\$16,900	\$1,900	13%
Sewer	\$8,650	\$9,050	\$400	5%
Total	\$23,650	\$25,950	\$2,300	10%



Water Plant Investment Fee

Water Plant Investment Fee

3/4" Tap

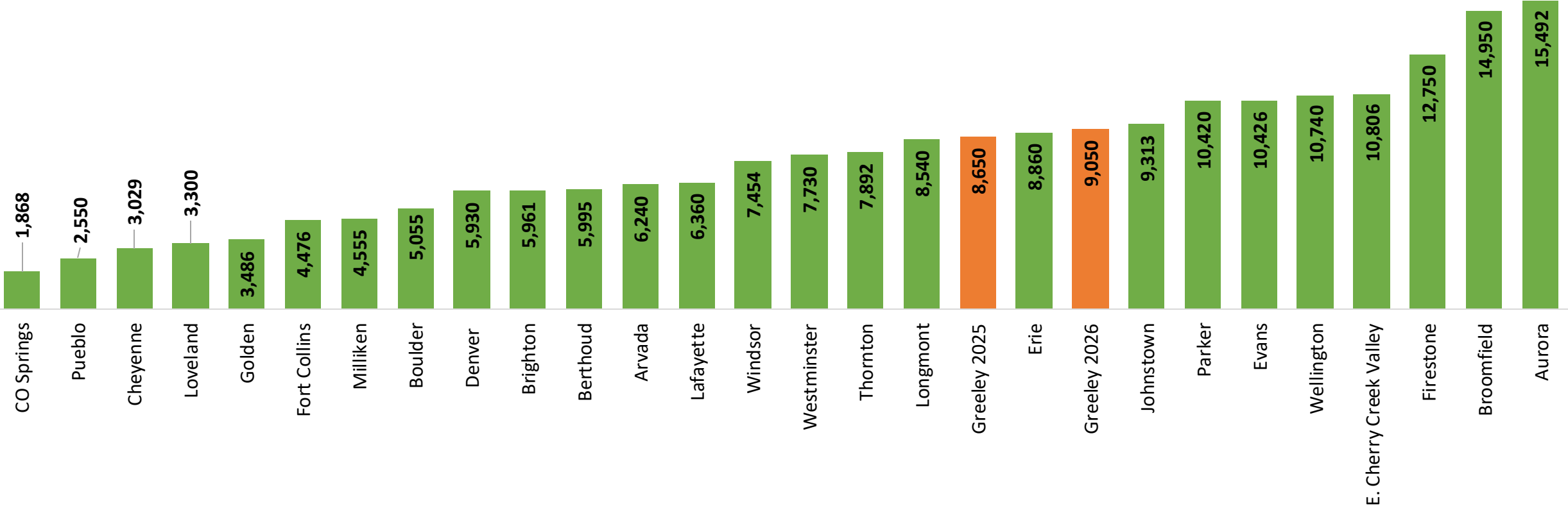


Front Range Water Providers

Sewer Plant Investment Fee

Sewer Plant Investment Fee

3/4" Tap



Front Range Wastewater Treatment Providers



Water Utility Customer Bill Impacts



2026 Customer Impacts

	2025	2026 (Change from 2025)	2027	-	2030
Water Typical Customer Bill	\$79.92	85.03 (5.11)	91.83		108.34
Sewer Typical Customer Bill	\$35.31	37.31 (2.00)	39.18		45.79
Stormwater Typical Customer Bill	\$22.94	27.53 (4.59)	33.04		47.97
Total Utility Bill for Typical Customer	\$138.17	149.87 (11.70)	164.05		202.10

Water: 8% 2026 and 8% 2027; Average annual increase 2025-2030 7.1%

Sewer: 5% 2026 and 5% 2027; Average annual increase 2025-2030 5.9%

Stormwater: 20% 2026 and 20% 2027; Average annual increase 2025-2030 23.5%

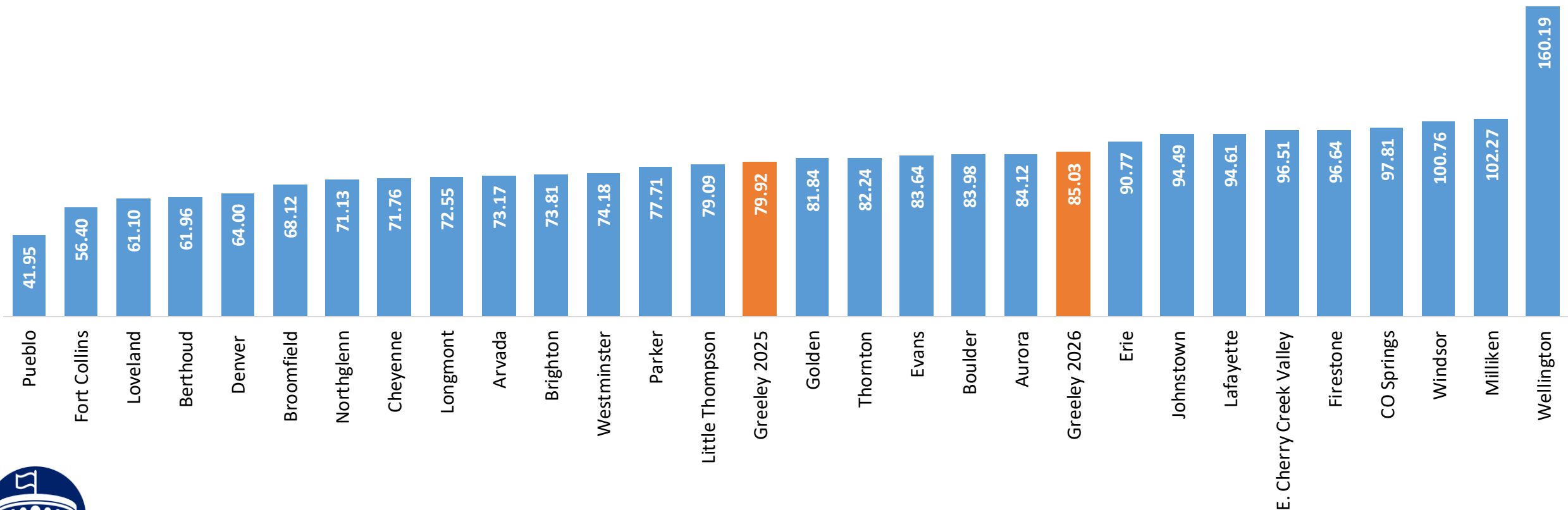
Total: 7.8% 2026 and 8.6% 2027; Average annual increase 2025-2030 12.17%



