City Manager's Office
City Hall
300 LaPorte Ave.
PO Box 580
Fort Collins, CO 80522
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WORK SESSION MEMORANDUM

Date: July 23, 2025
To: Mayor and City Councilmembers
Through: Kelly DiMartino, City Manager
Tyler Marr, Deputy City Manager
From: Ginny Sawyer, Project Manager
Subject: July 8, 2025 Work Session - Night Sky Staff Report Follow-up

BOTTOM LINE

The purpose of this memo is to provide a follow-up related to street light replacement and lighting code efforts, as discussed during the staff update on Night Sky Efforts at the July 8, 2025 work session. Mayor Arndt, Mayor Pro Tem Francis and Councilmembers Gutowsky, Pignataro, Canonico and Potyondy, and Ohlson were present in person.

FOLLOW-UP ITEMS

Streetlight Replacement

The City streetlight replacement program began in earnest in 2015 and originally identified 13,000 lights for replacement. Approximately 1,500 lights remain. These remaining lights are the post top variety which are mostly residential. Staff anticipates completing these replacements by early 2027. The remaining replacements are estimated to cost roughly $1M.

The replacements are saving on wattage use and are being installed at a dim setting. The lights and settings are tracked in ArcGIS which will allow for efficient auditing and data needs over time

Lighting Code Regulations

- Night sky friendly lighting on all residential and commercial buildings (Building Code) 2017
- Site lighting (Land Use Code) 2018
- Automatic controls to dim lighting by at least 50% two hours after normal business closing (Energy Code) 2009
- Outdoor lighting (commercial) must be turned off 30 minutes after sunrise (Energy Code) 2012
- Updated Lighting Code adopting Lighting Zones & Lighting Budgets (Land Use Code) 2021

City Manager's Office
300 Laporte Avenue
PO Box 580, Fort Collins, CO 80522

WORK SESSION MEMORANDUM

Date: July 17, 2025

To: Mayor and City Councilmembers

Through: Kelly DiMartino, City Manager

From: Rupa Venkatesh, Assistant City Manager

Subject: July 8, 2025 Work Session Summary: Civic Assembly Recommendations

BOTTOM LINE

The purpose of this memo is to document the summary of discussions during the July 8 Work Session. Mayor Arndt, Mayor Pro Tem Francis and Councilmembers Gutowsky, Pignataro, Canonico and Potyondy, and Ohlson were present in person.

DISCUSSION SUMMARY

- There was overall support to bring back both a Resolution of support of the Civic Assembly recommendations and a ballot referral.
- Utilizing feedback from the May 27 Work Session, staff prepared a draft resolution in support of the Civic Assembly recommendations and added additional parameters based on Council recommendations.
- Council expressed interest in using resolution language as close as possible to the Civic Assembly recommendations.
- Uses recommended by the Civic Assembly should all use the same language, i.e. "the City will" vs "the City may include"
    - Bike park and other park amenities (Section 6) need to use language to set the expectations that it should include them, so the language is stronger.
- There was discussion to add wildlife rehabilitation to the environmental partnership opportunities as this specific use was included in the Civic Assembly recommendations. There was also discussion that the 20 acres limitation be increased to 30 acres and clarification around the acreage limitation is not just for the structure but for the entire opportunity area for this use.
- A question was asked about funding and staff explained that the creation of the Master Plan is step one of the process.
- Indigenous consultation will be included.

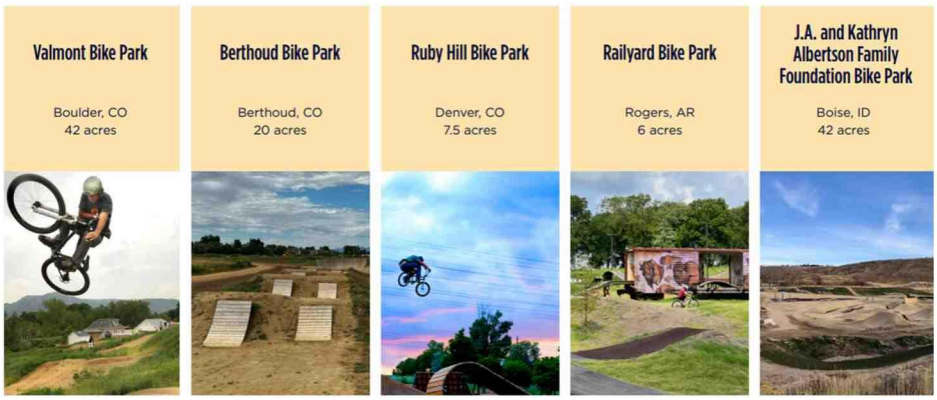
FOLLOW-UP ITEMS

The following items were requested:

1. More information as to how staff came up with the 35 acres limitation on the bike park:

CC: Ginny Sawyer, Dean Klingner, Sylvia Tatman-Burruss, William Bevil

Research information was presented at the March 25, 2025 Council Work Session to include the Bike Park Feasibility Study – The research (page 1) shows Valmont and four other sites that were reviewed.



The recommendation for "up to 35 acres" is based on allowing the possibility to build bike park features equivalent to the largest peer community-scale examples but does not mandate that size. This also allows flexibility in the design to potentially have equal or fewer features in a less dense configuration depending on the details of the design. In addition, 35 acres is just over 20% of the total site ensuring that the bike park will be restricted sufficiently to allow multiple other uses.

2. Information requested on current acreage of the stormwater detention area and any estimates on future size needs:
    - Current acreage of detention is approximately 25 acres
    - Estimates on future size will be determined on uses and through development review to meet current standards

3. Information requested on current acreage of the disc golf course
    - The disc golf overlaps the detention acreage and is approximately 25-28 acres

4. Course map: https://www.fcgov.com/parks/files/aggie-greens-map-kiosk.pdf?1640097457

NEXT STEPS

Staff will bring forward a draft Resolution to adopt Civic Assembly recommendations for Council consideration during the August 19 regular meeting and will also include a Resolution to refer to the ballot.

