NOTICE OF COUNCIL MEETING

(Open to the Public)
Monday, June 8, 2026
6:00 PM

Members of the Aurora City Council will participate in the June 8, 2026 Council Meeting.

Members of the public and media are invited to attend the Aurora City Council Meetings in person or remotely through the options listed below.

View or Listen Live

Live streamed at www.auroraTV.org
Youtube.com/TheAuroraChannel

Cable Channels 8 and 880 in Aurora

In-person Participation

Members of the public may attend in-person at the Aurora Municipal Center, Paul Tauer Aurora City Council Chamber located at 15151 E. Alameda Pkwy. Public comment is welcome for items appearing on the agenda or on any matter of city concern. Individuals must appear in person and speak from the podium. Individuals are allotted a maximum of three (3) minutes to speak.

- **Public Invited to be Heard:** One (1) hour is dedicated to public comment on items not listed on the agenda at the beginning and at the end of every regular council meeting. Individuals may register to speak in one of the following manners:

    1. Sign up online beginning at 8 AM on the Friday before the meeting through 1 PM on the day of the council meeting; or
    2. Sign up in person by handing a completed speaker slip to the city clerk in the Paul Tauer Aurora City Council Chamber on the day of the council meeting beginning at 5 PM and up until the time the last individual finishes speaking during the first Public Invited to be Heard session. Verified Aurora residents who sign up before 5:45 PM are given priority and placed before non-resident speakers.

       For the last Public Invited to be Heard session, speaker slips must be returned before the item preceding the Public Invited to be Heard is finished. Order priority will be given to speakers who did not speak during the first Public Invited to be Heard session.

- **Public Comment on Agenda Item:** Individuals are invited to comment in support of or to oppose any item listed on the agenda. Those wishing to comment on an agenda item must sign up in advance using the 'Public Comment on Agenda Item' online request form beginning at 8 a.m. on the Friday before the council meeting through 1 p.m. on the day of the council meeting.

  Those wishing to comment on an agenda item listed under the PUBLIC HEARING category may either register online as noted above or sign up in person with the clerk starting at 5:00 p.m. Sign up must be completed before the Public Hearing agenda item title is read.

  Visit the Addressing the City Council webpage for the online signup forms and more information.

The city of Aurora is committed to the accessibility of our services and our responsibility to provide them in a non-discriminatory manner. The city recognizes the importance of effective and accurate communication with the community and values equal access to our programs, services and activities. If you seek a physical accommodation, or require the use of an auxiliary aid or device, or if you require an interpreter to help you access this event or service, please scan the QR code below to fill out a request form or contact the City Clerk's Office at cityclerk@auroragov.org or 303.739.7094:

Individuals are strongly encouraged to submit their requests three (3) days in advance of any scheduled event. For additional information, please visit AuroraGov.org/Accessibility.

City of Aurora, Colorado

Monday, June 8, 2026

AURORA URBAN RENEWAL (AURA) EXECUTIVE SESSION

(Closed to the Public)
AURORA ROOM
3:55 PM

STUDY SESSION

(Open to the Public via live stream in the Paul Tauer Aurora City Council Chamber)
AURORA ROOM
4:20 PM

EXECUTIVE SESSION

(Closed to the Public)
AURORA ROOM
4:55 PM

REGULAR MEETING OF THE AURORA CITY COUNCIL

(Open to the Public)
PAUL TAUER AURORA CITY COUNCIL CHAMBER
6:00 PM

REVISED AGENDA

Regular Meeting of the Aurora City Council

Monday, June 8, 2026, 6:00 p.m.
Paul Tauer Aurora City Council Chamber
15151 E Alameda Parkway
Aurora, CO 80012

The City Council may at any time vote to enter Executive Session to receive legal advice from the City Attorney for any item that is listed on the City Council agenda below. (C.R.S. §24-6-402(4)(b))

Pages

1. CALL TO ORDER

2. ROLL CALL

3. INVOCATION/MOMENT OF SILENCE

4. PLEDGE OF ALLEGIANCE

5. EXECUTIVE SESSION UPDATE

6. APPROVAL OF MINUTES

   6.a May 18, 2026 Meeting Minutes 11

7. PROCLAMATIONS OR CEREMONIES

8. ADOPTION OF THE AGENDA

9. PUBLIC INVITED TO BE HEARD

   (non-agenda related issues only)

10. CONSENT CALENDAR - MOTIONS

    Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

    10.a Motions

10.b Planning Matters

10.c Appointments to Boards and Commissions

10.c.1 **Consideration to Appoint Four (4) Members to the Aurora Immigrant and Refugee Commission** 22

Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney

10.c.2 **Consideration to Reappoint One (1) Youth Member and Appoint Two (2) Adult Members to the Aurora Youth Commission** 65

Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney

10.c.3 **Consideration to Reappoint One (1) Member to the Civic Engagement Commission** 91

Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney

11. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

11.a Resolutions

11.a.1 **City Council Approval for Certain Types of Contracts and Agreements** 114

R2026-58 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S STRONG SUPPORT FOR AND DIRECTING THE CITY MANAGER TO REQUIRE CITY COUNCIL APPROVAL FOR CERTAIN TYPES OF CONTRACTS AND AGREEMENTS

Sponsors: Gianina Horton, Council Member / Alli Jackson, Council Member

Jason Batchelor, City Manager / Lena McClelland, Senior Assistant City Attorney

11.a.2 Companion Resolution for Build Up Aurora Bond Program 118

R2026-59 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, IN SUPPORT OF BUILD UP AURORA IMPROVEMENT PROJECTS

Sponsors: Curtis Gardner, Council Member / Françoise Bergan, Council Member

Laura Perry, Deputy City Manager / Rachel Allen, Deputy City Attorney

11.a.3 Fifth Amendment to Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road 145

R2026-60 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE FIFTH AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY, AND ARAPAHOE COUNTY REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

Andrea Long, Principal Engineer, Aurora Water / Ian Best, Senior Assistant City Attorney

11.a.4 **Seventh Amendment to the 22nd Ave Outfall to Westerly Creek Improvement Project Intergovernmental Agreement (IGA)** 289

R2026-61 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE SEVENTH AMENDMENT TO AN AGREEMENT BETWEEN THE CITY OF AURORA ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR 22ND AVENUE OUTFALL TO WESTERLY CREEK

Andrea Long, Principal Engineer, Aurora Water / Ian Best, Senior Assistant City Attorney

11.a.5 **Joint Wet Weather Monitoring and Discharge Permit Activities Intergovernmental Agreement (IGA)** 367

R2026-62 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES

Jessica LaPierre, Manager of Environmental Compliance Services, Aurora Water / Ian Best, Senior Assistant City Attorney

11.a.6 **Aurora Traffic Signal Equipment Upgrade Project Amendment to Intergovernmental Agreement (IGA) with the Colorado Department of Transportation (CDOT)** 461

R2026-63 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, RESCINDING R2024-113 AND APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) FOR THE AURORA TRAFFIC SIGNAL EQUIPMENT UPGRADE PROJECT

Gabrielle Renner, Manager of Traffic Operations, Public Works / Michelle Gardner, Senior Assistant City Attorney

11.b **Finalizing of Ordinances**

Ordinances approved unanimously at first reading.

11.b.1 **Colfax Bus Rapid Transit (BRT) Project - Property Acquisitions** 619

2026-19 AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE COLFAX BUS RAPID TRANSIT (BRT) PROJECT

Kurt Muehlemeyer, Director, Public Works / Michelle Gardner, Senior Assistant City Attorney

12. PUBLIC HEARINGS

Public hearings with or without related ordinances.