Comparisons with Other Cities

Single Family Monthly Water Bill Comparison

Assumes water use of 9,833 gallons per month



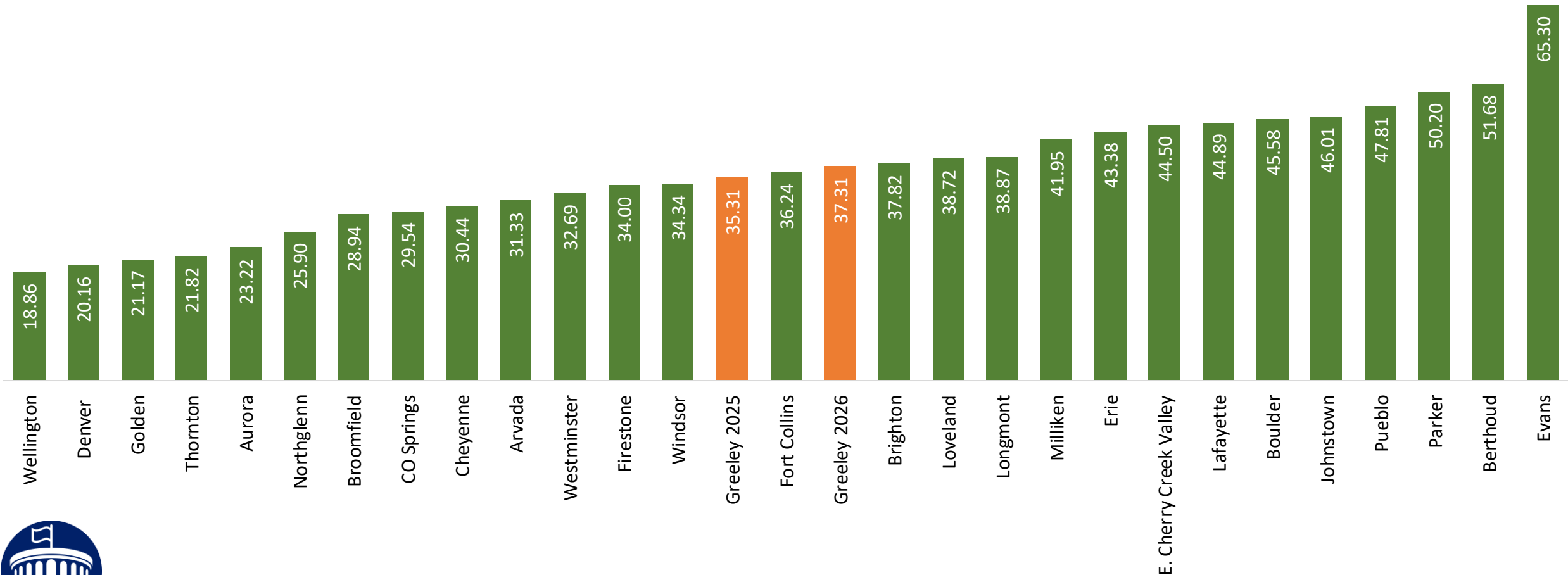
Front Range Water Providers



Comparisons with Other Cities

Single Family Monthly Sewer Bill Comparison

Assumes 3,500 gallons average winter consumption.

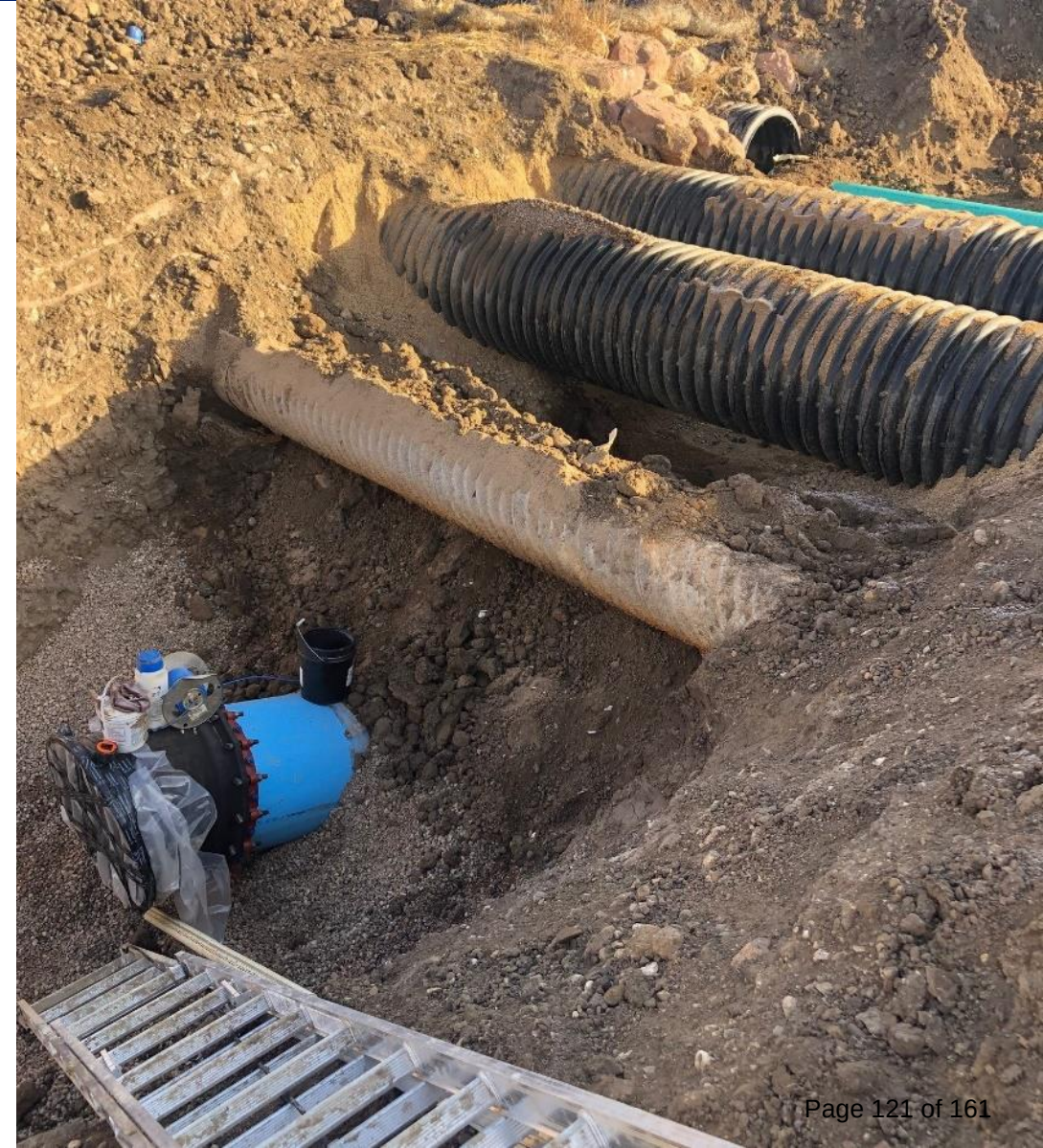


Front Range Sewer Providers

Potential for Additional Cost Cutting to Manage Rates

To achieve a 5.5% rate increase for WATER in 2026:

- Water and Sewer Facilities Program (F-St. Campus) postponed from 2027-2029 to 2029-2031.
- Water Rights Acquisition planned for 2026 is now planned for 2027.
- Distribution System Inventory Operational Budget reduced by \$32,000.
- Water Resources – Water Court Operating Budget reduced by \$130,000.
- Wastewater Collections Budget reduced by \$13,692.
- Incorporation of grant funds expected for 60” Gold Hill Pipeline project





Questions?



Work Session Agenda Summary

Item: 8.

August 12, 2025

Key Staff Contact: Levi Dyer

Title:

Council Review of Procurement Contracts

Background:

On April 22, 2025, City Council received consensus on an initiative to revisit the contracting process for the City, including City Council's approval of contracts. Currently the City Charter and Code does not require City Council to review contracts for goods, services, or construction. The Procurement Department is seeking guidance from Council members about this initiative for recommendations, or code or policy changes.

Strategic Focus Area:

High-Performance Government

Attachments:

1. Item 8 - Presentation

Council Review of Procurement Contracts

Levi Dyer, Purchasing Manager
Levi.Dyer@GreeleyGov.com
City Council Work Session | August 12, 2025



Agenda



- Background
- Charter & Code Requirements
- City of Greeley vs Other Municipalities
- Contract Statistics
- Contract Process / Timeline
- Discussion / Questions

Background

On April 22, 2025, City Council received consensus on an initiative to revisit the contracting process for the City, including City Council's approval of contracts.

Currently the City Charter and Code does not require City Council to review contracts for goods, services, or construction.

City Charter Requirements

Charter Section 3-5. - Power to make contracts.

The City may enter into agreements, contracts and leases with governmental and private entities which have been authorized by the City Council, or which are consistent with the specific policy established by the City Council by ordinance.

Nothing shall prevent the making of contracts or spending of money for capital improvements to be financed in whole or in part by issuance of bonds, nor making of agreements, contracts or leases for services for a period exceeding the budget year in which a contract is made, if otherwise permissible by law.

Sec. 5-3. - Accounting; supervision and control.

The Financial Officer shall exercise proper accounting controls, and to this end the Financial Officer shall:

b. Examine and approve or disapprove all contracts, orders and other documents by which the City Government incurs financial obligations, having previously ascertained that monies have been appropriated and allotted and will be available when the obligations shall become due and payable;

City Code Requirements

City Municipal Code Title 2, Chapter 4, Section 2-184 – Approvals and signatures:

(b) Conveyance of city-owned water, mineral and real property interests shall be signed by the mayor and attested by the city clerk.