ATTACHMENT

1. Bike Park Feasibility Study

Fort Collins Bike Park Feasibility Study

Source: https://wolflambdesign.com/valmont-bike-park

Bike Park Precedent and Research Report

January 2025

City of Fort Collins LIVABLE CITIESTUDIO

The project team looked at five bike parks regionally and nationally. An analysis was conducted to understand unique qualities for each and to identify lessons that could be applied to the future Fort Collins Bike Park. The team researched parks at a variety of scales.

The project team conducted virtual interviews with the City of Rogers, the Boise Parks and Recreation Department, and the Town of Berthoud in early December 2024.

Note: See Bike Program Summary document for more information about the bike park zones, features, and amenities mentioned in this analysis document.

Regional

Valmont Bike Park

Boulder, CO
42 acres

Source: https://wolflambdesign.com/valmont-bike-park

Regional

Berthoud Bike Park

Berthoud, CO
20 acres

Source: https://www.reporterherald.com/2024/04/06/berthoud-bike-park-ramps-up/

Regional

Ruby Hill Bike Park

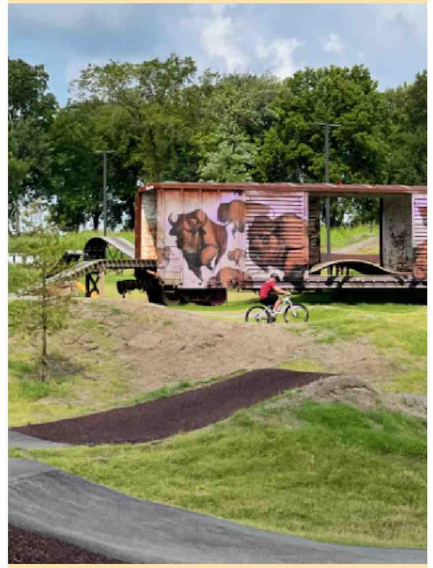
Denver, CO
7.5 acres

Source: https://www.alpinebikeparks.com/project/ruby-hill-bike-park

National

Railyard Bike Park

Rogers, AR
6 acres



Source: https://nwamotherlode.com/review-of-railyard-bike-park-in-rogers/

National

J.A. and Kathryn Albertson Family Foundation Bike Park

Boise, ID
42 acres

Source: https://totallyboise.com/local-stories/articleid/173/the-new-boise-bike-park-is-open

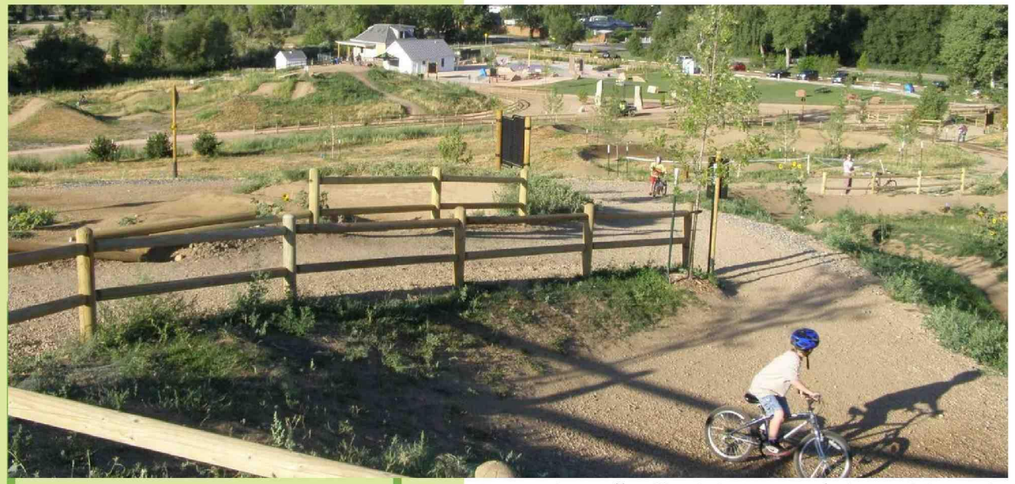
Valmont Bike Park

Boulder, CO
42 acres

Regional Example

Skill Levels: All skill levels
Surfacing: Natural (dirt)
Elevation Change: 78'
Parking: Yes, approximately 137 spots
Park Hours: 5 a.m. - 11 p.m. daily

Source: https://wolflambdesign.com/valmont-bike-park



Source: https://wolflambdesign.com/valmont-bike-park

Bike Park Zones

Dirt Jumps	✔
Gravity/Slopestyle Jump Trails	✔
Pump Tracks	✔
Skills Trails	✔
Progressive Drop Zone Trail	
Flow Trails and XC Trails	✔
Dual Slalom	✔

Additional Bike Features

- Permanent race event podium
- 4 total miles of bike trails
- 24 terrain park features
- Cyclo-cross features

Land Use/Context

The Valmont Bike Park is located in the East Boulder neighborhood which is primarily industrial. There are some residential land uses to the west of the park. There is an adjacent dog park.

Amenities

- Restrooms (ADA accessible, year-round)
- Drinking fountains (Seasonal)
- Bike racks
- Playground
- Picnic area
- Shelter
- Historic renovation of the Platt Farm House and plaza*
- Safety and information signs
- Right of way improvements along two streets*
- Children play area and mini tot track
- Plantings:
  - Irrigation
  - Landscaping and erosion controls
  - Over 250 trees planted
  - 340 Shrubs and native grasses

** Amenities that are adjacent to the park and not directly dedicated to the bike park*

Access

Trail Access:
- There is a bike lane/shoulder along Valmont Road for an east/west bike connection to the park.
- There are several off-street multi-use paths that enhance connections to the park including the Goose Creek Path, the Boulder Creek Path, and the Foothills Parkway Path.

Public Transit:
- The closest bus route includes a 1.1 mile walk to the park from the bus stop.

Adjacent Streets:
- The bike park is off of Valmont Road which is a busy arterial street.