12.a **Connecting Aurora – Aurora Citywide Multimodal Transportation Master Plan** 668

2026-18 A PUBLIC HEARING AND INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING THE 2018 COMPREHENSIVE PLAN TO ADOPT BY REFERENCE CONNECTING AURORA, THE CITY OF AURORA'S MULTIMODAL TRANSPORTATION MASTER PLAN (CONNECTING AURORA PLAN)

Huiliang Liu, Principal Transportation Planner, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney

Outside Speaker: Keith Borsheim, Project Manager, HDR

12.b Tributary – Zoning Map Amendment from R-2 to MU-A 2002

2026-20 A PUBLIC HEARING AND INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 104 ACRES OF LAND TO MIXED-USE AIRPORT (MU-A), LOCATED EAST OF FUTURE HARVEST ROAD, WEST OF POWHATON ROAD AND NORTH OF FUTURE 12TH AVENUE (MU-A TRIBUTARY REZONE)

Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney

12.c Tributary – Zoning Map Amendment from R-2 to MU-R 2031

2026-21 A PUBLIC HEARING AND INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 189 ACRES OF LAND TO MIXED-USE REGIONAL (MU-R), LOCATED WEST OF FUTURE HARVEST ROAD AND NORTH OF FUTURE TRIBUTARY PARKWAY (MU-R TRIBUTARY REZONE)

Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney

12.d Tributary – Zoning Map Amendment from MU-R to R-2 2052

2026-22 A PUBLIC HEARING AND INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 143 ACRES OF LAND TO MEDIUM-DENSITY RESIDENTIAL DISTRICT (R-2), LOCATED WEST OF FUTURE HARVEST ROAD AND SOUTH OF FUTURE TRIBUTARY PARKWAY (R-2 TRIBUTARY REZONE)

Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Assistant City Attorney

13. INTRODUCTION OF ORDINANCES

13.a **Periodic Health, Safety, and Habitability Inspections** 2080

2026-23 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING CHAPTER 22 OF THE CODE OF THE CITY OF AURORA COLORADO, RELATED TO PERIODIC INSPECTIONS, OCCUPANCY STANDARDS, AND HABITABILITY REQUIREMENTS FOR DETENTION FACILITIES

Sponsors: Gianina Horton, Council Member / Alli Jackson, Council Member

Jason Batchelor, City Manager / Angela Garcia, Senior Assistant City Attorney

*13.b **Detention Center Reportable Disease Notification Requirements** *2087*

2026-24 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTIONS 26-246 AND 26-247 OF THE CITY CODE OF THE CITY OF AURORA COLORADO, AND ADDING SECTIONS 26-248 AND 26-249 TO THE CITY CODE OF THE CITY OF AURORA COLORADO, REGARDING DETENTION FACILITIES NOTIFICATION REQUIREMENTS

Sponsor: Gianina Horton, Council Member / Alli Jackson, Council Member

Jason Batchelor, City Manager / Angela Garcia, Senior Assistant City Attorney

13.c **2026 Spring Supplemental Budget** 2095

2026-25 AN ORDINANCE OF THE CITY OF AURORA, COLORADO APPROPRIATING SUMS OF MONEY IN ADDITION TO THOSE APPROPRIATED IN ORDINANCE NOS. 2024-72, 2025-43, AND 2025-106 FOR THE 2025 FISCAL YEAR AND ORDINANCE NO. 2025-96 FOR THE 2026 FISCAL YEAR

Jackie Ehmann, Budget Program Manager, Finance / Hanosky Hernandez, Senior Assistant City Attorney

13.d **Repeal of Aurora Housing Authority Changes** 2151

2026-26 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, REPEALING ORDINANCE 2024-29, AND OTHER RELATED MATTERS

Jason Batchelor, City Manager / Peter Schulte, City Attorney

13.e **Establish the Office of Public Safety Accountability** 2156

2026-27 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ADDING SECTION 2-68 OF THE CITY CODE TO CREATE THE OFFICE OF PUBLIC SAFETY ACCOUNTABILITY

Jason Batchelor, City Manager / Peter Schulte, City Attorney

13.f **Build Up Aurora - Community Facilities Ballot Language** 2164

2026-28 AN ORDINANCE SUBMITTING TO A VOTE OF THE REGISTERED ELECTORS OF THE CITY OF AURORA, COLORADO, AT THE GENERAL ELECTION OF NOVEMBER 3, 2026, A QUESTION RELATING TO THE ISSUANCE OF REVENUE BONDS AND INCREASING TAXES FOR THE PURPOSE OF OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO COMMUNITY FACILITIES SUCH AS LIBRARIES, RECREATION, AND COMMUNITY CENTERS

Sponsors: Curtis Gardner, Council Member / Françoise Bergan, Council Member

Laura Perry, Deputy City Manager / Rachel Allen, Deputy City Attorney

13.g **Build Up Aurora - Public Safety Ballot Language** 2192

2026-29 AN ORDINANCE SUBMITTING TO A VOTE OF THE REGISTERED ELECTORS OF THE CITY OF AURORA, COLORADO, AT THE GENERAL ELECTION OF NOVEMBER 3, 2026, A QUESTION RELATING TO THE ISSUANCE OF REVENUE BONDS AND INCREASING TAXES FOR THE PURPOSE OF OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO POLICE, FIRE AND OTHER PUBLIC SAFETY INFRASTRUCTURE AND FACILITIES

Sponsors: Curtis Gardner, Council Member / Françoise Bergan, Council Member

Laura Perry, Deputy City Manager / Rachel Allen, Deputy City Attorney

13.h **Build Up Aurora - Transportation Ballot Language** 2221

2026-30 AN ORDINANCE SUBMITTING TO A VOTE OF THE REGISTERED ELECTORS OF THE CITY OF AURORA, COLORADO, AT THE GENERAL ELECTION OF NOVEMBER 3, 2026, A QUESTION RELATED TO THE ISSUANCE OF REVENUE BONDS AND INCREASING TAXES FOR THE PURPOSE OF OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO CITY TRANSPORTATION INFRASTRUCTURE AND FACILITIES

Sponsors: Curtis Gardner, Council Member / Françoise Bergan, Council Member

Laura Perry, Deputy City Manager / Rachel Allen, Deputy City Attorney

13.i **Aurora Multimodal Access Improvements Project – Property Acquisitions** 2249

2026-31 AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE AURORA MULTIMODAL ACCESS IMPROVEMENTS PROJECT

Kurt Muehlemeyer, Director, Public Works / Michelle Gardner, Senior Assistant City Attorney

14. FINALIZING OF ORDINANCES

Ordinances not approved unanimously at first reading.

15. ANNEXATIONS

15.a **222 Gun Club Road Annexation Substantial Compliance** 2618

R2026-64 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF THREE PARCELS OF LAND LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (222 GUN CLUB ANNEXATION) 46.6 ACRES

Justin Andrews, Development Project Manager, Development Services / Brian Rulla, Senior Assistant City Attorney

15.b 161 and 121 Gun Club Road Annexation Substantial Compliance 2640

R2026-65 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF TWO PARCELS OF LAND LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPLE MERIDIAN, ARAPAHOE COUNTY, COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (161 and 121 GUN CLUB ANNEXATION) 20.491 ACRES

Justin Andrews, Development Project Manager, Development Services / Brian Rulla, Senior Assistant City Attorney

15.c Valley Head Annexation Substantial Compliance 2659

R2026-66 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF A PARCEL OF LAND BEING A PORTION OF THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (VALLEY HEAD ANNEXATION) 165 ACRES

Justin Andrews, Development Project Manager, Development Services / Brian Rulla, Senior Assistant City Attorney

16. RECONSIDERATIONS AND CALL UPS

17. GENERAL BUSINESS

18. REPORTS

18.a Mayor

18.b Council

19. PUBLIC INVITED TO BE HEARD

(non-agenda related issues only)

20. ADJOURNMENT

MINUTES

Regular Meeting of the Aurora City Council

Monday, May 18, 2026

COUNCIL MEMBERS PRESENT:	Mayor Coffman	Gianina Horton
	Robert Andrews	Alli Jackson
	Françoise Bergan	Angela Lawson
	Alison Coombs	Ruben Medina
	Curtis Gardner	Amy Wiles
	Stephanie Hancock	

---

1. CALL TO ORDER

Mayor Coffman reconvened the regular meeting of the City Council at 6:00 p.m.

2. ROLL CALL

3. INVOCATION/MOMENT OF SILENCE

Mayor Coffman led in prayer for the May 18, 2026 meeting.

4. PLEDGE OF ALLEGIANCE

(All Standing)

Mayor Coffman read a land acknowledgement.

5. EXECUTIVE SESSION UPDATE

Mayor Coffman provided an update on the Executive Session, stating labor negotiations, real estate acquisition and litigations were discussed.

6. APPROVAL OF MINUTES

6.a May 4, 2026 Meeting Minutes

Moved by: Alison Coombs

Second by: Gianina Horton

Does Council wish to approve the minutes of the May 4, 2026 meeting?

Voting Aye: (7): Mayor Coffman, Robert Andrews, Alison Coombs, Gianina Horton, Alli Jackson, Angela Lawson, and Ruben Medina

Absent: (4): Françoise Bergan, Curtis Gardner, Stephanie Hancock, and Amy Wiles

7. PROCLAMATIONS OR CEREMONIES

8. ADOPTION OF THE AGENDA

Moved by: Françoise Bergan

Second by: Stephanie Hancock

Does Council wish to adopt the agenda as presented?