(c) Contracts and agreements for financial obligations. All contracts and agreements for financial obligations to which the city is a party shall require signatures as follows:

(4) For standard and nonstandard contract forms in amounts above \$100,000.00 shall be signed by the city manager or designee, approval as to legal form by the city attorney and review for availability of funds by the director of finance or designee.

City of Greeley vs Other Municipalities

City	2025 Budget	Council Approval	Approval Type
City and County of Denver	\$4.4B	\$500,000	Resolution or Ordinance
City of Aurora	\$1.4B	N/A	
City of Colorado Springs	\$941M	N/A	
City of Fort Collins	\$932M	\$200,000	Resolution
City of Boulder	\$590M	N/A	
City of Broomfield	\$557M	\$200,000	
<u>City of Greeley</u>	<u>\$542M</u>	<u>N/A</u>	
City of Loveland	\$534M	N/A	
City of Thornton	\$486M	N/A	
City of Longmont	\$470M	N/A	
City of Arvada	\$366M	\$500,000	Resolution
City of Westminster	\$333M	\$250,000	
City of Lakewood	\$316M	Unbudgeted contracts	
City of Brighton	\$255M	\$500,000	
City of Englewood	\$207M	\$250,000	Resolution
City of Golden	\$198M	\$100,000	
City of Lafayette	\$122M	\$100,000	

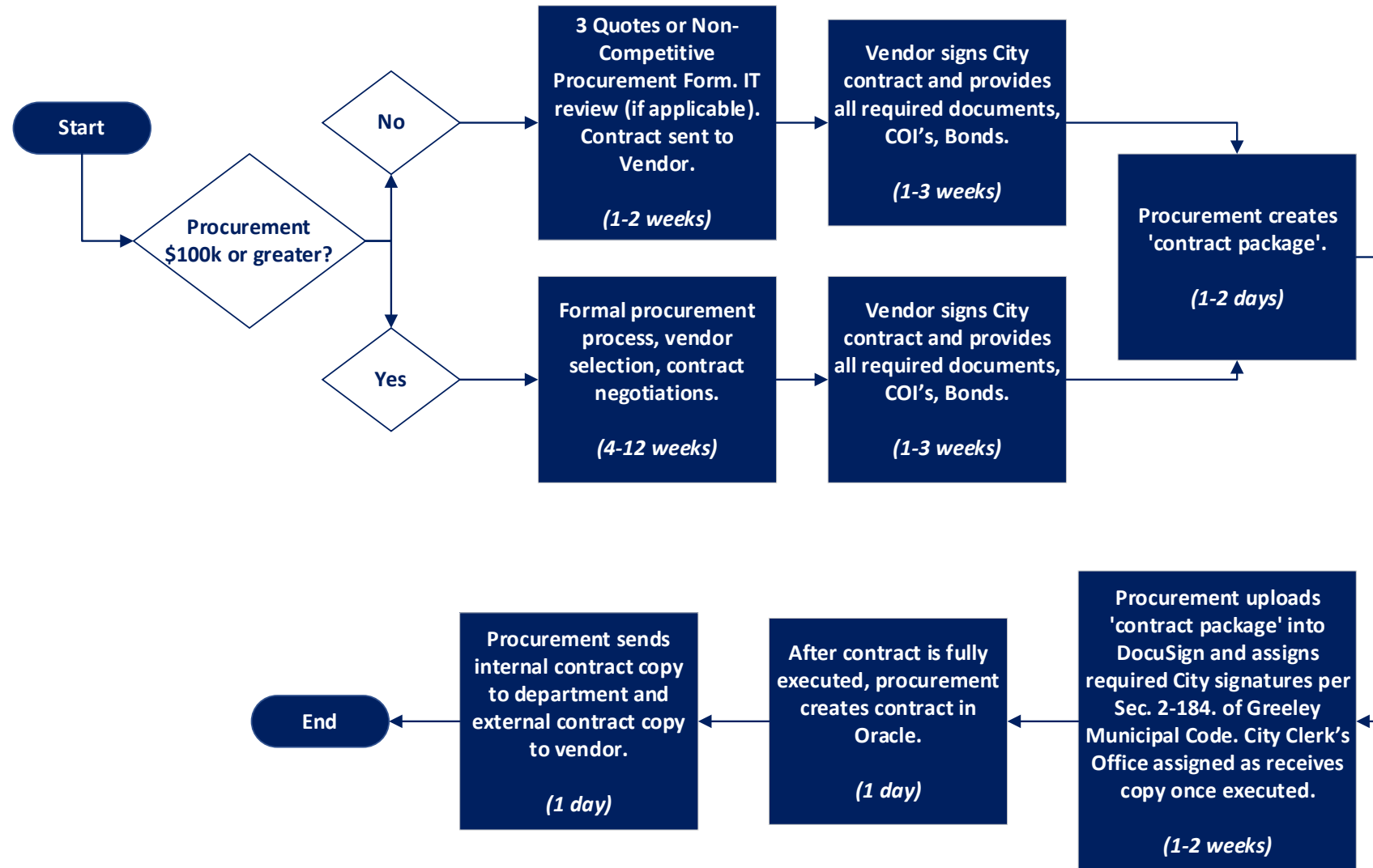
Contract Statistics

Contracts \$500k and greater (2022 - 2024)	
CONSTRUCTION	60
PROFESSIONAL SERVICES	33
OTHER PURCHASED SERVICES	20
CAPITAL EQUIPMENT >\$5000	5
LAND/BUILDING COST/DEMO	5
ASSESSMENT FEES	4
ELECTRIC	3
FURNITURE FIXTURES EQUIP	3
GAS AND FUEL - EXTERNAL	3
TRANSIT FUEL - INTERNAL	3
ALL OTHERS	20
Total	159

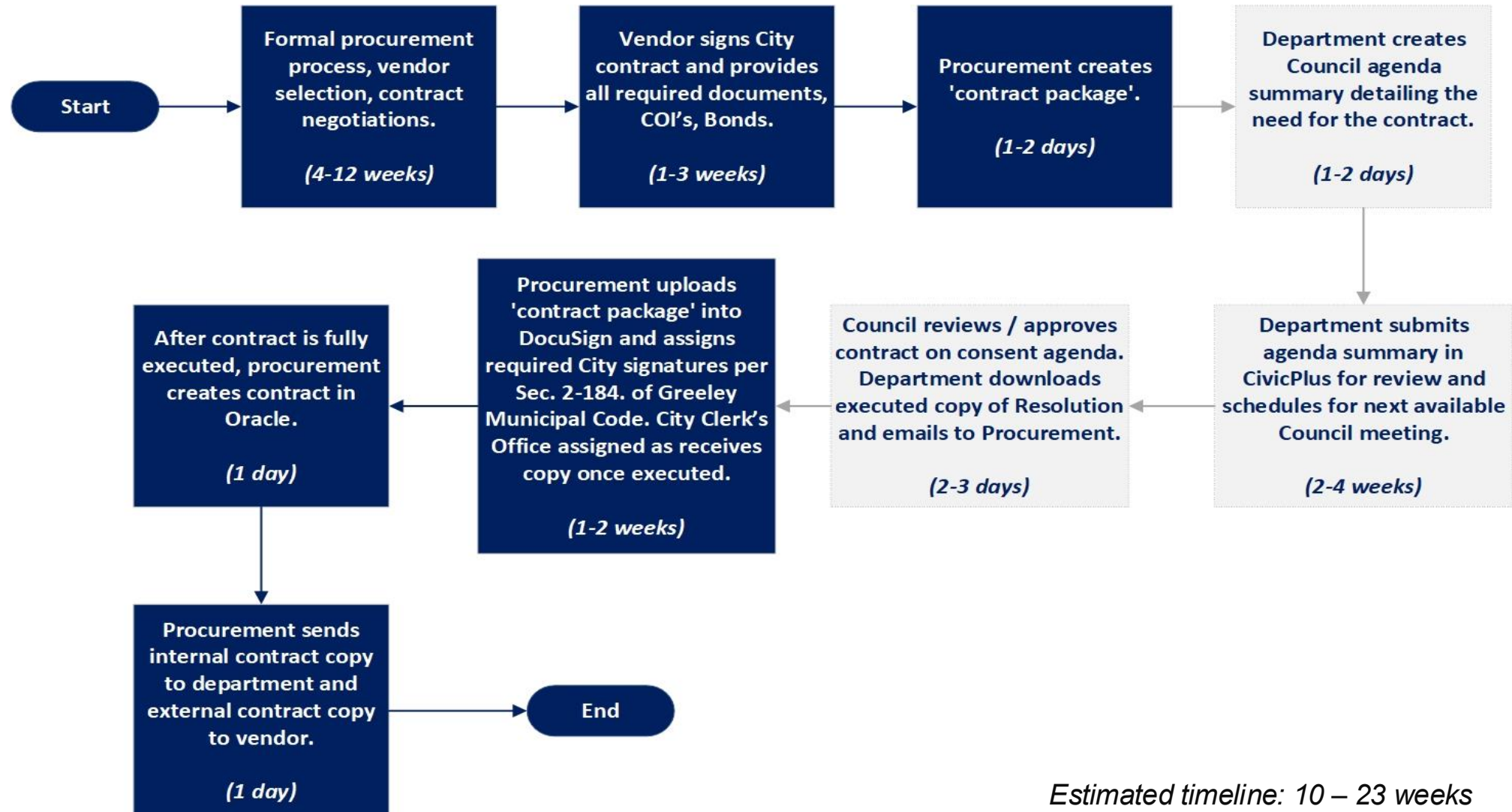
Contracts \$250k and greater (2022 - 2024)	
CONSTRUCTION	103
PROFESSIONAL SERVICES	73
OTHER PURCHASED SERVICES	44
CHEMICALS	13
ASSESSMENT FEES	9
PASSENGER VEHICLES/TRUCKS	8
CAPITAL EQUIPMENT >\$5000	7
LAND/BUILDING COST/DEMO	7
CONSTRUCTION VEHICLES/EQ	6
FURNITURE FIXTURES EQUIP	4
ALL OTHERS	37
Total	311