Unique Attributes

- Largest municipal park in North America
- Wide variety of additional amenities

Regional Example

Source: https://www.reporterherald.com/2024/04/06/berthoud-bike-park-ramps-up/

Source: https://overlandmtb.org/wp-content/uploads/2024/03/berthoud-bike-park.png

Unique Attributes

- Designed to provide regional draw

Berthoud Bike Park

Berthoud, CO
20 acres

Skill Levels: All skill levels
Surfacing: Natural (dirt) and paved (asphalt)
Elevation Change: Minimal
Parking: Yes, approximately 52 spots
Park Hours: Dawn to dusk daily (weather allowing)

Bike Park Zones

Dirt Jumps	
Gravity/Slopestyle Jump Trails	✔
Pump Tracks	✔
Skills Trails	✔
Progressive Drop Zone Trail	
Flow Trails and XC Trails	
Dual Slalom	✔

Additional Bike Features

- Kids bicycle playground

Land Use/Context

The Berthoud Bike Park is adjacent to the Loveland Reservoir. There are residential neighborhoods to the south and east, and open spaces to the north and west. Highway 287 runs along the west side of the park.

Amenities

- Restrooms (ADA accessible, year-round)
- Portable toilets
- Bike repair station
- Bike pump
- Water fountains

Access

Trail Access:
- Not currently connected to a larger trail system but there are plans to provide trail connections in the future.

Public Transit:
- There is not good access via public transit.

Adjacent Streets:
- Local streets connect to the bike park from the residential neighborhood to the south. Highway 287 runs adjacent to the park on the west side, which creates a significant barrier.

Ruby Hill Bike Park

Denver, CO
7.5 acres

Skill Levels: All skill levels
Surfacing: Natural (dirt)
Elevation Change: Approximately 45’
Parking: Yes, approximately 46 spots
Park Hours: Sunrise to sunset daily

Bike Park Zones

Dirt Jumps	✔
Gravity/Slopestyle Jump Trails	✔
Pump Tracks	✔
Skills Trails	✔
Progressive Drop Zone Trail	
Flow Trails and XC Trails	✔
Dual Slalom	

Additional Bike Features

- Additional 1.7 mile multi-use natural surface loop trail around perimeter of Ruby Hill Park

Land Use/Context

The land use to the west and northwest of the park is residential. There are mixed uses to the south and northeast of the park. The South Platte River and the South Platte River Drive create a significant barrier on the east side of the park.

Amenities

Note - These amenities are all included within the larger Ruby Hill Park. While accessible by bike park users they are not dedicated amenities for the bike park.

- Restrooms (about 300’ away from the bike park near the baseball and softball fields)
- Baseball fields
- Softball fields
- Picnic areas
- Levitt Pavilion (which holds concerts)
- Playground
- Community gardens
- Shade structures

Access

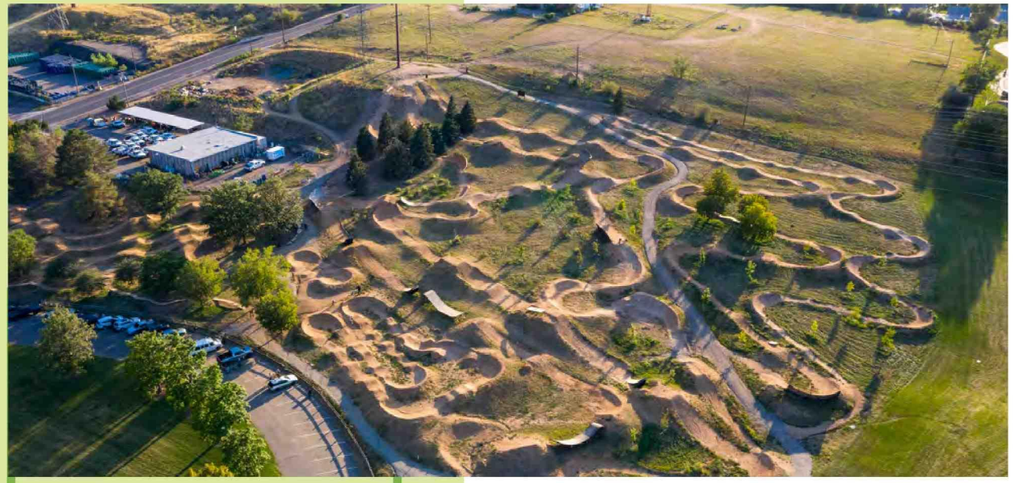
Trail Access:
- Ruby Hill Park connects to the South Platte River Trail, a multi-use City of Denver trail.
- There is a bike lane along the north side of Ruby Hill Park and a buffered bike lane on the south side of the park.

Public Transit:
- There is not good access via public transit.

Adjacent Streets:
- The streets to the north and south of the park are arterial streets, both major roads designed for high-volume through traffic. South Platte River Drive is a collector street on the east side of the park, a low-to-moderate-capacity road. These bordering streets create high traffic stress routes to the park.

Regional Example

Source: https://www.alpinebikeparks.com/project/ruby-hill-bike-park

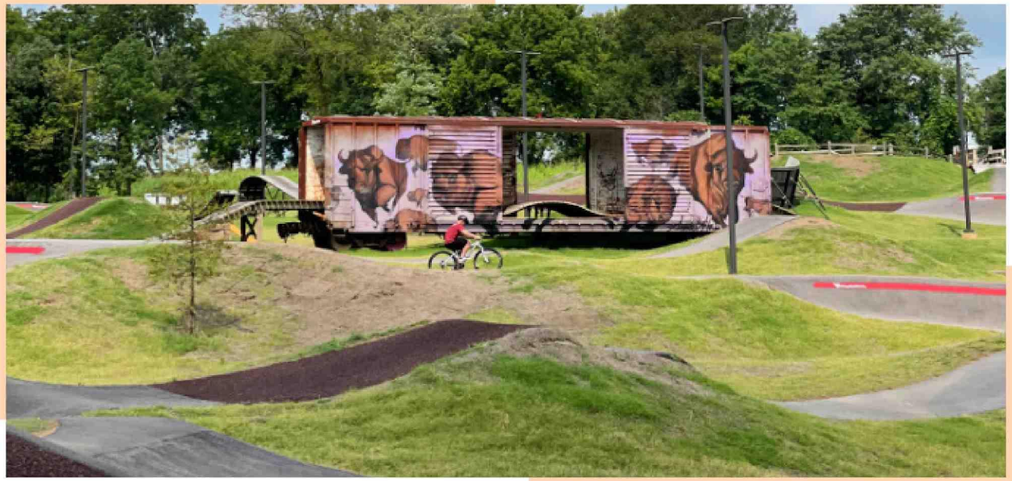


Source: https://americanrampcompany.com/projects/ruby-hill-bike-park-denver-co/

Unique Attributes

- The bike park is part of Ruby Hill Park, an 80-acre park in Denver with several active and passive recreational amenities

National Example



Source: https://nwamotherlode.com/review-of-railyard-bike-park-in-rogers

Source: https://americanrampcompany.com/projects/the-railyard-bike-park-rogers-ar/

Unique Attributes

- The bike park utilizes recycled rail infrastructure, like a full-scale recycled rail car set on real railroad tracks.
- One of the few bike parks in the country that is lit up at night.
- Opened in 2016 as a natural surface park, paved the entire park in 2019 due to maintenance issues.