Voting Aye: (10): Mayor Coffman, Robert Andrews, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Gianina Horton, Alli Jackson, Angela Lawson, and Ruben Medina

Absent: (1): Amy Wiles

9. PUBLIC INVITED TO BE HEARD

(non-agenda related issues only)

10. CONSENT CALENDAR - MOTIONS

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Françoise Bergan

Second by: Ruben Medina

Does Council wish to approve the Motions Consent Calendar as amended?

Voting Aye: (9): Mayor Coffman, Robert Andrews, Françoise Bergan, Alison Coombs, Curtis Gardner, Gianina Horton, Alli Jackson, Angela Lawson, and Ruben Medina

Absent: (2): Stephanie Hancock, and Amy Wiles

10.a Motions

10.b Planning Matters

10.c Appointments to Boards and Commissions

10.c.1 Consideration to Appoint One (1) Youth Member and One (1) Adult Member to the Aurora Youth Commission

Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney

11. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Alison Coombs

Second by: Robert Andrews

Does Council wish to approve the Resolutions and Ordinances Consent Calendar with Item 11.a.2 removed?

Voting Aye: (8): Robert Andrews, Françoise Bergan, Alison Coombs, Curtis Gardner, Gianina Horton, Alli Jackson, Angela Lawson, and Ruben Medina

Absent: (2): Stephanie Hancock, and Amy Wiles

11.a Resolutions

11.a.1 Intergovernmental Agreement (IGA) with Arapahoe County for Additional Voter Service Polling Center (VSPC)

R2026-54 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING AMENDMENT NO.4 FOR 2026 TO A STANDING INTERGOVERNMENTAL AGREEMENT BETWEEN ARAPAHOE COUNTY AND THE CITY OF AURORA, PERTAINING TO APPROVED VOTER SERVICE AND POLLING CENTERS

Kadee Rodriguez, City Clerk / Andrea Wood, Assistant City Attorney

11.a.2 Emergency Resolution to Implement a Policy Regarding Aurora Police Department Communications

R2026-55 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, DIRECTING THE CITY MANAGER TO IMPLEMENT A POLICY REGARDING AURORA POLICE DEPARTMENT COMMUNICATIONS

Sponsors: Alison Coombs, Mayor Pro Tem / Gianina Horton, Council Member

Jason Batchelor, City Manager / Peter Schulte, City Attorney

MPT Coombs announced the substitute version of the resolution, which included replacing the first clause with a directive regarding following existing policy and workflows related to communications, and amendments in the second section to ensure public safety, emergencies, and concerns as instances where immediate publication of information can be made.

P. Schulte explained that over the weekend, City Communications informed him and Council that there were existing policies, procedures, and workflows that existed in the city that apply to all departments, so many Council Members asked him to address the amendments. He said the resolution is asking APD and the city manager to review and amend as necessary the established city communications policies, procedures, and workflows that apply to all city departments. He noted it also means APD will not post

mugshots and/or suspect names publicly until the subject has pled guilty or been convicted of a crime, unless the city manager approves otherwise on a case by case basis.

J. Batchelor added mugshots and people's names are subject to the Criminal Justice Records Act, but the direction of the resolution is to not have the police department do that on their social medias.

CM Bergan stated there was a request for CM Andrews to recuse himself from this item due to the active DUI case in Arapahoe County District Court.

P. Schulte responded he did not see where CM Andrews was required to recuse himself under their rules of conflict. He added the 18th Judicial District Attorney said they are no longer handling that case, as it has been turned over to the Denver DA's Office and County Court.

MPT Coombs pointed out that conversation was not to the motion.

Moved by: Alison Coombs

Second by: Ruben Medina

Does Council wish to substitute the resolution in the agenda packet with the amended resolution?

Voting Aye: (6): Robert Andrews, Alison Coombs, Stephanie Hancock, Gianina Horton, Alli Jackson, and Ruben Medina

Voting Nay: (3): Françoise Bergan, Curtis Gardner, and Angela Lawson

Absent: (1): Amy Wiles

Council heard public comment on the agenda related item.

MPT Coombs moved to approve the substitute motion.

CM Bergan appreciated the changes that were made to the original resolution, but she still felt it stifled the speech of the police chief. She noted the statement in Section 2, number one, was complicated and not practical for the police chief to have to get every single thing approved for things like a media requests or telling the public about an incident that happened. She asked why this was an emergency resolution and bypassed the Public Safety Committee and Study Session. She added it also has a waiver of reconsideration. She expressed getting information out to residents right away is being transparent and often in the interest of safety. She commented that the chief and commanders are qualified to speak about crime, not City Council or City Manager. She pointed out the situation they had a few years ago with apartment complexes and Tren de Aragua, which was terribly handled by communications.

CM Lawson shared she received many messages from residents over the weekend about this resolution. She said not having information about a

person who has allegedly committed a crime in someone's neighborhood is a devalue to the community and public safety. She voiced a business owner contacted her and said it was important for businesses to have information on what is going on. She noted transparency is very important and APD has done a good job on that and the residents have appreciated it. She also pointed out one of the ballot initiatives is for public safety, as that was a lot of people's number one priority. She asked if they were going to stifle the voice of the police department, what was the point of having the public safety initiative and supporting public safety? She added that as a resident, she did not want the city manager or City Council to be approving anything like that, as they do not have experience in that arena, and she wanted to hear from the public safety groups that know about the issues and can reassure residents.

CM Hancock said she was deeply disturbed by the resolution and wanted to know why it was considered an emergency and did not go through the Public Safety Committee. She stated this was a direct attack on the police chief to muzzle him and make the city less safe. She reiterated the number one thing constituents wanted was public safety and that the chief can use his expertise and experience to keep the city safe and not bend to whims and ideological disposition of people on City Council who want to see the chief fired or put so much pressure on him that he will quit. She noted the Police Union has also come out against this and she has received dozens and dozens of emails saying they do not want this, and as City Council, they are supposed to represent the needs and wants of their constituents.

MPT Coombs commented the main and important piece is that factual information is given and not tinged with personal opinion, political inuendo, and the beliefs of the chief about legislation. She stated transparency and respect for the public requires respecting different roles and not putting information out that leads to people feeling empowered to make disgusting comments about their neighbors or judgements ground in assumption that certain groups are inherently a threat, which is what happens on APD pages due to the tone, opinion, and personal bias. She said that undermines public trust and torches any credibility they may have had over the work that many members of the department and city staff put into the Consent Decree. She expressed this resolution was not preventing transparency or factual information, and provides specific exceptions for emergencies or individuals not yet detained.

CM Wiles voiced she was conflicted about this resolution because she was trying to balance the ability for the public to have information they need to be safe, but also be mindful of what is being released and keeping liability in mind when they publish incorrect things or inhibit prosecutors from being able to prosecute things correctly because of social media posts. She felt it was a shame the police chief could not follow directions to post just the facts and not create division and racist comments. She hated they have gotten to the

point where they cannot work together and the city has become so hateful and divided, but it starts with leadership.

CM Horton stated the text of the resolution is very mundane but it is about making sure a city department is in line with city expectations around communications on digital and social media platforms and identifying the discrepancies that need to be addressed. She expressed it is their responsibility as a governing body to have not only the authority and say of legislation and where the city stands, but also to remind people that constitutional guarantees like due process and governing fairly and with justice are very important, as well as the chief not making posts that put their city in a terrible position. She added the resolution makes sure they can communicate effectively and factually on public safety issues, which was the number one priority from constituents.

CM Medina asked if there have been concerns raised that APD releases have impacted the prosecution cases.

P. Schulte answered yes, and he shared some examples of that.

CM Bergan voiced if there was a person arrested for rape and posted bond and were out in the community, the public should be able to have that information to protect themselves. She said the majority of the public appreciates the postings put out by APD.

MPT Coombs clarified that is why the amendments were made for the city manager to create a policy to include exceptions where there is a imminent public safety risk or emergency, including someone being released pre-adjudication and a potential threat to the community.

Moved by: Alison Coombs

Second by: Gianina Horton

Does Council wish to approve the substitute resolution?

Voting Aye: (6): Robert Andrews, Alison Coombs, Gianina Horton, Alli Jackson, Ruben Medina, and Amy Wiles

Voting Nay: (4): Françoise Bergan, Curtis Gardner, Stephanie Hancock, and Angela Lawson

11.b Finalizing of Ordinances

Ordinances approved unanimously at first reading.