Contracts Below \$250k (2022 - 2024)	
OTHER PURCHASED SERVICES	135
PROFESSIONAL SERVICES	131
CONSTRUCTION	126
MAINTENANCE AGREEMENTS	49
PASSENGER VEHICLES/TRUCKS	49
CHEMICALS	39
CONSTRUCTION VEHICLES/EQ	38
OTHER MACHINERY & EQ	32
CAPITAL EQUIPMENT >\$5000	16
ASSESSMENT FEES	13
ALL OTHERS	131
Total	759

Contract Process / Timeline (*Current*)



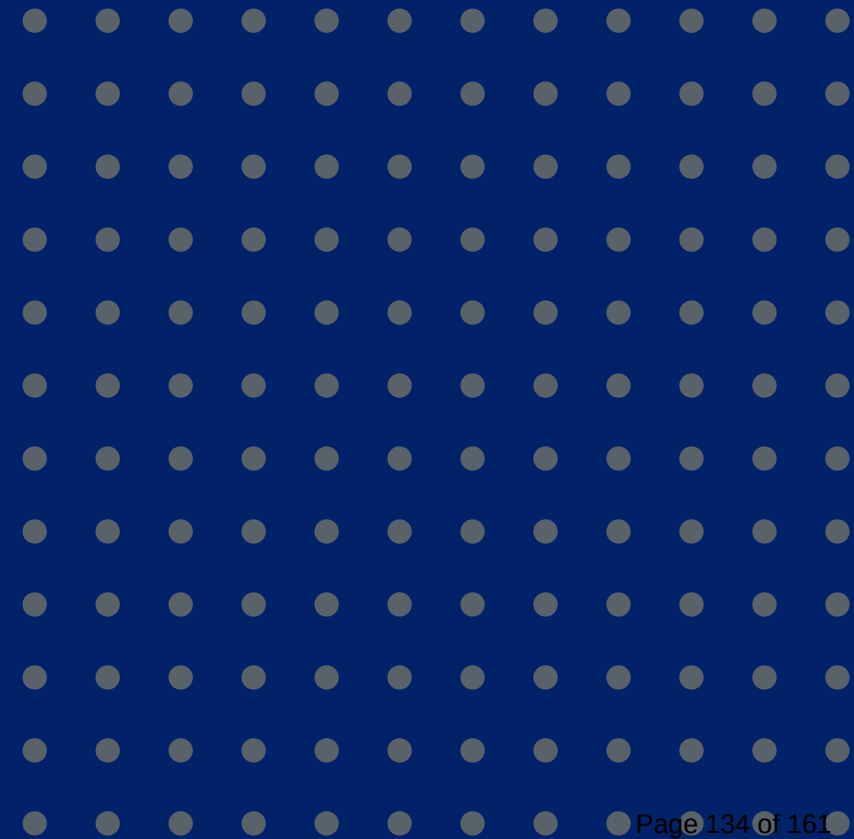
Contract Process / Timeline (*Council Review*)



Next Steps

At this time, we are seeking guidance from Council members about this initiative for recommendations, or code or policy changes based on the information provided herein.

Thank you





Work Session Agenda Summary

Item: 9.

August 12, 2025

Key Staff Contact: Paul Trombino, Managing Director

Title:

West Greeley Project Update

Background:

The City of Greeley City Council Approved the West Greeley Pre-Development Services and Financing Agreement on April 15, 2025, and an ordinance for financing of Pre-Development Services, i.e., West Greeley Certificates of Participation Series 2025a on May 6, 2025.

City Staff and the City's Owner's Representative Legends Project Development will provide an update on the project design and upcoming key milestones.

Staff last provided an update on the West Greeley Project at the City Council Work Session on June 24, 2024.

Strategic Focus Area:

Business Growth
Community Vitality
Infrastructure and Mobility
Quality of Life

Attachments:

1. Item 9 - Presentation



West Greeley Project Update

City Council Work Session - August 12, 2025

Paul Trombino III, PE, Managing Director
City of Greeley Owners Representatives:
Rob Kirkpatrick, Ashley Stiles, Mohammed Luqman

Agenda



- **Schedule Update**
- **Design Progression / Bond Market Schedule**
- **Spend to Date + Dashboard**
- **Overview of Economic Analyses**
- **Purpose: Informational**