Railyard Bike Park

Rogers, AR
6 acres

Skill Levels: All skill levels
Surfacing: Paved (asphalt)
Elevation Change: 26'
Parking: Yes, approximately 79 spots
Park Hours: 6 a.m. - 10 p.m. daily

Bike Park Zones

Dirt Jumps	✔
Gravity/Slopestyle Jump Trails	✔
Pump Tracks	✔
Skills Trails	✔
Progressive Drop Zone Trail	
Flow Trails and XC Trails	
Dual Slalom	

Note - The dirt jumps are paved with prefabricated ramps.

Additional Bike Features

- Kids area with a mini pump track and obstacle course
- Bike park lit up at night

Land Use/Context

The bike park is adjacent to a low density residential neighborhood with low-income disadvantaged populations. There are commercial and industrial land uses to the north that are inaccessible due to a ravine. The trail system connects to Lake Atalanta Park which is a 236-acre park. There is an adjacent dog park.

Amenities

- Restrooms (seasonal)
- Doggie stations
- Drinking fountains
- Walking trail
- Parking
- Picnic tables
- Two-story pavilion (upper level able to be rented for events)

Access

Trail Access:
- The bike park connects to the Railyard Loop which is a 15-mile loop trail that connects downtown Rogers to the Razorback Greenway and Uptown Rogers.

Public Transit:
- There is not good access via public transit.

Adjacent Streets:
- The bike park is on a local road.

J.A. and Kathryn Albertson Family Foundation Bike Park

National Example

Boise, ID
10 acres

Skill Levels: All skill levels
Surfacing: Paved (asphalt) and natural (dirt)
Elevation Change: 26'
Parking: Yes, approximately 18 spots. Overflow parking across the street
Park Hours: Sunrise to sunset daily (weather permitting)

Bike Park Zones

Dirt Jumps	
Gravity/Slopestyle Jump Trails	✔
Pump Tracks	✔
Skills Trails	
Progressive Drop Zone Trail	
Flow Trails and XC Trails	✔
Dual Slalom	

Additional Bike Features

- Designed to ensure that anyone using adaptive equipment can still ride throughout the entire park.

Land Use/Context

Mixed uses surround the bike park. There is a hospital, senior center, residential areas, university buildings, are preserved open spaces. There is an adjacent dog park.

Amenities

Note - These amenities are shared by the bike park and the adjacent dog park.

- Shade structure
- Restrooms
- Drinking fountains
- Parking

Access

Trail Access:
- Access to the Ridge to Rivers Trail System.

Public Transit:
- There is not good access via public transit.

Adjacent Streets:
- The streets adjacent to the bike park are neighborhood residential streets, creating a low traffic stress way to get to the bike park.

Source: https://www.jkaf.org/stories/the-boise-bike-park-reinventing-outdoor-spaces-for-all/

Source: https://visitboise.com/meeting-place/j-a-and-kathryn-albertsons-family-foundation-bike-park/

Unique Attributes

- Land was originally part of the military reserve and served as an unspoken dog park
- Initial push back from nearby residents. Project team promised to do a post-occupancy survey before starting to host any events on-site

Bike Park Zones

The project team reviewed current bike park standards, best practices, and precedents to evaluate the type of bike features that are commonly desired at a community-scale bike park. The following list of features provides an overview of these features including key design considerations and sizing recommendations.

Dirt Jumps

These are comprised of rollers, tabletop jumps, gap jumps, step down and step up jumps, hip jumps, berms and 'rhythm' features. These are suited for both MTB and BMX.

Design Considerations:
- Separate Beginner, Intermediate and Advanced trails for progression
- Natural surface trails consist of custom clay/sand blend.
- Slope and Area Requirements
  - 1% - 3% optimal grade with steeper start hill/run-in
  - 60,000 SF area (400lf x 150lf) is adequate
- Design should incorporate various line options to provide a multitude of riding experiences
- Option to incorporate prefabricated jump lips to reduce maintenance
  - Pros and Cons depending on rider preference
- Natural surface construction allows for dirt jumps to evolve over time, providing new experiences for riders
  - Popular trails for volunteer maintenance engagement
- Characterized by tighter feature spacing, steeper lips and landings, requiring less slope/grade for speed generation

Maintenance Considerations:
- Higher maintenance requirements due to steeper trail treads and natural surface construction
  - Requires easy water access for maintenance
  - Option of incorporating soil stabilizer to reduce maintenance and increase longevity of finished tread surface

Adaptive Considerations:
- Beginner and intermediate dirt jump lines can be designed/built to accommodate adaptive cyclists via sufficient trail tread width and "rollable" features (no "gap" jumps)

Source: https://www.redbull.com/se-en/matt-jones-rides-gorge-trails

Gravity/Slopestyle Jump Trails

These are comprised of rollers, drops, tabletop jumps, berms, and prefabricated 'slopestyle' riding features (wall rides, whale tails, ladder drops, etc). These are MTB oriented (less suited for BMX).