11.b.1 Amendment to Section 2-812 of the Aurora City Code with Regard to the Commission for Older Adults

2026-16 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTION 2-812 OF THE AURORA CITY CODE WITH REGARD TO THE COMMISSION FOR OLDER ADULTS

Kris Ryan, Recreation and Golf Deputy Director, Parks, Recreation and Open Space / Andrea Wood, Assistant City Attorney

11.b.2 Update to Aurora Public Library Ordinance

2026-17 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTION 2-297 OF THE AURORA CITY CODE CONCERNING MEMBERS OF THE LIBRARY BOARD

Ginger White Brunetti, Director of Library and Cultural Services / Andrea Wood, Assistant City Attorney

12. PUBLIC HEARINGS

Public hearings with or without related ordinances.

13. INTRODUCTION OF ORDINANCES

13.a Colfax Bus Rapid Transit (BRT) Project - Property Acquisitions

2026-19 AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE COLFAX BUS RAPID TRANSIT (BRT) PROJECT

Kurt Muehlemeyer, Director, Public Works / Michelle Gardner, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Alison Coombs

Second by: Alli Jackson

Does Council approve the ordinance authorizing the use of eminent domain, pursuant to Aurora City Code Section 12-12, in order to acquire the necessary property interests for the construction of the Colfax BRT Project?

Voting Aye: (9): Robert Andrews, Françoise Bergan, Alison Coombs, Stephanie Hancock, Gianina Horton, Alli Jackson, Angela Lawson, Ruben Medina, and Amy Wiles

Absent: (1): Curtis Gardner

14. FINALIZING OF ORDINANCES

Ordinances not approved unanimously at first reading.

15. ANNEXATIONS

15.a 161 and 121 Gun Club Road Annexation Substantial Compliance

R2026-56 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF TWO PARCELS OF LAND LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPLE MERIDIAN, ARAPAHOE COUNTY, COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (161 and 121 GUN CLUB ANNEXATION) 20.491 ACRES

Justin Andrews, Development Project Manager, Development Services / Brian Rulla, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Alison Coombs

Second by: Ruben Medina

Does City Council wish to approve the resolution as proposed and set the date for a public hearing on the proposed annexation?

Voting Aye: (9): Robert Andrews, Françoise Bergan, Alison Coombs, Stephanie Hancock, Gianina Horton, Alli Jackson, Angela Lawson, Ruben Medina, and Amy Wiles

Absent: (1): Curtis Gardner

15.b 222 Gun Club Road Annexation Substantial Compliance

R2026-57 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF THREE PARCELS OF LAND LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (222 GUN CLUB ANNEXATION) 46.6 ACRES

Justin Andrews, Development Project Manager, Development Services / Brian Rulla, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Ruben Medina

Second by: Alison Coombs

Does City Council wish to approve the resolution as proposed and set the date for a public hearing on the proposed annexation?

Voting Aye: (9): Robert Andrews, Françoise Bergan, Alison Coombs, Stephanie Hancock, Gianina Horton, Alli Jackson, Angela Lawson, Ruben Medina, and Amy Wiles

Absent: (1): Curtis Gardner

16. RECONSIDERATIONS AND CALL UPS

17. GENERAL BUSINESS

18. REPORTS

18.a Mayor

Mayor Coffman shared he has a program where he visits different religious faiths, and he posted about visiting a Mosque on April 10th, and it went viral in a negative way, as most of the comments were ugly and intolerant. He stated that on the post he expressed that he was a Christian, but stood by Muslims, Jews, Hindus, Sikhs, and Buddhists and their right to practice their religion without fear of discrimination and intimidation. He expressed that in a city that is a diverse culturally and in different faiths, it surprised him they are not as tolerant as they think they are, which was disappointing and he hoped they could heal those divisions.

18.b Council

CM Coombs announced the next Rule Committee Meeting on decorum will be on the 26th, at 5:30 p.m., in the Aurora Room. She noted that will be the last meeting on decorum, but they will continue with discussions on virtual participation, recommendations on City Council travel budgets, and the introduction of new items for consideration. She stated tonight's meeting was pretty intense and she appreciated the invitation to think about how they view louder reaction and how they often do not see proactive actions. She said everyone has a right to be heard and to be there without feeling threatened, and everyone is responsible for making sure that happens. She shared some community members have said there was a lot of pain in the Aurora Muslim community and American Muslims in general, as they are feeling vulnerable and deeply troubled by the shooting at the Islamic Center of San Diego. She expressed Muslim hatred is on the rise across America, but everyone should be free to worship and practice their faith without intimidation, fear, or targeting, and it is incumbent on all of us to push back on that. She requested a brief moment of silence for them.

CM Jackson gave a shoutout for National Asian American Native Hawaiian and Pacific Islander month, and she read a quote about truth from Pakistanian Political Scientist Eqbal Ahmad. She announced the Mosaic of Cultures exhibit around Aurora's Filipino community will be running until April 2027 the Aurora History Museum, and there will be National Asian American Native Hawaiian

and Pacific Islander Month Celebration tomorrow, from 12-1 p.m., on the Great Lawn.

CM Horton reported that she presented an update on the work being done for place accountability at the Consent Decree's Community Advisory Council, went to the State of the City Luncheon, Spring Workshop with multiple Build Up Aurora presentations and discussions on budget, hosted a Know Your Rights Training and Learn Your Rights in Community (LYRIC), and Aurora 911 tour. She gave a reminder that her Ward 1 Town Hall is May 21st, at 6 p.m., at the MLK Library, which will include presentations on Housing Forward, Access Aurora, and Code Enforcement, as well as 30 minutes at the end to talk about things going on in Ward 1.

CM Wiles expressed her deepest condolences to the Muslim community. She felt that was reflective of a lot of things they discussed today, and she offered apologies for potentially not listening to other people. She said they are leaders of this community and do not do a good job of listening and respecting one another, much less the community, and if they want change to happen it has to start with them. She added their community is diverse and they all bring unique things to the table and need to think about how they are engaging with one another. She shared a young male athlete at the Special Olympics said, "I hate how mean everybody has become. We should be better than this and we're not; we're falling farther and farther down, and it hearts my heart and it makes me sad." She stated that was reflective of how many people feel right now, so she asked that they all do better.

CM Medina attended the Lotus School Senior Graduation, with more than half going to Colorado colleges and many others going out of state, so it was great to see a diverse community going out in the world and continuing their positivity.

CM Hancock gave a reminder that her town hall is the 21st, at Noonan's, at 6 p.m., where they will start with a half hour networking for businesses in Ward 4. She read an email she got from someone who attended the April 20th City Council Meeting in person, who stated they wanted to speak, but after seeing how the Council was treated with profanity, disrespectful comments, clicking of fingers, clapping, shouting, bullying, groups, and threats, they no longer wanted to speak in person again, as they did not feel safe. That person also said public safety was their first concern and should be that of all of City Council. CM Hancock said it made her sad people felt like that, and she did not know the benefit of the decorum meetings when they continue to attack one side or the other. She stated unless everyone agrees to follow the rules, they will continue to have the same thing every week. She believed in having vigorous discussion between differing opinions, but the level it has reached was staggering. She mentioned one religious group that has not been talked about much in the news lately are the Christians who have been persecuted, kidnapped, and murdered in Nigeria, as well as pastor being arrested in front of abortion clinics in the United States. CM Hancock voiced their country was

founded on freedom of religion, and it is unfortunate they are so divisive that explanations and demonstrations of faith are marked with violence and brings the whole country down. She asked for a moment of silence for Christians who are being persecuted around the world.

CM Andrews and CM Gardner did not have a report. CM Lawson and CM Bergan were not available.

19. PUBLIC INVITED TO BE HEARD

(non-agenda related issues only)

20. ADJOURNMENT

Mayor Coffman adjourned the regular meeting of City Council.

_____

MIKE COFFMAN, MAYOR

ATTEST:

_____

KADEE RODRIGUEZ, CITY CLERK

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to Appoint Four (4) Members to the Aurora Immigrant and Refugee Commission
Item Initiator: Cecilia Zapata, Deputy City Clerk
Staff Source/Legal Source: Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Connected and Engaged: Providing programming, learning resources, and amenities that reflect the rich history and contributions of our vibrant communities.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The Aurora Immigrant and Refugee Commission (AIRC) promotes the integration of the local immigrant and refugee communities into Aurora's civic, economic and cultural life.