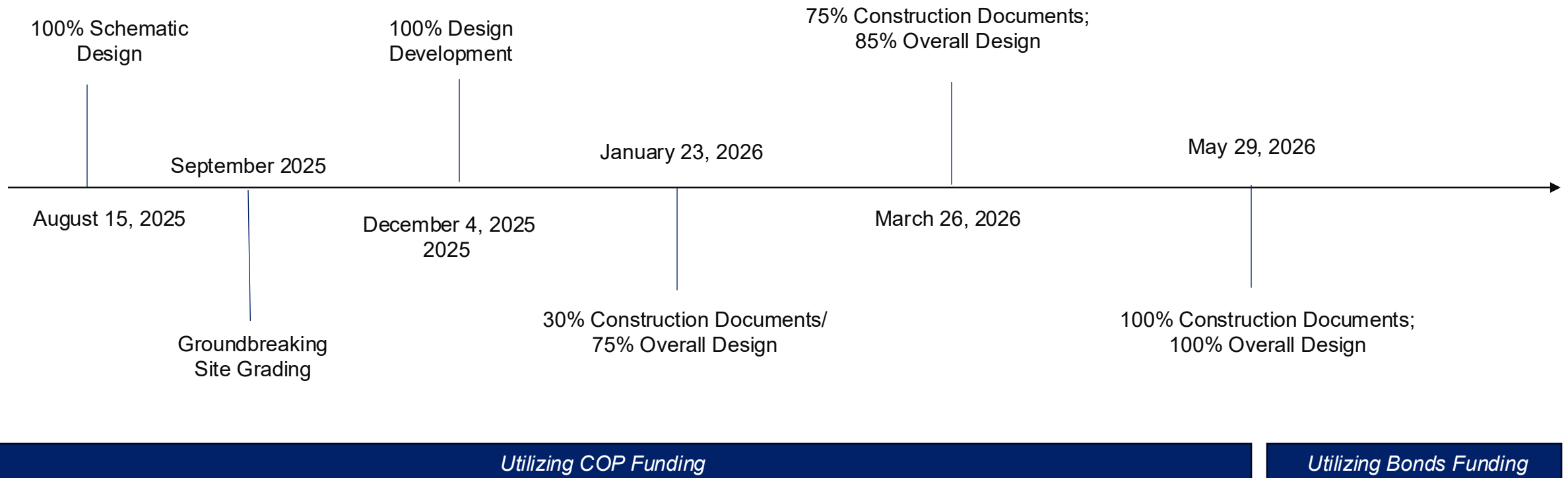
Project Schedule & Budget

August 12, 2025

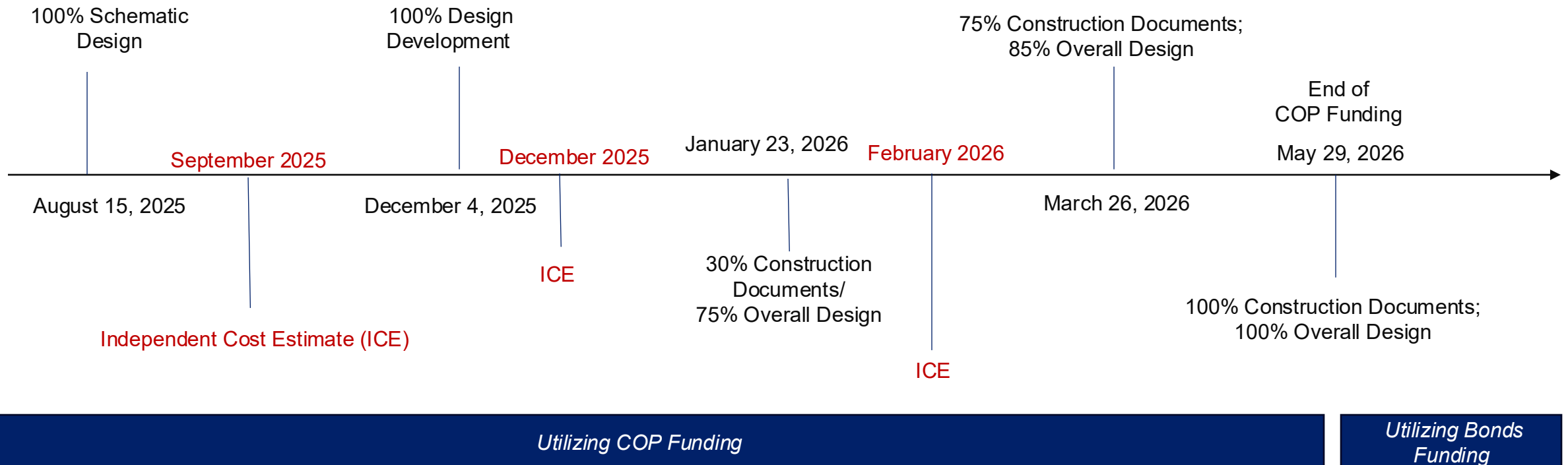
CONTRACTING DOCUMENTS OVERVIEW

DESIGN PHASE	MILESTONE	CUMULATIVE OVERALL DESIGN COMPLETION
Schematic Design (SD)	50% SD	15%
Schematic Design (SD)	100% SD	30%
Design Development (DD)	50% DD	45%
Design Development (DD)	100% DD	60%
Construction Documents (CD)	30% CD	75%
Construction Documents (CD)	75% CD	85%
Construction Documents (CD)	100% CD	100%

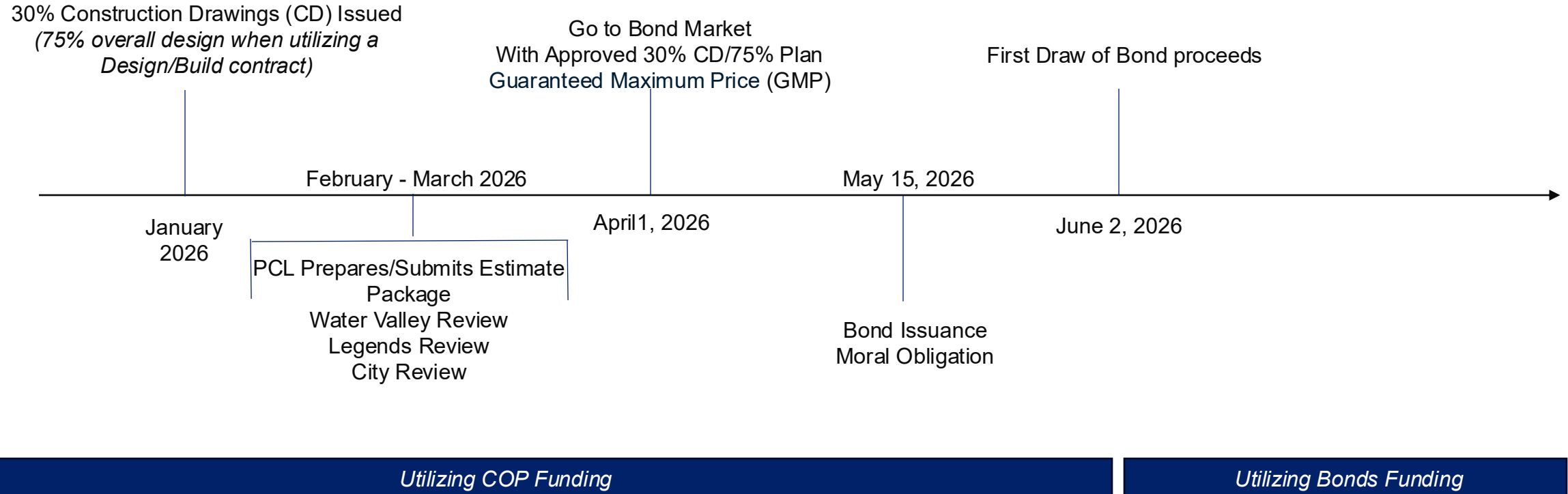
PROJECT DESIGN MILESTONES



PROJECT MILESTONES with OFF RAMPS

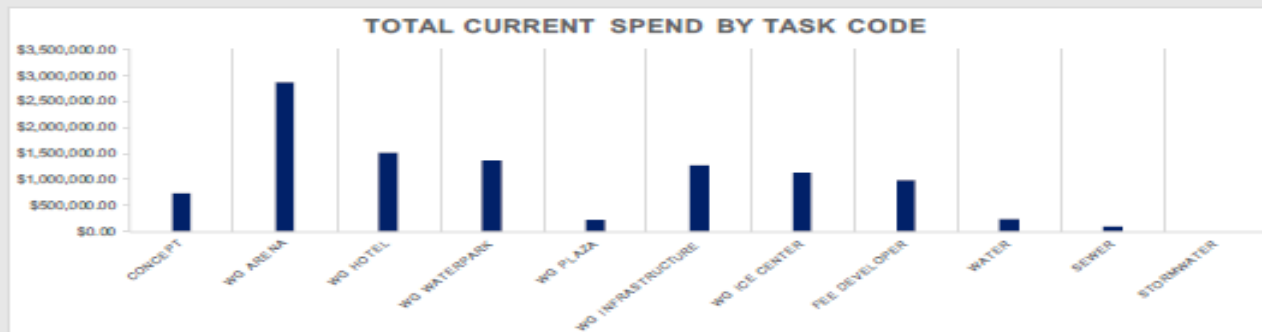
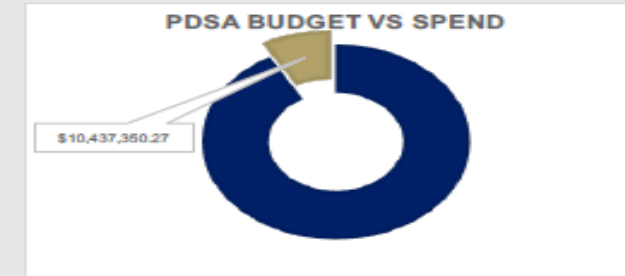
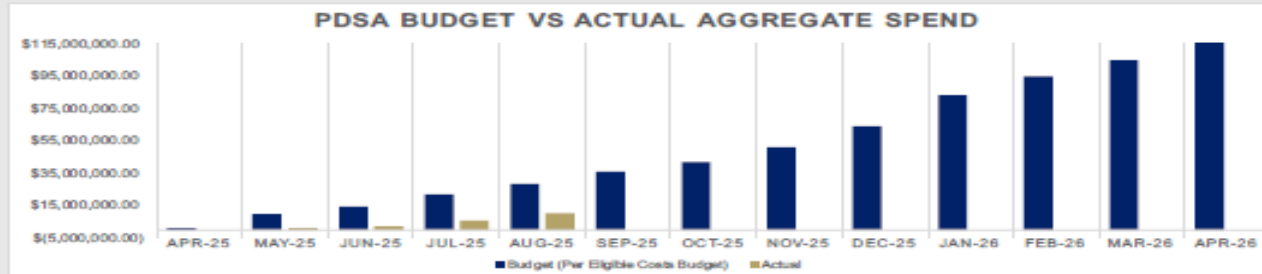