Design Considerations:
- Slope and Area Requirements
  - 3%-6% optimal trail grade
  - 100,000 SF area is adequate
- Beginner, Intermediate and Advanced trails for progression
- Natural surface trails consisting of custom clay/sand blend
  - Option to incorporate asphalt surfacing throughout, or on select features (berms, jump lips, etc) to reduce maintenance
  - Option to incorporate rock/paver armoring in higher impact areas (berms, drainage areas, etc) to reduce maintenance
- Characterized by more broadly spaced features optimized for higher speed riding experience, slightly steeper slope requirement for speed generation
- Trails should be separated with strategic points of convergence to allow for varied line options

Maintenance Considerations:
- Moderate maintenance requirements due to natural surface construction and higher speed usage
  - Required irrigation for maintenance and vegetation establishment between trails and on side slopes

Adaptive Considerations:
- Beginner and intermediate trails can be designed/built to accommodate adaptive cyclists via sufficient trail tread width and "rollable" features (no "gap" jumps)

Source: FlowRide Concepts

Pump Tracks

These are comprised of rollers, berms and optional jump features. There is an option to incorporate prefabricated wall rides. These can accommodates Beginner, Intermediate and Advanced riders.

Design Considerations:
- Natural (clay/sand blend), Asphalt or Concrete surface options
  - Asphalt surface is most common in modern bike parks
  - Asphalt or Concrete surfacing allows for other recreational users (skateboards, scooters, etc)
- Slope and Area Requirements
  - Flat area required
  - Small pump track ~10,000 SF
  - Larger pump track ~25,000+ SF
- Typically includes sub-grade drainage system
- Suited for both MTB and BMX
- Optimal to have a separate Beginner or 'Strider' track for kids and novice riders to develop pump track skills
- Size and spacing of rollers and berms critical to a well-functioning pump track
- Minimum of 2 elevated staging/start areas for riders to rest and reset
- 'Infield' areas can be grass, turf or decorative gravel
  - Should deter riders from cutting between trails but safe for accidental falls

Maintenance Considerations:
- Paved pump tracks are preferable to minimize maintenance concerns

Adaptive Considerations:
- Can be designed/built to accommodate adaptive cyclists via sufficient trail tread width requirements

Source: https://www.parksfdn.com/bikepumptrack

Skills Trails

Natural surface 'singletrack' trail built for technical skills progression. These are Comprised of features including rollers, berms, technical rock gardens, prefabricated ladder bridge features, 'skinny' log or bridge features, and XC singletrack trail built to replicate local trail characteristics. These are MTB oriented.

Design Considerations:
- Can be located on flat ground or sloped terrain
- Oriented in a loop or integrated into perimeter trails
- Beginner, Intermediate and Advanced trails for progression

Maintenance Considerations:
- Lower maintenance requirement

Adaptive Considerations:
- Can be designed/built to accommodate adaptive cyclists via sufficient trail tread width and skill feature (wood or rock) width requirements

Source: FlowRide Concepts

Source: https://www.denverpost.com/2021/04/27/yard-mountain-bike-skills-park-fremont/

Progressive Drop Zone Trail

Natural surface trail built for drop skills progression. These are comprised of rollers, prefabricated or wooden drop features with progressive, varied heights. These are MTB oriented.

Design Considerations:
- Requires ~5% or greater grade
- Beginner, Intermediate and Advanced progression

Maintenance Considerations:
- Lower maintenance requirement

Adaptive Considerations:
- Can be designed/built to accommodate adaptive cyclists via sufficient trail tread width and "rollable" drop features

Source: FlowRide Concepts

Source: FlowRide Concepts

Flow Trails and XC Trails

Natural surface trails built to replicate experience of area MTB trails. These are comprised of rolling contours, berms, tabletops, natural rock features.

Design Considerations:
- Flow Trails require sloped terrain
- XC Trails suitable for sloped or flat terrain
- Suited for Beginner, Intermediate and Advanced riders
- Offers more traditional MTB experience

Maintenance Considerations:
- Lower maintenance requirement

Adaptive Considerations:
- Can be designed/built to accommodate adaptive cyclists via sufficient trail tread width

Source: FlowRide Concepts

Source: https://mtbzone-bikepark.com/en/willingen/trails/flow-trail

Dual Slalom

These are natural surface race tracks with dual, 'mirrored' trails for heads up racing. These are comprised of rollers, rhythm sections, jumps and berms. These are MTB oriented. Can accommodates beginner, intermediate and advanced riders. These features are essential to support collegiate level race events.

Design Considerations:
- 1,000+ LF minimal length
- Requires minimum 3-4% grade

Maintenance Considerations:
- Higher maintenance requirements due to higher speeds and steeper bermed surfaces

Adaptive Considerations:
- Can be designed/built to accommodate adaptive cyclists via sufficient trail tread width

Source: FlowRide Concepts

Source: FlowRide Concepts

Criterium Training Course

A criterium race is a bicycle race of a specified number of laps on a closed course over public roads closed to normal traffic. Criterium training courses replicate the racing conditions for road bikers to train.

Design Considerations:
- Ideal lap on a training course ranges from .5 miles to 1.5 miles
- Incorporate a closed-loop design with varied cornering angles to simulate real criterium conditions
- Maintain a minimum width of 20' to allow safe passing and group riding
- Include small elevation changes (if possible) to challenge riders
- Position barriers or buffers at high-speed corners and avoid sharp obstacles near track edges
- Ensure a smooth, durable surface with good traction, such as asphalt or concrete

Maintenance Considerations:
- Inspect for cracks and surface damage regularly
- Implement routine cleaning to remove debris, leaves, and gravel
- Maintain clear directional and safety signs

Adaptive Considerations:
- Provide accessible entry points

Source: https://www.trainerroad.com/blog/5-best-workouts-for-criterium-racers/

Cyclocross Course

A cyclocross training course is a designed or improvised track used to train for cyclocross racing, a type of off-road cycling competition. Cyclocross races are characterized by a mix of surfaces, including dirt, grass, gravel, sand, and even pavement, with obstacles that may require dismounting and carrying the bike.

Design Considerations:
- Include varied terrain for the cyclocross course, including grass, dirt, gravel, sand, or small sections of pavement to mimic race conditions
- Utilize existing terrain features like hills, slopes, and wooded areas for authenticity
- Include a mix of fast straightaways, technical turns, and challenging obstacles to provide variety
- Aim for a la length between 1.4 to 2 miles
- Consider including skill zones for participants to practice dismounting and re-mounting their bikes and to practice bike-handling drills
- Ensure any barriers meet regulation height for competition practice, 15.75 inches maximum
- Consider including run-ups, sand pits, stairs, and off-camber sections as obstacles

Maintenance Considerations:
- Maintain the terrain on the course by repairing ruts, ensuring proper drainage, and inspecting the obstacles for safety and functionality
- Check for hazards and replace damaged course markers to enhance safety
- Monitor wet or frozen areas to prevent damage and consider temporary closures when necessary

Adaptive Considerations:
- Provide accessible entry points

Source: https://www.cxmagazine.com/faq-what-to-expect-cyclocross-course

Accessory Elements and Amenities

The project team identified the following accessory elements and amenities that are frequently included in community-scale bike park designs.