The Aurora Immigrant and Refugee Commission consists of eleven (11) voting members appointed by the Aurora City Council. The term length is two (2) years and members may serve up to three (3) terms. All eligible applications received within the last year are forwarded to the Board to be considered for interviews.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The Aurora Immigrant and Refugee Commission currently has four (4) vacancies. The Commission received nine (9) applications and interviews were conducted on February 3, 2026, April 7, 2026 and April 14, 2026.

Among the applicants were:
Leon Duran
Ismael Zeleke
Felipe Vieyra
Girum Alemayehu
Faraj Atwi
Sabe Kemer
Keith Parker
Douglas Rudig
Rufus Solomon

Upon conducting interviews, the Aurora Immigrant and Refugee Commission respectfully recommends the appointment of the following candidates:

Leon Duran – Fill Partial term beginning 2/1/2025 and ending on 1/31/2027
Ismael Zeleke – 1st term beginning on 2/1/2026 and ending on 1/31/2028
Felipe Vieyra – 1st term beginning on 2/1/2026 and endging on 1/31/2028
Girum Alemayehu – 1st term beginning on 2/1/2026 and ending on 1/31/2028

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does Council wish to support the appointments of Leon Duran, Ismael Zeleke, Felipe Vieyra and Girum Alemayehu to the Aurora Immigrant and Refugee Commission?

LEGAL COMMENTS

All boards and commissions shall be appointed by City Council. (City Charter 3-11 and 9-1) The membership of the Aurora Immigrant and Refugee Commission shall make a good faith effort to fully represent the diversity of the immigrant and refugee community. The Aurora Immigrant and Refugee Commission shall consist of eleven (11) members who are residents of the City. (City Code 2-878) The term of appointment for each member is two years with a maximum of three two-year terms. (City Code 2-879). (Wood)

MEMORANDUM

City of Aurora

AuroraGov.org

To: Mayor Coffman and Members of City Council

From: Jose Ramos, Chair

Through: Kendall Koca, Director, General Management and Marcus Bond, City Clerk Analyst

Date: April 20, 2026

Subject: Consideration to Appoint Member(s) to the Aurora Immigrant and Refugee Commission

---

Number of Vacancies: 4

Interview Information

Date of Interviews: February 3, 2026
Applicant Names: Faraj Atwi, Leon Duran
Applicants Interviewed: Faraj Atwi, Leon Duran

Date of Interviews: April 7, 2026
Applicant Names: Girum Alemayehu, Sabe Kemer, Keith Parker, Rufus Solomon, Ismael Zeleke
Applicants Interviewed: Girum Alemayehu, Sabe Kemen, Rufus Solomon, Ismael Zeleke

Date of Interviws: April 14, 2026
Applicant Names: Felipe Vieyra, Douglas Rudig
Applicants Interviewd: Felipe Vieyra, Douglas Rudig

Summary of suggested appointment(s):

Ismael Zeleke:
The Commission believes Mr. Zeleke would be a strong addition due to his background in political science and his commitment to supporting newcomers. His firsthand experience navigating employment and education as a newcomer provides valuable perspective and allows him to effectively relate to immigrant and refugee communities.

Felipe Vieyra:
The Commission was impressed with Mr. Vieyra's extensive experience supporting immigrant and refugee civic engagement. His service as a founding member of the City and County of Denver's Immigrant and Refugee Commission, along with his ongoing community advocacy work, would bring valuable expertise and perspective to the Commission.

Girum Alemayehu:
Mr. Alemayehu brings many years of experience as a business owner in Aurora and has developed strong connections within the community. His professional background and ongoing community involvement would provide valuable insight and representation for local immigrant communities.

Leon Duran:
Mr. Duran's background in history and the arts could support cultural and storytelling initiatives planned for 2026, including digital storytelling efforts that highlight the experiences of Aurora's diverse communities.

Recommendation

The Aurora Immigrant and Refugee Commission strongly supports the appointment of Ismael Zeleke, Felipe Vieyra, Girum Alemayehu, and Leon Duran as a member(s) on the Aurora Immigrant and Refugee Commission.

Aurora Immigrant And Refugee Commission

Applicant Package - Ward II

Aurora Immigrant And Refugee Commission - Ward II

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 5

Number of applicants in this package 1

- Duran, Leon

Received: 1/28/2026
Ward II Resident and Registered Voter
Adams County
Vetted: 1/28/2026
Marcus Bond

Name: Duran, Leon

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
N/A

How long have you lived in Aurora?:
26 years

Are you registered to vote?:

Yes

Years of Education Completed:
14

Degree(s) Received:
AA Business Administration

College(s) Attended:
Santa Fe Community College - Santa Fe, NM

Employer Name:
Retired

Employer Address:
N/A

Current Position:
Retired

Years with Current Employer:
N/A

Work Experience:
Accomplished professional with 20+ years of customer service, executive support and administrative expertise across diverse industries.

Certification(s):
N/A

How are you involved in your community?:
Commissioner - Aurora Historic Preservation Commission

List your interests and activities.:
Film, Books, History, Travel, Philanthropy

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:

Commissioner - Aurora Historic Preservation Commission

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
I was a New Americans Activity Leader with the Denver Public Library for 4 years where I collaborated with Denver's multicultural community to create equitable opportunities for learning, discovery, and connection by assisting people from all over the world to connect with resources and meet new people. I also assisted library customers with English conversation, studying for the citizenship exam, helping with technology, and searching for jobs.

How much time do you anticipate being able to spend on this appointment each month?:
5-10 hours

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/A

Reference 1: Full Name, Phone Number and Address:
Roxanna Johnson [redacted]

Reference 2: Full Name, Phone Number and Address:
Annie Kemmerling [redacted]

Reference 3: Full Name, Phone Number and Address:
Nikki Van Thiel [redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Leon Duran

Time of Submission: 01/28/26 4:34:08 PM

Aurora Immigrant And Refugee Commission

Applicant Package - Ward II

Aurora Immigrant And Refugee Commission - Ward II

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 3

Number of applicants in this package 1

- Zeleke, Ismael

Received: 3/25/2026
Ward II Resident and Registered Voter
Arapahoe County
Vetted: 3/26/2026

Marcus Bond

Name: Zeleke, Ismael

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
10 years

Are you registered to vote?:

Yes

Years of Education Completed:
Currently Completing my Bachelors Degree

Degree(s) Received:
Currently Completing my Bachelors Degree

College(s) Attended:
CCA, Oral Roberts University

Employer Name:
Denver Kwik Dry Total Cleaning

Employer Address:
On-Site

Current Position:
Owner/Operator

Years with Current Employer:
4

Work Experience:
15 Years

Certification(s):
Civil Engineering, CPR

How are you involved in your community?:
am actively engaged in my community through personal and professional relationships, supporting local small businesses, and participating in community events in Aurora. I make a point to stay informed on local issues that impact residents, particularly those affecting immigrant and diverse communities. I also regularly connect with neighbors and community members to better understand shared challenges and opportunities for growth. I also volunteer at my children's school when time allows.

List your interests and activities.:

My interests include community development, supporting immigrant and refugee populations, economic empowerment, and public service. I am especially passionate about initiatives that create access to opportunity, including workforce development and small business support. In my free time, I enjoy spending time with family, fishing, staying active, and reading.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
N/A

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
I am seeking this appointment because I am passionate about supporting and uplifting immigrant and refugee communities in Aurora. As an Ethiopian American, I understand the importance of representation, access to resources, and having a voice in decisions that impact our communities. I am particularly interested in contributing to efforts that improve access to economic opportunities, community integration, and equitable services. I also see this as an opportunity to learn from others, bring forward community perspectives, and play a meaningful role in helping Aurora continue to be a welcoming and inclusive city. I would be honored to contribute my time, perspective, and commitment to service through this commission.

