

## City of Burlington Executive Summary

The City of Burlington, Iowa has been inundated by the floodwaters of the Mississippi River for its entire existence. However, in recent years, a series of record floods have been devastating – costing the City and many private businesses millions of dollars in emergency protection costs, property damage, cleanup, maintenance costs, and lost revenues. Burlington is a classic river town with a rich history of riverfront and rail commerce, and the City has kept its character alive through the preservation of historic landmarks and the celebration of important community events such as Steamboat Days. The City developed a riverfront plan to build on the successes the City has had in building a strong and vibrant community. The plan envisions a more connected downtown and riverfront, and an increase in private investment with the addition of more protected waterfront real estate. The Burlington Riverfront will again become the vision of a picturesque postcard.

Three major flood events have plagued the City of Burlington in the last six years, specifically 2008, 2013, and 2014. Flood levels in June 2008 reached a near-record high of 25.18 feet on the Burlington Flood Gage. Burlington's almost 50-year running music festival, Steamboat Days, a multi-million dollar regional event, lost tourism and revenue due to being forced to close early because of flood conditions. The modification of this annual venue has a negative economic impact for not just Burlington, but also the surrounding region.

The overall framework plan, or master plan, for the Burlington Riverfront includes:

- Sewer separation in the project area watershed.
- Flood protection walls from the wastewater treatment plant to the I-34 Bridge and a rail closure for flood protection on the Case spur.
- Two new or rehabilitated stormwater pump stations (Market Street and Valley Street) and modifications to existing storm sewers.
- Enhancements to the Market Street sanitary lift station.
- Conversions of "The Landing" to a civic destination and park from a parking lot including a great lawn, a public promenade along the river, floating transient dockage and the addition of trees and other landscape improvements.
- Green infrastructure streetscape enhancements on Jefferson and Washington Streets and green alleys, as well as the creation of gateways on Front Street at the Landing.
- Redevelopment potential across from The Drake at the existing post office.
- Existing and planned trails and complete streets for continuous bike and pedestrian access.
- Operations and maintenance will be performed on a regular basis by City staff including training, periodic operations of all gates & pumps, and green infrastructure maintenance.

Minimizing the quantity of stormwater that reaches the pumps through the use of green infrastructure in the downtown can create real operational and infrastructure cost savings for downtown Burlington. The primary opportunities identified for green infrastructure in the downtown include green alleys, green streetscapes and rain garden streets. A demonstration area focused in a specific area bound by 3rd Street, Washington Street, N. Front Street, and Jefferson Street would have the biggest impact as a

first step towards implementation. The resulting project will drastically reduce the stormwater runoff that carries dirt, oil and other pollutants to the Mississippi River and local streams and can also cause erosion and flooding that harm properties and wildlife habitat. Green infrastructure brings nature into the city, which can improve both mental and physical health, increase property value, conserve energy, enhance wildlife habitat and save money on more costly pipe infrastructure. The proposed flood control strategy for Burlington includes a combination of permanent and temporary flood walls. To minimize impact to lands, walls will be implemented over levees or berms. The type, finish, and height of the wall vary by location along the riverfront. The walls will provide protection for the City's historically significant landmarks, as well as the downtown commercial district.

The entire project is broken into nine (9) phases that started in 2009 with completion in 2023. Phases V, VI, VII, & IX will utilize Sales Tax Increment funding.

Past/Current/Future SRF Loans (\$17,036,693):

Phase I (Hawkeye Equalization Tanks) – 2009 - \$3,851,000

Phase II (Water Works System Improvements) – 2009- \$1,511,000

Phase III (Cascade Sewer Separation Phase II) – 2010-2016 - \$1,001,920

Phase IV (MASL Watershed Sewer Separation Project) – 2014-2022 - \$10,672,773

Tax Increment Funded Phases (\$26,200,000):

Phase V (South Side of Market to North of Port Building) – 2015-2017 - \$5,818,894

Phase VI (South Side of Market to Rail Yard and Market Pump Station, Green Alleys) – 2019-2020 - \$5,669,723

Phase VII (Valley Street Stormwater Pump Station, Tieback Levee on Market Street, Rehabilitation of Market Street Lift Station, Storage Building for Flood Wall Panels) – 2021-2022 - \$5,119,348

Phase IX (Depot Protection Railroad Yard Closures) – 2022-2023 - \$5,682,104

Bond Interest and Financing Costs - \$3,909,930

Local Match (\$27,982,543):

Phase III (Cascade Sewer Study) – 2010- \$593,000

Phase III (Cascade Watershed Separation Project Phase I) – 2012 - \$1,260,000

Phase IV (MASL Watershed Sewer Separation Project) – 2014-2022 - \$21,629,543

Phase VIII (MASL Detention Storage) – 2023-2023 - \$4,500,000

Phase IX (WWTP Protection) – 2022-2023 - \$2,672,772

Note: The local match is also including the possible future SRF match. If the future SRF match is taken out the local match drops to \$20,982,543.

Possible Future SRF funding (\$7,000,000):

MASL Sewer Separation – 2018 - \$3,500,000

MASL Sewer Separation – 2019 - \$3,500,000

The City is committed to providing \$20,982,542 in contribution to funding this project. The City will provide these funds through sewer funds, general obligation and revenue bonds. The City feels confident this funding will be sufficient to satisfy the local match requirement of this funding source.

The historic annual growth rate derived from Sales and Use Tax Reports from the Iowa Department of Revenue averaged 1.29% since 2003. This request represents 70% of the state's sales tax revenues generated within the City for the next 18 years using the projected annual growth rate of 1.29% starting in 2016 with funding completion planned for 2033.

The total cost of all phases of the project plan is estimated at \$64,219,235. The City of Burlington is requesting sales tax increment funding in the amount of \$26,200,000 for projects identified in Phases V, VI, VII & IX.