Entry Plaza

- Safety Signage and Bike Park Map
- Bike rack
- Bike repair station
- Locking entry gate to control access (weather/seasonal closures)

Source: https://americanrampcompany.com/projects/portland-or-gateway-green/

Spectator Areas

- Main spectator area with shade structure and picnic seating oriented with views overlooking bike park
  - Often located proximal to pump track and/or beginner trails
- Smaller 'satellite' spectator areas located within view shed of advanced jump trails and/or 'signature' features
  - Picnic table
  - Crusher fine surfacing

Source: https://www.redbull.com/in-en/soderstrom-pump-track-racing

Access/Service Trails

- 10' wide crusher fine access trails for maintenance and emergency vehicle access

Source: https://www.westminsterco.gov/ParksRecreation/Parks,TrailsOpenSpace/OpenSpaceTrails

Shade Structure

- Minimum 20'xw20' shade structure with picnic tables

Source: https://www.flickr.com/photos/bouldercolorado/albums/72157634244459549/

Maintenance/Equipment Storage Shed

- ~10'x20' shed for tool and equipment storage

Source: https://www.coloradosheds.com/storage-sheds/royal-gorge-wood-shed/

Material Storage Area

- Proximal to Maintenance Shed
- Bays for dirt and material storage

Source: https://www.hollyandsmith.com/portfolioproject/new-orleans-city-park-golf-course-maintenance-buildings

Bike Repair Station

- Bike tools, tire pump

Source: https://www.duo-gard.com/bike-repair-stations-so-popular-duo-gard-expands-line-2/

Restroom Facility

Source: https://romtec.com/large-restrooms/

Parking Area

Source: https://www.stthomas.edu/visit-us/parking-transportation/

Overflow Parking

Source: https://www.newbiggintowncouncil.gov.uk/events/overflow-car-parking-2/

Fencing and Landscaping

- Post and rail fencing around bike park perimeter to help control access
- Landscaping to be planted in non-riding zones to reduce erosion and enhance site aesthetics

Source: https://wolflambdesign.com/valmont-bike-park

Pavilion

Source: https://nwamotherlode.com/review-of-railyard-bike-park-in-rogers/OpenSpaceTrails

LIVABLE CITIESTUDIO

City of Fort Collins

Maintenance

Regular maintenance is required for the successful operation and management of a safe bike park facility. Routine tasks include, but are not limited to:

- Monitoring of trail and feature conditions, reporting any issues
- Watering of natural surface trails (especially dirt jumps and slopestyle trails) During peak use
- Raking and re-compaction of impacted features and trail tread
- Clearing debris and loose aggregate from trail tread
- Inspecting and repairing hardware and decking on prefabricated and wooden structures
- Flow checking (riding trails) and revisions/improvements of trails and features
- Inspection and maintenance of signage

Annual maintenance budget is typically estimated at 5-10% of total construction cost. This can be reduced by utilizing hard surfacing (asphalt, concrete, etc.) and prefabricated riding features.

Regular maintenance can be conducted in various ways:

Internal Staff

- Full time or Part time seasonal position responsible for managing bike park maintenance. Ideal candidate would be dependable local rider with experience building and maintaining a bike park
  - **Pros** – efficient internal management of maintenance process and procedures / reliable staff labor
  - **Cons** – lacks community engagement / effectiveness depends on skills and availability of staff

Contractor

- Professional bike park contractor would fulfill all maintenance requirements and procedures, logging maintenance activities with status reports
  - **Pros** – ensures professional maintenance occurs on regular basis / requires minimal oversight / accountability and quality control
  - **Cons** – lacks community engagement unless contractor is tasked with engaging volunteers to assist with maintenance

Volunteers

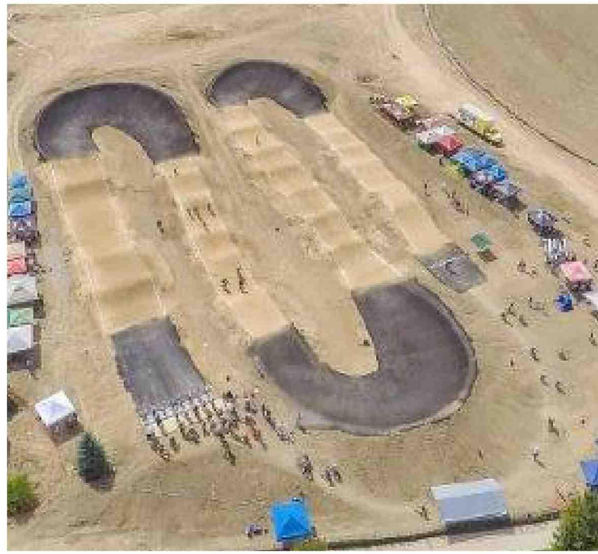
- The City implements a comprehensive volunteer builder maintenance training program outlined in an Operations Plan and Memorandum of Understanding (MOU) with a local user/advocacy group
  - **Pros** – Community engagement can result in “ownership” of the park, empowering entire community of builders to take pride in upkeep of the bike park
  - **Cons** – requires significant planning, coordination and oversight by staff. Availability and dependability of volunteers is inconsistent and challenging. Effectiveness depends on skills and experience of volunteers / requires professional training for volunteers/leaders

Hybrid

- Could include contractor + volunteer or contractor + staff maintenance programs where contractor is responsible for maintenance trainings for volunteers and/or staff, and performing regular inspections to support volunteer/staff maintenance efforts and procedures
  - **Pros** (for contractor + staff) – ensures professional oversight / ensures maintenance performed on regular basis
  - **Cons** – effectiveness depends on skill level of staff / doesn’t facilitate community engagement