How much time do you anticipate being able to spend on this appointment each month?:
I am able to commit approximately 5–10 hours per month, including attending meetings, preparing as needed, and supporting any additional initiatives or community engagement efforts.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/A

Reference 1: Full Name, Phone Number and Address:
Bitanys Demssoe, [redacted]

Reference 2: Full Name, Phone Number and Address:
Ron Frierson, [redacted]

Reference 3: Full Name, Phone Number and Address:
Desiree Gover,[redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Ismael Zeleke

Time of Submission: 03/25/26 11:43:33 PM

Attachments

- Ismael Zeleke - Resume 2026.pdf

Ismael G. Zeleke

[redacted]

EDUCATION
Oral Roberts University
BA Political Science |
Expected May 2027

Dire Dawa Technical and Vocational School |Dire Dawa, Ethiopia| 2011
Civil Engineering - Cement Masonry

CERTIFICATIONS
CPR / First Aid / AED

LANGUAGE
English
Amharic (Native)

CORE SKILLS

- Leadership & Team Coordination
- Public Safety & Compliance
- Communication & Professionalism
- Problem-Solving Under Pressure
- Logistics & Operations Management

PROFESSIONAL EXPERIENCE

Kwik Dry Total Cleaning | *Owner/Operator* | Apr 2022 – Present

- Founded and managed a cleaning services business serving residential and commercial clients
- Provide specialized services including carpet, upholstery, tile & grout, air duct, and dryer vent cleaning
- Oversee scheduling, operations, and customer relations
- Build client trust through professionalism and consistent service quality
- Manage business growth, client acquisition, and retention

United Airlines
Lead Ramp Agent | Denver, CO |Oct 2020 – Apr 2022

- Supervised ramp operations and coordinated team performance
- Ensured compliance with safety regulations and operational procedures
- Trained team members and maintained efficiency in high-pressure environments

Ramp Agent | Denver, CO |Aug 2016 – Oct 2020

- Assisted in aircraft ground operations with strict adherence to safety standards
- Collaborated with team members to meet time-sensitive operational goals

Warehouse Driver / Delivery Associate | Denver, CO |Mar 2015 – Aug 2016

- Transported goods and maintained delivery schedules
- Loaded/unloaded trucks and managed inventory

Junior Achievement – *Intern* Denver, CO | June 2013

- Supervised 200+ students in a leadership development program
- Assisted with event coordination and logistics

GTZ Construction |Cement Mason | Dire Dawa, Ethiopia 2007 – 2010

- Assisted in the construction of residential and commercial buildings
- Built and reinforced structures including offices and houses
- Paved roads and sidewalks with attention to durability and safety
- Worked effectively in team-based, physically demanding environments

Aurora Immigrant And Refugee Commission

Applicant Package - Ward I

Aurora Immigrant And Refugee Commission - Ward I

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 3

Number of applicants in this package 1

- Vieyra, Felipe

Received: 2/16/2026
Ward I Resident and Not Registered Voter
Adams County
Vetted: 2/17/2026
Marcus Bond

Name: Vieyra, Felipe

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
Since 2020

Are you registered to vote?:

Yes

Years of Education Completed:
16

Degree(s) Received:
Bachelor of Arts in Political Science, International Studies, and Spanish

College(s) Attended:
University of Denver

Employer Name:
Denver Families for Public Schools

Employer Address:
3000 Lawrence St, Denver CO 80205

Current Position:
Director of Programs and Advocacy

Years with Current Employer:
4

Work Experience:
Background is in nonprofits and advocacy

Certification(s):
Certificate in corporate social responsibility and certificate in education systems and leadership

How are you involved in your community?:
I am involved in the community by sitting on the western resource advocates board, the colorado asian education and culture network board and the adelante community board. I also coach soccer in my community, stay involved politically, and support small businesses

List your interests and activities.:
I love the outdoors, running with run clubs, camping, soccer.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
N/A

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
As an immigrant from Mexico and a former founding member of the City and County of Denver's Immigrant and Refugee Commission, I am deeply committed to supporting and uplifting immigrant communities. I would be honored to continue that service here in Aurora by contributing to this commission's work on behalf of immigrant and refugee residents. Having personally navigated complex systems in a new country, I understand both the challenges and the resilience that define the immigrant experience. Those experiences have shaped my desire to give back to a community that has welcomed me with openness and opportunity. Serving on this commission would allow me to offer my time, perspective, and skills in support of families seeking belonging, stability, and voice. I hope to help ensure that Aurora's immigrant and refugee communities feel seen, supported, and empowered to fully participate in civic life.

How much time do you anticipate being able to spend on this appointment each month?:
3-5 hours a month but also flexible dependent on what the commission needs!

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/A

Reference 1: Full Name, Phone Number and Address:
Ana Soler, [redacted]

Reference 2: Full Name, Phone Number and Address:
Alex Magana,[redacted]

Reference 3: Full Name, Phone Number and Address:
Annie VanDan,[redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Felipe Vieyra

Time of Submission: 02/16/26 1:33:30 PM

Attachments

- FelipeVieyraResume.pdf

FELIPE VIEYRA

[redacted]

[redacted] @ [redacted] [redacted] [redacted]



EXPERIENCE

Director of Programs and Advocacy

Denver Families for Public Schools

09/2022 - Present Denver, United States

- Designed and led the organization's comprehensive organizing and advocacy strategy, ensuring families and classroom-level educators shaped DPS policy debates and priorities.
- Built and scaled leadership development pipelines—training over 100 community advocates and school board candidates, with two alumni elected to the DPS Board of Education.
- Directed high-impact field operations, including canvassing over 100,000 residents and coordinating C3/C4 strategies that contributed to electing all three endorsed 2023 school board candidates.
- Supervised and developed a diverse team of organizers, program managers, and over 100 canvassers, strengthening staff capacity, coaching systems, and organizational culture.
- Cultivated coalitions and partnerships, managed vendors and consultants, and built data systems to evaluate basebuilding, campaign performance, and advocacy outcomes—continuously refining strategy and strengthening the organization's influence.

Lyra Denver Director

Lyra Colorado

01/2020 - 12/2022 Denver, CO

- Built and executed multi-year advocacy and organizing strategies.
- Developed systems for learning, evaluation, and continuous improvement.
- Aligned program design with equity-centered empowerment of frontline leaders (teachers/educators).
- Led complex advocacy efforts that require coordination across teams and stakeholders, specifically high-performing executive directors of large school networks
- Shaped narratives that resonate with deeply impacted communities.
- Built and managed coalitions with grassroots organizations and diverse partners.
- Hosted a 500+ person action on the Denver Public School Board that led to meaningful policy outcomes

Director of Organizing Strategy

Leadership for educational equity

01/2018 - 01/2020 Las Vegas, NV + Denver, CO

- Led and coached a campaign team of 8–12 organizers through a major 2018 ballot initiative, overseeing field strategy, daily operations, and volunteer mobilization while driving measurable community engagement.
- Built and strengthened coalitions with community organizations, stakeholders, and LEE members across Denver, expanding leadership pipelines and advancing long-term organizing and policy goals.
- Designed and implemented strategic organizing plans that grew member bases, developed leaders, and aligned organizing work with broader movement priorities across multiple cities, including launching a new organizing program in Las Vegas.
- Recruited, trained, and supported community members pursuing public leadership roles, including coaching one member to a successful bid for elected office.
- Mobilized organizers and community partners to secure policy wins such as the "Black Excellence Resolution" before the Denver School Board, demonstrating the power of coordinated grassroots advocacy.

EDUCATION

Bachelor of Arts in Political Science, Spanish Literature and Language and International Relations

University of Denver

09/2008 - 06/2012 Denver, United States

Cherrington Global Scholars, Study Abroad

University of Bologna, Italy

08/2011 - 01/2012 Bologna, Italy

Certificate in Corporate Social Responsibility

University of Colorado Boulder

Denver, United States

Certificate in Education Systems and Leadership

University of Colorado Denver

Denver, United States

Certificate in Managing to Change the World

The Management Center

Re:power School for Field Directors

Re:power

Arena Academy 201: Data Fluency for Campaign Leaders

Arena

VOLUNTEERING

Board of Director

Western Resource Advocates

08/2022 - Present

WRA fights climate change and its impacts.

13er Advisory Council Member

The Nature Conservancy

01/2022 - 01/2024

Our goal is to ensure that the next generation of Coloradans learn about and participate in conservation at a local, regional and global level.

Board of Director

Colorado Peoples Alliance

01/2018 - 10/2025

Organization that advocates for climate, immigrant economic justice

EXPERIENCE

Bilingual Community Organizer

Together colorado

08/2016 - 01/2018 Denver, CO

- Co-led Together Colorado's 2016 civic engagement program, mobilizing community members statewide to increase voter turnout and deepen participation in democracy.
- Implemented a broad community organizing strategy engaging residents on education, healthcare, public safety, immigration, criminal justice, and conservation issues.
- Led the Federated Education Committee, gaining deep experience in education policy and facilitating member-led strategy development.
- Trained extensively on the Voter Activation Network (VAN), enabling effective turf-cutting, MiniVAN use, door-knocking operations, and large-scale phone-banking efforts.
- Developed leaders through an organizing model that taught policy literacy, volunteer management, and how to build and pursue legislative goals rooted in community priorities.