UPDATED PROJECT SCHEDULE/PROCESS (BONDING)

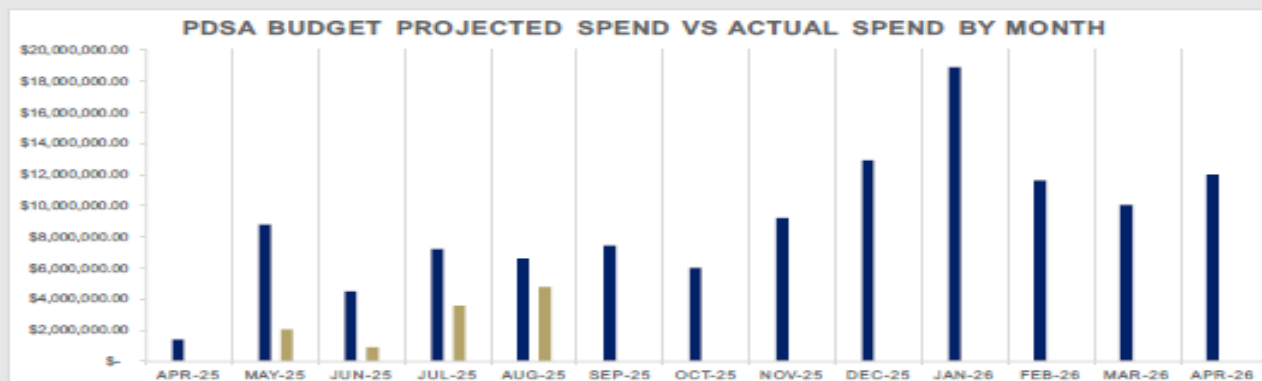


Working Draft Project Dashboard

WEST GREELEY - CATALYST PROJECT BUDGET UPDATE



TASK CODE	THRU AUG-24
Concept	\$733,257.57
WG Arena	\$2,863,634.76
WG Hotel	\$1,507,394.30
WG Waterpark	\$1,367,937.47
WG Plaza	\$229,435.94
WG Infrastructure	\$1,271,828.10
WG Ice Center	\$1,130,737.79
Fee Developer	\$989,533.00
Water	\$244,530.05
Sewer	\$99,061.29
Stormwater	\$0.00
Total	\$10,437,350.27



PDSA Budget Projected vs Actual Spend		
Month	Budget	Actual
Apr-25	\$1,375,047.86	\$0.00
May-25	\$8,796,373.53	\$1,200,335.35
Jun-25	\$4,479,668.47	\$897,905.42
Jul-25	\$7,234,186.05	\$3,568,137.59
Aug-25	\$6,635,775.85	\$4,770,971.91
Sep-25	\$7,485,602.91	\$0.00
Oct-25	\$6,033,074.49	\$0.00
Nov-25	\$9,231,551.75	\$0.00
Dec-25	\$12,914,489.77	\$0.00
Jan-26	\$18,891,253.98	\$0.00
Feb-26	\$11,662,306.61	\$0.00
Mar-26	\$10,045,880.96	\$0.00
Apr-26	\$11,993,539.70	\$0.00

Economic Impact Analyses

Zonda:

Residential Property Analysis

Recognized for precision in forecasting housing absorption rates, pricing trends, and sales velocity.

Economic Planning Systems Inc. (EPS):

General Improvement District

EPS is a land economics consulting firm with expertise in fiscal modeling tax and other revenues generated by economic activity.

David Taussig & Associates (DTA):

Provided fiscal impact studies and cost-allocation models for special districts in the Denver Tech Center. Familiar with Greeley's regulatory framework, ensuring all fiscal modeling is compliant and equitable

Hotel & Leisure Advisors (H&LA):

Reliance Report for Bonding

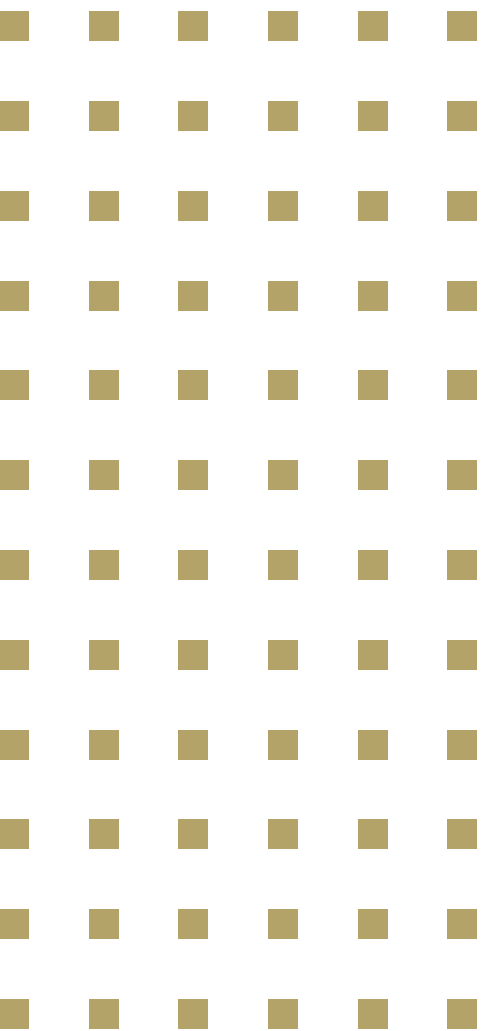
Nationally recognized authority on venue economics, tourism strategy, and large-scale public-private partnerships. Offers third-party credibility to Greeley's feasibility, fiscal impact, and economic return analyses

Economic Impact Analyses

Why These Firms Matter for Greeley

Each firm plays a vital role in validating assumptions, reducing risk, and helping the City of Greeley navigate project finance and development strategies:

- Zonda informs residential market demand and ensures absorption forecasts are realistic and grounded in current market data.
- EPS land economics consulting firm experienced in the full spectrum of services related to real estate development, the financing of public infrastructure and government services, land use and conservation, and government organizations.
- DTA ensures Greeley's fiscal and cost-allocation strategies are defensible and consistent with state standards and best practices.
- H&LA provides Bond Market recognized expertise critical to the Waterpark Hotel component, ensuring the attraction is feasible and competitive; offers economic modeling and P3 guidance for the arena, ice center and entertainment infrastructure, bringing national comparable and insights into the revenue mix.