Best Practices for Risk Management

- Create a Master plan for the bike park aligned with best practices for the design and operation of a bike park facility (offer progression, optional lines, adequate sight lines, adequate buffer on fall zones, etc.)
- Ensure the park has a comprehensive signage program including rules, regulations and way finding
- Ensure the park has adequate barrier between participants and spectators, and clearly signed entry and exit points
- Develop an operations and management plan and MOU with the active volunteer group (if applicable). The operations plan should include a risk management plan, signage plan, maintenance plan and plan for tracking/ managing incidents and accidents
- The park design, operation and management plans and MOU should be reviewed and approved by staff and/or consulting risk manager
- Integrate a method to enforce park rules, set hours of operation and required use of safety apparel
- Introduce periodic law enforcement patrol of the park
- The park should be routinely inspected and maintained with reports logged
- All organized events should be supervised and require purchase of liability insurance through the sanctioning event body



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WORK SESSION MEMORANDUM

Date: July 15, 2025

To: Mayor and City Councilmembers DS

Through: Kelly DiMartino, City Manager KD

Caryn Champine, Director of Planning, Development, and Transportation DS DB

From: Sylvia Tatman-Burruss, Sr. Policy & Project Manager ST

Megan Keith, Senior Planner MK

Subject: July 8, 2025, Work Session Summary – Land Use Code Update – Commercial Corridors and Centers

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BOTTOM LINE

The purpose of this memo is to document the summary of discussions during the July 8th Work Session.

All Councilmembers were present. Staff received questions and feedback regarding potential Land Use Code revisions. The staff presentation was provided by Clay Frickey, Megan Keith, and Sylvia Tatman-Burruss.

DISCUSSION SUMMARY

The presentation included a review of the proposed Land Use Code changes based on Council feedback from the April 22nd Work Session, public engagement, Focus Group conversations, and analysis. After each section, staff paused for clarification and discussion.

For consistency, this summary is organized by Guiding Principles in the order they were presented.

During the discussion, there were additions made and follow-up items requested for clarity. Those are noted below, both in the tables of potential code revisions and in the "follow-up items" section.

Enable more housing and mixed-use buildings, especially along roads with frequent bus service

Following the introduction and grounding on the Transit Oriented Overlay (TOD) District, Councilmembers reviewed 6 potential code modifications toward the fulfillment of the Guiding Principle.

Specific Feedback

- General support for increasing the height limit in General Commercial from 4 to 5 stories.
- General feedback that breaking up the TOD into subareas would cause greater confusion and add complexity.
- Most Councilmembers were in favor of disallowing gas stations within a 1000' buffer from any MAX station along the TOD and within 1000' of an existing gas station. A map is attached for clarity.
- General agreement to remove parking minimums from the TOD.
- Some interest in removing parking minimums citywide.
- Request for staff to bring back optionality regarding parking minimums citywide.

Recommendation Number	Recommendation
TOD 1	Allow 5-story standalone residential within the General Commercial zone (up from 4 stories)
~~TOD 2~~	~~Subdivide the existing TOD Overlay into Zones A, B, and C~~
TOD 3	Limit new Gasoline Stations (gas stations) within 1000' of MAX Stations, other existing gas stations, and Convenience Stores with Fuel Sales ~~in TOD Zones A and B~~ for all of TOD
TOD 4	Prohibit new enclosed mini-storage use ~~except when in a two-story building~~ in entire TOD Overlay
TOD 5	Prohibit new boat sales with storage use in entire TOD Overlay
TOD 6	Eliminate parking minimums in the entire TOD Overlay but retain maximums for surface parking. Set a maximum contiguous surface parking lot allowance at 2.0 acres, inclusive of circulation and landscaping. Introduce additional site design standards such as requiring parking lots to be bound on at least two sides by streets (public and/or private)

Create resilient commercial and employment centers that are adaptable to future needs

Following the presentation of information on this section, Councilmembers reviewed 5 potential code modifications toward the fulfillment of the guiding principle. One additional request was made to add an affordable housing provision. That is noted as "additional request" at the bottom of the HC/E table below.

Specific Feedback

- General support for a 50/50 Primary/Secondary Use split in the Harmony Corridor and Employment zone districts.
- General support to allow standalone residential development in existing parking lots.
- General support to codify the primary/secondary use split calculation methodology.
- General support for allowing residential buildings to be 6 stories in height in the Harmony Corridor zone district. Some questions about why only 3 stories is allowed in the Employment zone district.
- Additional request to allow affordable housing developments to be considered a primary use or be exempt from the ratio calculation.

Recommendation Number	Recommendation
HC/E 1	Adjust to a 50:50 primary/secondary use split
HC/E 2	Allow standalone residential to replace existing parking lots (will not count towards ratio)
HC/E 3	Codify primary/secondary use split calculation methodology
HC/E 4	Allow primary use exceptions for mixed-use buildings when: • Primary uses occupy at least 25% of the ground floor • Non-residential secondary uses may occupy 100% of the ground floor
HC/E 5	HC Only: Allow residential buildings to be a maximum of six (6) stories (increased from 3 stories)
Additional Request	Allow affordable housing developments to be considered a primary use or be exempt from the ratio calculation.

Create clearer building and site design standards that promote transit use, walking, and rolling along roads with frequent bus service

Councilmembers were generally in support of moving toward form-based code standards similar to those developed for residential buildings. Questions arose regarding whether the design

standards and examples will be updated for the “General Building” schematic to reflect better design articulation.

Improve predictability of the Land Use Code, especially to support small business owners

Councilmembers were generally in support of the direction as presented for the Change of Use Process.

NEXT STEPS

Unless further discussion is requested, the next time this topic is presented to Council will be for adoption. That date will be set in the coming weeks, sometime in the fall. A memo with pro forma analyses and development scenarios where the new Land Use Code changes are applied will be delivered to Council prior to adoption.

FOLLOW-UP ITEMS

- Request for a map showing where gas stations currently exist and where they would be disallowed with a 1000-foot buffer from MAX stations.