Outreach Program Director

Colorado Rapids Youth Soccer Club

05/2014 - 08/2016 Denver, CO

- Developed and led a high-quality soccer program serving Latino youth across Colorado, recruiting more than 400 participants and expanding access to competitive play.
- Built and managed partnerships with schools, community organizations, and the Colorado Rapids, including serving as a U.S. Soccer Symposium panelist on youth development.
- Recruited, hired, trained, and supervised a coaching staff of 15 or more, ensuring program quality, safety, and positive youth development.
- Oversaw a $135,000 annual budget, managed a scholarship program, and streamlined youth recruitment and selection processes.
- Compiled annual grant reports and maintained strong donor relationships by ensuring compliance, clear documentation, and measurable program impact.

Bilingual Community Organizer

Stand for Children Colorado

08/2012 - 01/2014 Denver, CO

- Built and managed a team of 65+ parent leaders, cultivating a strong base of engaged education advocates.
- Designed and delivered ongoing training and coaching to develop members' skills in policy analysis, storytelling, and community advocacy.
- Planned and facilitated high-impact recruitment events and meetings, driving consistent parent engagement and leadership growth.
- Executed campaign plans alongside parent teams, applying community organizing principles to advance education priorities.
- Collaborated with elected officials and policymakers to shape campaign strategy and elevate parent voices in decision-making spaces.

ADDITIONAL EXPERIENCE

Colorado Governor's Fellow

Civico

01/2025 - 10/2025 Denver, United States

Company Description

- Selected as one of a cohort of cross-sector leaders for a prestigious 10-month fellowship designed to deepen civic leadership and public policy expertise. Through immersive sessions with state leaders, collaborative capstone projects, and peer advisory groups, the fellowship provides a unique opportunity to shape policy, foster innovation, and strengthen Colorado's civic ecosystem

VOLUNTEERING

Board Member

Denver Parks and Recreation Advisory Board

01/2017 - 01/2019

Appointed by the Mayor to work with the department to ensure they are good stewards of the park and recreation system

Secretary

City and County of Denver's Immigrant and Refugee Commission

01/2013 - 01/2017

Appointed by the Mayor of Denver in order to create partnerships, advocate for both communities, provide input on city policy

Outreach Chair

ACCESO Spanish Advisory Board, Denver Clerk and Recorder

2014 - 2018

Appointed to the board. The boards aim is to advocate for Spanish-speaking voters by providing input on policy and outreach.

Event's Coordinator

Denver Young Democrats Executive Board

2016 - 2018

Elected to the position two years in a row. Coordinated the logistics of DYD's events. Outreached to young Denver progressives..

LANGUAGES

English
Native

Spanish
Native

SKILLS

Familiarity with CRM systems

Digital organizing tools | VAN/miniVAN

Murmuration | Data tracking

Campaign analytics

Remote team management | Your Skill

Aurora Immigrant And Refugee Commission

Applicant Package - Ward VI

Aurora Immigrant And Refugee Commission - Ward VI

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 3

Number of applicants in this package 1

- Alemayehu, Girum

Received: 3/1/2026
Ward VI Resident and Registered Voter
Arapahoe County
Vetted: 3/2/2026

Marcus Bond

Name: Alemayehu, Girum

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
30

Are you registered to vote?:

Yes

Years of Education Completed:
PhD

Degree(s) Received:
public policy and law

College(s) Attended:
Addis Ababa university BA, Oklahoma State University MSC, Walden University PHD

Employer Name:
Gman Inc

Employer Address:
18680 E Iliff Avenue, Aurora, Co 80013

Current Position:
Business owner

Years with Current Employer:
16

Work Experience:
I am a business owner with over 16 years of experience operating and managing a retail enterprise in Aurora, Colorado. I hold a PhD in Public Policy and Law and bring more than 30 years of leadership experience across academia, nonprofit governance, and private enterprise. My professional background includes service as a university lecturer, nonprofit board chairman, federal policy engagement, immigrant advocacy, and economic development initiatives supporting small businesses and refugee entrepreneurs in Colorado. I have also testified before the United States Congress representing Ethiopian American concerns related to governance and diaspora engagement.

Certification(s):
PhD, Public Policy and Law (Walden University, 2025) MSc, Agricultural Education (Oklahoma State University) BA, Philosophy (Addis Ababa University)

How are you involved in your community?:

I am actively involved in immigrant and refugee community leadership in Aurora and the greater Denver region. I serve as Board member of the Ethiopian American Development Council (EADC) and Chairman of CEELA (a business association supporting immigrant entrepreneurs). I previously served as Chairman of St. Mary Ethiopian Orthodox Tewahedo Church of Denver and have been engaged in nonprofit governance, youth mentorship, cultural programming, and immigrant integration initiatives. I regularly advocate for policies that promote economic empowerment, civic engagement, and access to opportunity for immigrant and refugee communities.

List your interests and activities.:
Public policy, immigrant integration, economic development, youth mentorship, nonprofit governance, cultural preservation, comparative legal systems, and community capacity building. I also mentor young professionals and support immigrant entrepreneurs navigating regulatory and licensing systems.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
no

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
As both an immigrant and a long-time Aurora business owner, I understand firsthand the challenges and opportunities facing immigrant and refugee communities. I desire this appointment to contribute policy insight, lived experience, and governance expertise to help the City of Aurora strengthen integration pathways, economic mobility, civic participation, and access to services for newcomers. I believe the Immigrant & Refugee Commission plays a vital role in ensuring that Aurora remains inclusive, economically vibrant, and responsive to its diverse population. I am committed to collaborative leadership and practical solutions.

How much time do you anticipate being able to spend on this appointment each month?:
0–15 hours per month, including meetings, preparation, and community engagement activities.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
No

Reference 1: Full Name, Phone Number and Address:
Nebiyu Asfaw [redacted]

Reference 2: Full Name, Phone Number and Address:
Amsalu Kassaw [redacted]

Reference 3: Full Name, Phone Number and Address:
Aschalew Agonafer [redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Girum g Alemayehu

Time of Submission: 03/01/26 1:54:52 PM

Attachments

- Alemayehu G resume s.pdf

Dr. Girum Alemayehu, PhD
[redacted]
[redacted]
United States Citizen

Professional Profile

Public Policy and Law scholar with executive leadership experience in nonprofit governance, immigrant economic development, higher education, and legislative engagement. PhD with Honors (Walden University, 2025). Over 30 years of leadership across academia, private enterprise, and community institutions. Testified before the United States Congress representing Ethiopian American policy and human rights concerns.

Education

PhD, Public Policy and Law (Honors) – Walden University, 2025
MSc, Agricultural Education – Oklahoma State University, 1994
BA, Philosophy – Addis Ababa University, 1987

Leadership & Professional Experience

University Lecturer (Philosophy) – Haramaya University, Ethiopia | 1987–1991
Taught undergraduate philosophy courses and contributed to academic instruction and curriculum development.

Chairman, Ethiopian Eritrean Business Association (Colorado) | 2015–Present
Represent approximately 160 immigrant-owned businesses statewide. Engage city and state policymakers on regulatory impact, economic mobility, and workforce integration.

Board Member, East Colfax Community Collective (EC3) | 2025–Present
Support corridor revitalization, neighborhood equity initiatives, and economic inclusion strategies in partnership with municipal stakeholders.

Former Chairman, St. Mary Ethiopian Orthodox Tewahedo Church of Denver | 2019–2023
Led governance compliance under the Colorado Nonprofit Corporation Act. Oversaw financial accountability, institutional policy alignment, and board operations.

Owner & Operator, GMAN Inc. (G & E Liquors) | 2007–Present
Built and manage a $1.5–$2 million annual revenue enterprise. Supervised 30+ employees over time, overseeing payroll, licensing, and regulatory compliance.

National Policy Engagement

Testified before the United States Congress addressing governance, human rights, and diaspora policy matters.