Catalyst Updated Visuals





CASCADIA





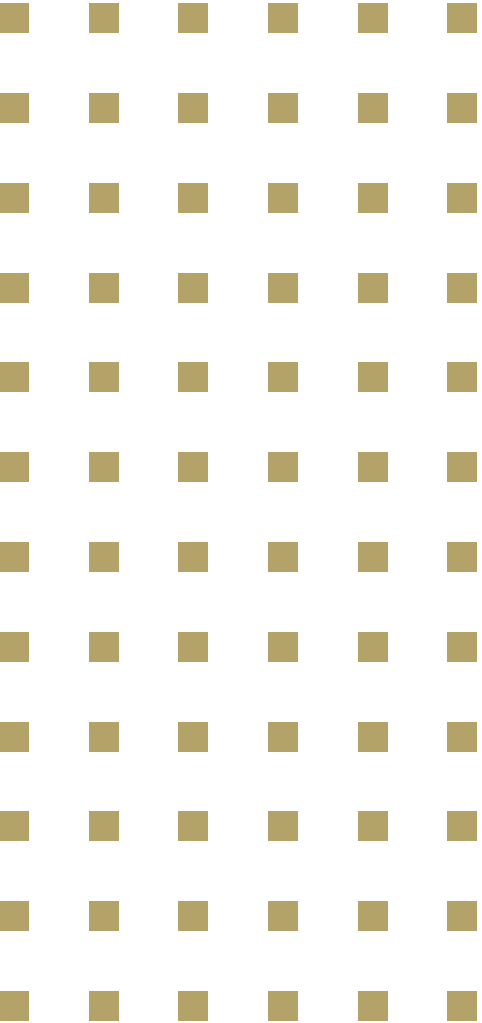
EAGLES

VIP ENTRY

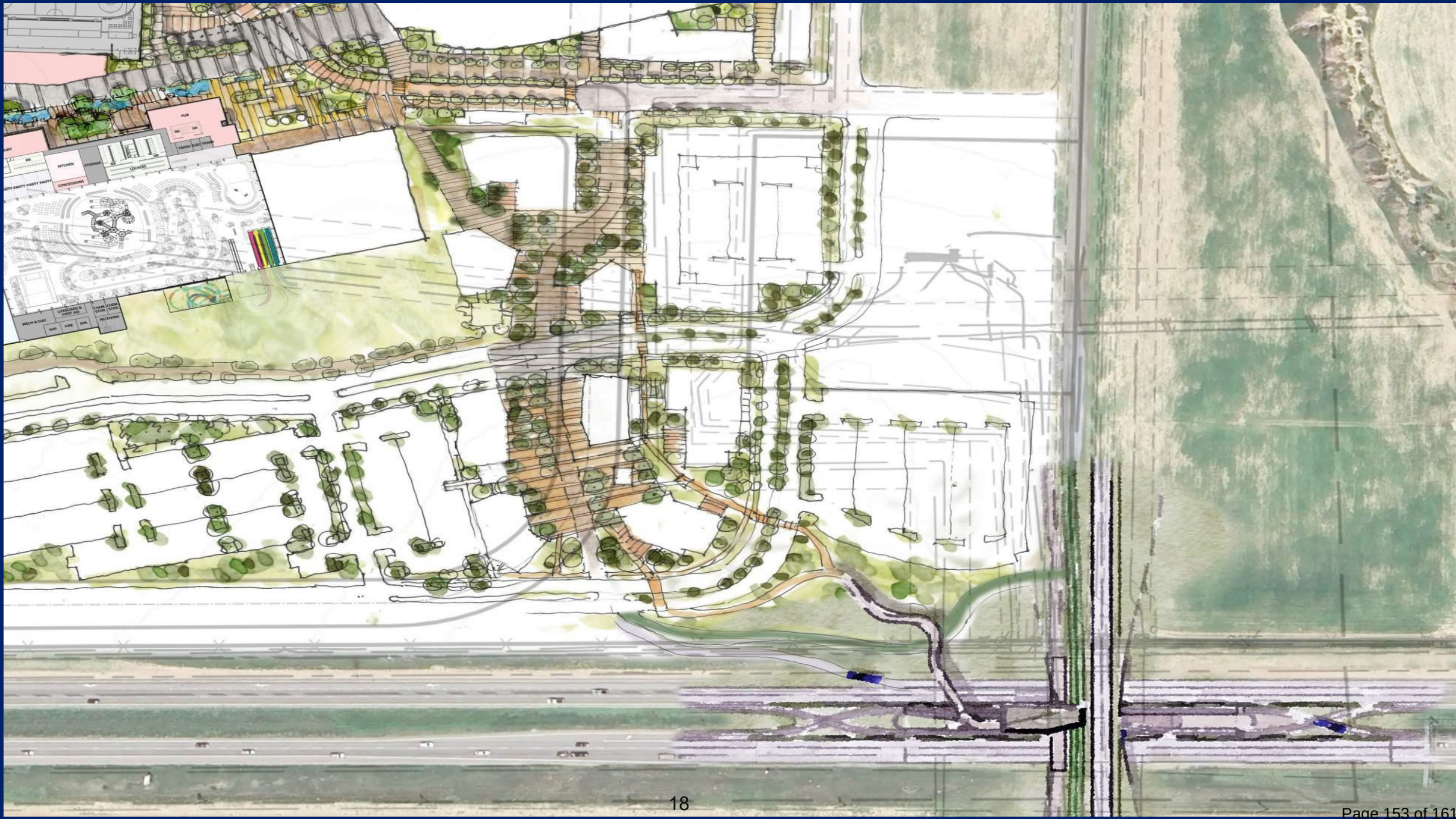
VIP ENTRY





A decorative graphic on the left side of the slide, consisting of a grid of small, solid gold squares arranged in 6 columns and 12 rows.

Mobility Hub Concept Later Phase element





Work Session Agenda Summary

Item 10.

Title

Scheduling of Meetings, Other Events

Summary

During this portion of the meeting the City Manager or City Council may review the attached Council Calendar or Work Session Schedule regarding any upcoming meetings or events.

Attachments

Council Meetings and Other Events Calendar

Council Meeting and Work Session Schedule

Status Report of Council Initiatives and Related Information

Council Meetings and Other Events Calendars

August 10 – September 6, 2025

Monday, August 11, 2025

- Greeley/Weld Quarterly Breakfast Meeting 7 a.m. Doug's Diner (801 9th St, Greeley, CO 80631)

Tuesday, August 12, 2025

- City Council Work Session Meeting 6 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)

Thursday, August 14, 2025

- Mike Lee 9 at Boomerang Grand Opening 3 p.m. Boomerang Links Golf Course (7309 W 21st St, Greeley, CO 80631)

Tuesday, August 19, 2025

- City Council Meeting 6 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)

Wednesday, August 20, 2025

- Water & Sewer Board Meeting 2 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)
- Greeley Police Department Promotion Ceremony 4 p.m. Greeley Police Department Donahue Room (2875 W 10th St, Greeley, CO 80634)

Thursday, August 21, 2025

- Downtown Development Authority 7:30 a.m. (802 9th Street, Greeley CO 80631)
- Airport Authority 3:30 p.m. Greeley-Weld Airport (600 Airport Road, Greeley CO 80631)

Friday, August 22, 2025

- 2025 Water and Sewer Tour 8 a.m. Location to be determined

Monday, August 25, 2025

- Greeley Chamber of Commerce 11:30 a.m.

Tuesday, August 26, 2025

- City Council Work Session Meeting 6 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)

Wednesday, August 27, 2025

- Upstate Colorado Economic Development 7 a.m. Upstate Colorado Conference Room (822 7th Street Greeley CO 80631)

Saturday, August 30, 2025

- UNC Football Game & Employee Tailgate 10 a.m. Nottingham Field (17th Ave Reservoir Rd, Greeley, CO 80639)

Tuesday, September 2, 2025

- City Council Meeting 6 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)

Thursday, September 4, 2025

- Poudre River Trail Meeting 7:30 a.m. Poudre Learning Center (8813 W. F Street Greeley CO 80631)
- Island Grove Advisory Board 3:30 p.m. (600 N. 14th Ave Greeley CO 80631)
- North Front Range MPO Meeting 6 p.m. Fort Collins Colorado River Community Room (222 LaPorte Avenue Fort Collins, CO 80521)