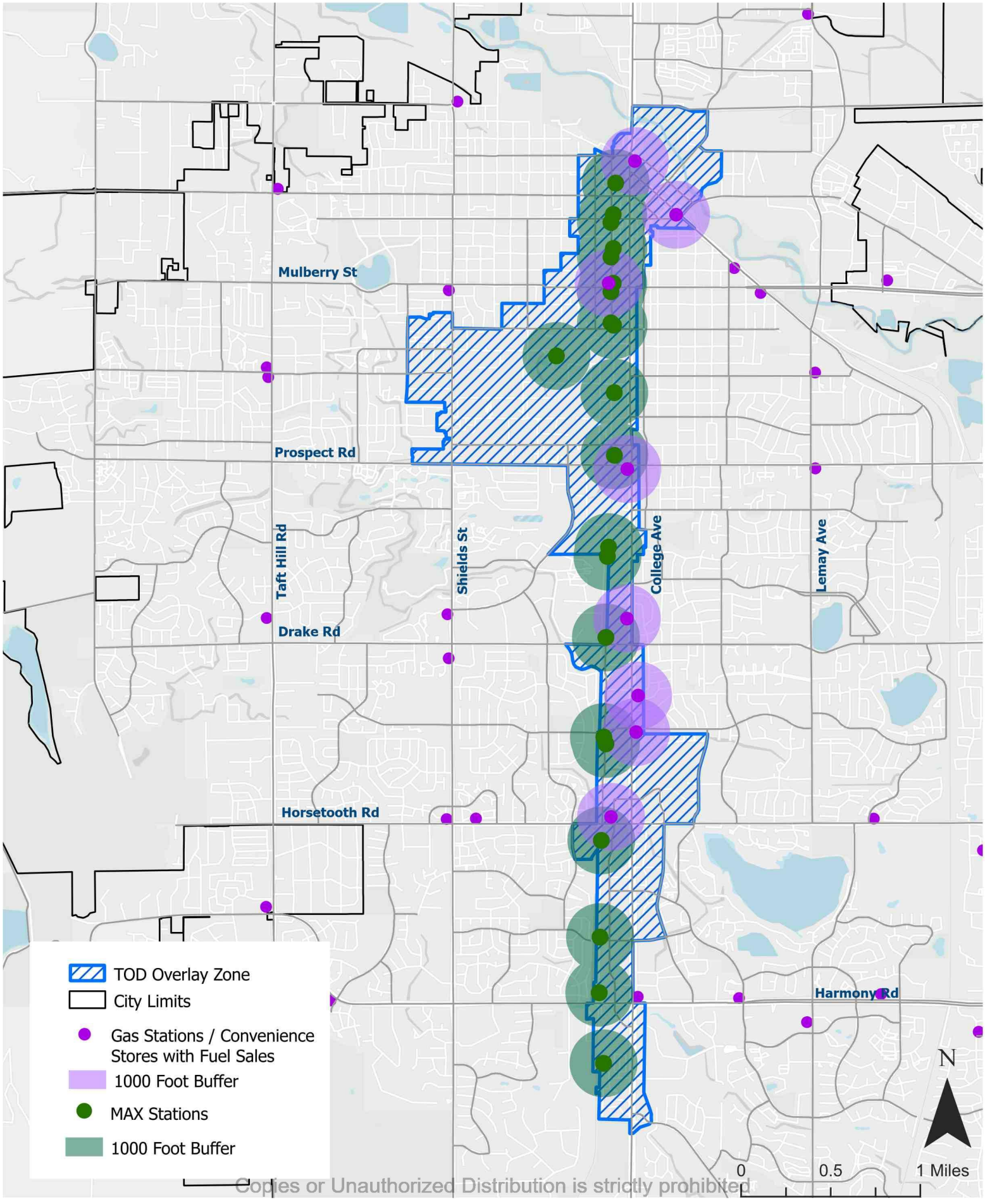
ATTACHMENTS

- 1000-foot Buffers in TOD Overlay Zone: this map depicts the existing TOD overlay and locations of existing Gas Stations or Convenience Stores with Fuel Sales. The Gas Stations or Convenience Stores with Fuel Sales (gas stations) within the TOD overlay have a 1000-foot buffer added shown in the purple shade. MAX Station locations are shown in green and have an accompanying 1000-foot buffer. The proposed LUC changes would allow new gas stations in the TOD to locate only in areas outside of either 1000-foot buffer areas. This map also depicts the locations of other existing gas stations within map view.

cc: Tyler Marr, Deputy City Manager

Noah Beals, Development Review Manager

1000 Foot Buffers in TOD Overlay Zone



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WORK SESSION MEMORANDUM

Date: July 17, 2025

To: Mayor and City Councilmembers

Through: Kelly DiMartino, City manager

Tyler Marr, Deputy City Manager

From: Ginny Sawyer, Project Manager

Subject: July 8, 2025 work session – Community Capital Improvement Program Renewal Item

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BOTTOM LINE

The purpose of this memo is to document the summary of the discussion during the July 8, 2025, work session. Mayor Arndt, Mayor Pro Tem Francis and Councilmembers Gutowsky, Pignataro, Canonico and Potyondy, and Ohlson were present in person.

Staff provided an update on work that has occurred since the last work session on May 27, 2025. The recommended package of projects remained the same with the addition of:

- A recommendation to NOT bond against the Housing Fund.
- Added inflation over time to the Housing Fund.
- Communicated the potential for $2-2.5M in remaining 2015-2025 funds that could be utilized towards affordable housing.
- Clarified total Operation & Maintenance included in proposed package is $375K.

DISCUSSION SUMMARY

- There was both disappointment and understanding of the lack of additional dollars to the Housing Fund.
- There was overall support and desire for:
    - Adding $7M to advance composting goals.
    - Scaling or looking for other funding sources for the Parks Shop and the Trolley Barn to find additional money.
    - Changing the name of the Mulberry Pool funding to better reflect that this will be a portion, or seed money, for a future facility.
    - Not requiring all Housing Funds to be restricted to a revolving loan but to be more flexible throughout the 10-year program.

NEXT STEPS

Staff will bring a ballot referral item on August 19, 2025 reflecting the desired changes noted above.

FOLLOW-UP ITEMS

There was a question regarding the scheduling of Housing Fund availability. With the potential of utilizing remaining 2016-2025 funds along with first year collections, staff anticipates being able to offer a project feasible amount to housing partners within the first or second year. A second contribution could come within the 4th year (2029) with additional dollars being available later in the program.