2025 Council Meeting/Work Session Agenda Items Schedule

	8/5/2025		
	This schedule is subject to change		
Date/Type	Description	Sponsor Presenter/Director or Project Manager	Placement/Time
August 19, 2025 Council Meeting	Minutes - July 15 RM; July 22 WS	Heidi Leatherwood	Consent
	Resolution - Eagles Lease Principal Terms Agreement (Hold)	Stacey Aurzada	Consent
	Resolution - Grant Application for Great Outdoors Trust Fund for Generation Wild of Greeley	Diana Frick	Consent
	Resolution - IGA CDOT 35th Avenue Adaptive Signals	Bhooshan Karnik	Consent
	Resolution - IGA CDOT 11th Ave and 26th Street Pedestrian Safety Improvements	Bhooshan Karnik	Consent
	Resolution - IGA CDOT 9th & 10th Street Mobility Improvements	Bhooshan Karnik	Consent
	Resolution - Change Order Transit Fuel	Bhooshan Karnik	Consent
	Intro & 1st Rdg Ord - Ballot Petition	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - Willow Vista Annexation 1	Katelyn Puga/Brian McBroom	Consent
	Intro & 1st Rdg Ord - Willow Vista Annexation 2	Katelyn Puga/Brian McBroom	Consent
	Intro & 1st Rdg Ord - Willow Vista Annexation 3	Katelyn Puga/Brian McBroom	Consent
	Intro & 1st Rdg Ord - Willow Vista Annexation Zoning	Katelyn Puga/Brian McBroom	Consent
	Intro & first reading ord - Landscape code amendment	Meg Oren/Don Threewitt	Consent
	PH & second reading Ord - GID Commercial (ord to be effective immediately)	Brian McBroom	Regular
	PH & second reading Ord - GID Residential (ord to be effective immediately)	Brian McBroom	Regular
	Informational - Budget Update (Hold)	Kalen Myers	Regular
	B&C Appointments	Jennifer Middleton	Regular
August 26, 2025 City Council Work Session	CPRD Master Plan	Diana Frick	WS
	CIS Utility Billing update	Erik Dial/Krystal Dilka	WS
	Budget Update (Hold)	Kalen Myers	WS
September 02, 2025 Council Meeting	Minutes - August 5 RM; August 12 WS	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - Cascadia PUD	Katelyn Puga/Brian McBroom	Consent
	Intro & 1st Rdg Ord - Schmerge Annexation	Katelyn Puga/Brian McBroom	Consent
	Intro & 1st Rdg Ord - Kinnison Annexation	Katelyn Puga/Brian McBroom	Consent
	PH & second reading ord - Ballot Petition	Heidi Leatherwood	Regular
	PH & second reading ord - Landscape code amendment	Meg Oren/Don Threewitt	Regular
	PH & second reading Ord - Willow Vista Annexation 1	Katelyn Puga/Brian McBroom	Regular
	PH & second reading Ord - Willow Vista Annexation 2	Katelyn Puga/Brian McBroom	Regular
	PH & second reading Ord - Willow Vista Annexation 3	Katelyn Puga/Brian McBroom	Regular
	PH & second reading Ord - Willow Vista Annexation Zoning	Katelyn Puga/Brian McBroom	Regular
September 2, 2025 GID Board of Director Meeting - Commercial			
September 2, 2025 GID Board of Director Meeting - Residential			
September 09, 2025 City Council Work Session	City Manager's Budget Presentation	Kalen Myers	WS
	EDUR Strategic Plan	Michelle Claymore	WS
	New proposed 2026 compensation plan	Martha Lanaghen	WS
September 16, 2025 Council Meeting	Proclamation - National Public Lands Day	Mayor	Intro
	Proclamation - Suicide Awareness and Prevention Month	Mayor	Intro
	Proclamation - National Constitution Week	Mayor	Intro
	Minutes - August 19 RM; August 26 WS	Heidi Leatherwood	Consent
	Weld County Presentation	Mayor	Consent
	PH & second reading ord - Cascadia PUD	Katelyn Puga/Brian McBroom	Regular
	PH & second reading ord - Schmerge Annexation	Katelyn Puga/Brian McBroom	Regular
	PH & second reading ord - Kinnison Annexation	Katelyn Puga/Brian McBroom	Regular
	B&C Appointments	Jennifer Middleton	Regular
September 23, 2025 City Council Work Session	City Manager's Budget Presentation (If needed)	Kalen Myers	WS
	Real Time Information Center Update	Adam Turk	WS

Greeley City Council

Status Report of Council Initiatives

Initiative No.	Council Member Initiating	Council Request	Council Meeting or Work Session Date Requested	Next Steps & Schedule	Anticipated Deliverable & Date (Report, Council Presentation, etc.)	Assigned to:
11-2023	Clark/Butler	Artificial turf and landscape standards	August 1, 2023 Council Meeting	•Come back to Council with a draft ordinance	The Landscape Code Amendment is scheduled for August 19 and public hearing/second reading on September 2.	Brian McBroom
4-2024	Butler	Lincoln Park Redesign	April 2, 2024 City Council Meeting	Requested Work Session for information on the Lincoln Park Redesign- to include status of project, timeline of project and overview of the coming outreach Work Session	Early 2025: Construction design drawings scheduled to begin, incorporating stakeholder input, alignment with redevelopment goals, and lessons from other urban parks. Late 2025 - 2026: Construction slated to begin at the end of 2025 and continue into 2026. At the June 10 WS council requested staff to pause construction to ensure Lincoln Park compliments future vision for Greeley's Downtown Civic Campus.	Diana Frick
5-2024	Hall	Impact Fee Study Structure	May 7, 2024 Council Meeting	Requested staff bring a report to a future work session explaining more in depth the Impact Fee Study Structure - how the ratio is calculated, review process, timeline of review, and development fees	DTA was awarded the contract and that process has now started. The consultant is working on completing the study. Tentatively set for Sep.	Allena Portis/Robert Miller
8-2024	Olson	Code Compliance	Oct 1, 2024 Council Meeting	Part 1 - Requested staff to present at a future work session on code compliance- what is compliant and what is not and to develop a plan to assist with low-income residents specifically relating to yards and vegetation Part 2 - More information needed on specific options on landscaping; enhancing voluntary compliance ticketing system	Part 1 was presented Feb. 11 and staff has begun working on the next report to council to be scheduled for a later date The work is ongoing. Updates will be provided at a later time.	Kelli Johnson/Buxton Demers
13- 2024	Butler	Audit of Development Code	Dec 10, 2024 Council WS	Discrepancies in the code and would like an administrative fix of the R-M zoning issue if possible, and then a full audit of the Development Code.	Received proposals on 2/13 and now in the evaluation Starting phase 1 (procedures chapter) and remaining phases are on hold pending budget.	Brian McBroom
3-2025	DeBoutez	Public Art Program	March 18, 2025 Council Meeting	Research the Public Art Program with 3 components: expanding the program to include local performing art groups, clarify the funding source for the 1% for all of the capital improvement projects, and reporting of when the money is appropriated to the program.	This is scheduled for the October 14 WS.	Diana Frick
4-2025	Butler	Civic Campus Funding	4/15/2025 Council Meeting	Requested staff to bring back funding plan options that does not require the funding to go to voters.	Staff will return with a presentation including the Financial Model at the Aug 26 WS.	Allena Portis
5-2025	Hall	Contracts	April 22, 2025 Work Session	Staff to send a descriptive memo or schedule a work session regarding all contract policies and options that were discussed at a previous meeting.	Stacey will provide a memo to council regarding the policies regarding contracts. A presentation is scheduled for the August 12 WS.	Stacey Aurzada/Allena Portis

7-2025	Butler	12th Street Outfall Project and Quiet Zones	May 6, 2025 Council Meeting	Update at a future work session on the 12th Street Outfall and quiet zone projects.	Presentation at the August 12 WS.	Public Works
10-2025	DeBoutez	Weld County Redistricting	May 20, 2025 Council Meeting	Requested staff to provide an update to Council on the redistricting and the affect it has on the residents. The request also included for it to be monitored.	An update was sent to Council in the Friday (6/6) memo.	Kelli Johnson



Work Session Agenda Summary

Item: 11.

August 12, 2025

Key Staff Contact: Stacey Aurzada, City Attorney

Title:

Motion to go into Executive Session to receive legal advice regarding the West Greeley Project

Background:

During the Executive Session, the City Council will request and receive legal advice for the West Greeley Project.

Council's Recommended Action:

A motion to go into an Executive Session to discuss the following matter as provided under C.R.S. Section 24-6-402(4)(b) and Greeley Municipal Code Section 2-151(a)(2):

To receive legal advice regarding the West Greeley project.

Strategic Focus Area:

Business Growth

Attachments:

None



Work Session Agenda Summary

Item: 12.

Title

Adjournment