Core Competencies

Public Policy Analysis | Nonprofit Governance | Legislative Engagement | Economic Development | Institutional Leadership | Comparative Legal Syste

Aurora Immigrant And Refugee Commission

Applicant Package - Ward II

Aurora Immigrant And Refugee Commission - Ward II

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 3

Number of applicants in this package 1

- Kemer, Sabe

Received: 2/20/2026
Ward II Resident and Registered Voter
Arapahoe County
Vetted: 2/23/2026
Marcus Bond

Name: Kemer, Sabe

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
15 years

Are you registered to vote?:

Yes

Years of Education Completed:
Bachelors degree

Degree(s) Received:
BA - Psychology and social work minor

College(s) Attended:
MSU Denver

Employer Name:
Denver Home Healthcare inc

Employer Address:
1602 S parker rd Suite 211 Denveer CO 80231

Current Position:
Director

Years with Current Employer:
6

Work Experience:
Home Healthare and Language service service founder and director

Certification(s):
degree from MSU Denver

How are you involved in your community?:
Ethiopian Community

List your interests and activities.:
Time with family and teaching cultural dance

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
n/a

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
I am a former refugee with strong ties to the community and business experience. I would bring diverse experience to the commission

How much time do you anticipate being able to spend on this appointment each month?:
as much as needed

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
n/a

Reference 1: Full Name, Phone Number and Address:
Sabantu Yusuf: [redacted]

Reference 2: Full Name, Phone Number and Address:
Dr. Shelle Murphy[redacted]

Reference 3: Full Name, Phone Number and Address:
Kulani Usman[redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Sabe Kemer

Time of Submission: 02/20/26 7:49:53 PM

Attachments

- Sabe Kemer Resume 1.pdf

Sabe Kemer

[redacted]

EDUCATION
Metropolitan State University of Denver
Bachelor's Degree in Psychology, Minor in Social Work

LANGUAGES
Fluent in Swahili and Oromo

EXPERIENCE

Colorado Language Services, Inc.
Founder & Director | 01/2017 – Present

- Lead outreach efforts to businesses, communities, and partners to expand resources and services.
- Manage contracts with vendors, including schools, courts, and social service agencies.
- Oversee marketing, interpreter recruitment, and translator onboarding.
- Organize and conduct workshops, training programs, and professional development for language interpreters.

The Fax Partnership
Business Outreach Manager | 2020 – 2022

- Launched and managed the Residential Support Office to combat involuntary displacement in the East Colfax community.
- Developed and distributed community surveys to assess housing support needs.
- Analyzed survey data and prepared a needs assessment report to guide program development.
- Managed the Small Business Support Office, connecting businesses with resources, training programs, and nonprofit partners.
- Collaborated with the Executive Director to establish a working group of nonprofits and local government to implement residential and business support initiatives.

VOLUNTEER EXPERIENCE
Aurora Immigrant and Refugee Commission
Commissioner | 2018 – 2021

- Advocate for immigrant and refugee communities through social, civic, and economic engagement.
- Organize Aurora Global Fest, a platform showcasing immigrant cultures, talents, and businesses.
- Provide policy recommendations to the Aurora City Council and the mayor.
- Facilitate community connections to business development, networking opportunities, and resources.

Sabe Kemer

[redacted]

Ethiopian Community of Denver
Community Outreach & Organizer | 05/2011 – 06/2016

- Conducted cultural orientation workshops and connected families to essential services, including healthcare, employment, food, and ESL programs.
- Planned and executed community events in collaboration with organizations such as the African Community Center.
- Managed budgets, donations, grants, and fundraising initiatives.
- Organized a globally televised panel discussion on African development.
- Advocated for Ethiopian communities in Africa by speaking before Congress in support of Resolution 432, a human rights bill.

Aurora Mental Health Center
Youth Specialist | 12/2016 – 12/2017

- Conducted risk assessments and connected youth with appropriate support services.
- Collaborated with the **Aurora Youth Options (AYO)** team to distribute program resources.
- Managed survey data collection and analysis in partnership with community organizations.
- Maintained detailed records using Microsoft Word, Outlook, Excel, and Access.
- Trained community gatekeepers on services available for at-risk youth.
- Met with youth and families in homes, schools, and community settings to assess and address needs.

Aurora Immigrant And Refugee Commission

Applicant Package - Ward II

Aurora Immigrant And Refugee Commission - Ward II

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 3

Number of applicants in this package 1

- parker, keith

Received: 02/13/2026
Ward II Resident and Registered Voter
Arapahoe County
Vetted: 2/17/2026
Marcus Bond

Name: parker, keith

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
31 years

Are you registered to vote?:

Yes

Years of Education Completed:
12

Degree(s) Received:
assoicate

College(s) Attended:
Metro- State UNI

Employer Name:
One voice coalition

Employer Address:
1346 okland street

Current Position:
Director

Years with Current Employer:
5

Work Experience:
Director, Out reach DIRECTOR for Denver Justice Department

Certification(s):
Cerificted ADDICATION Counsler

How are you involved in your community?:
I have a Non-profit that deals with Mental health

List your interests and activities.:
Mental health Community Wealth building

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:
Governors Board On Behavoiral Health

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
Because I want to bring my talents and skill to the board and serve the community

How much time do you anticipate being able to spend on this appointment each month?:
much as it takes

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
no

Reference 1: Full Name, Phone Number and Address:
Mrs.Shyreeta Hundale [redacted]

Reference 2: Full Name, Phone Number and Address:
Mrs. Sholon Bowers[redacted]

Reference 3: Full Name, Phone Number and Address:
Mr.Mike Wisseman [redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
KEITH PARKER

Time of Submission: 02/13/26 6:58:37 PM

Aurora Immigrant And Refugee Commission

Applicant Package - Ward VI

Aurora Immigrant And Refugee Commission - Ward VI

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 3

Number of applicants in this package 1

- Rudig, Douglas

Received: 2/9/2026
Ward VI Resident and Registered Voter
Arapahoe County
Vetted: 2/101/2026
Marcus Bond

Name: Rudig, Douglas

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
none

How long have you lived in Aurora?:
11 Years

Are you registered to vote?:

Yes

Years of Education Completed:
25

Degree(s) Received:
PH.D. in Educational Administration, Curriculum and Supervision / Masters Degree in the Science of Teaching / BA Degree in Communication Design

College(s) Attended:
University of Colorado, Denver / Northern Illinois University / Drake University / University of Illinois, Chicago

Employer Name:
Retired Superintendent of Schools

Employer Address:
none

Current Position:
Retired

Years with Current Employer:
Past employers - 43 years

Work Experience:
Superintendent of Schools (15 Years) - Principal (17 years) - Teacher 11 Years.

Certification(s):
PHD, Masters Degree, Bachelors Degree

How are you involved in your community?:
Served on Community Communities (Heritage Eagle Bend), Cherry Creek Scholarship Committee

List your interests and activities.:
Helping immigrants in our community

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
No

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
yes

How much time do you anticipate being able to spend on this appointment each month?:
What is necessary - I am retired

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
None

Reference 1: Full Name, Phone Number and Address:
Geraldine Rudig [redacted]

Reference 2: Full Name, Phone Number and Address:
Dan Dombroski [redacted]

Reference 3: Full Name, Phone Number and Address:
Steve Flaniken [redacted]

How did you hear about us?:

Newspaper;Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Douglas Warren Rudig

Time of Submission: 02/09/26 7:10:57 PM

Aurora Immigrant And Refugee

Commission Applicant Package - Ward I

Aurora Immigrant And Refugee Commission - Ward I

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 3

Number of applicants in this package 1

- Solomon, Rufus

Received: 2/26/2026
Ward I Resident and Not a Registered Voter
Adams County
Vetted: 2/27/2026
Marcus Bond

Name: Solomon, Rufus

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
9 Yrs

Are you registered to vote?:

No

Years of Education Completed:
16 Yrs

Degree(s) Received:
M.Sc. BZ University

College(s) Attended:
Forman Christian College; 4 yrs.

Employer Name:
VRI Mart Corp. ; VRI Mile High Autos LLC

Employer Address:
1555 Daytoin St. Aurora CO 80010

Current Position:
Owner/ Managing Director

Years with Current Employer:
9 Yrs

Work Experience:
25+ years of experience in Alternative Fuels, Retail Business, worked with US Attorney on US Visas & Immigration Issues

Certification(s):
Certificate of Completion (Comprehensive Overview of Immigration Law) through: Catholic Legal Immigration Network, Inc. (CLINIC)

How are you involved in your community?:
Serving in the Christian Community Church by the name of " United Masihi Church / UMC" since its inception, this organization established since Jan. 2021; which is based on Indian / Pakistani communities, UMC is further involved with Encounter Church (Merilyn Hickey's Ministries), also serving as a volunteer "Jesus On Colfax (JOC)

List your interests and activities.:
1- Economic Development 2- Community Engagement through different programs 3- Safe Downtown Aurora 4- Advocacy & Voice for Immigrants 5- Secure, Safe & Friendly Living Environment for everyone

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:
United Masihi Church (UMC) 501(C)(3) Non-profit organization; IRS Tax Exempted
Serving as President

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
due to years of experience in business and serving communities, I think its to time to give back to immigrants and their current issues, and I believe what immigrant communities need today, was never required before in a massive scale to resolve the issues.

How much time do you anticipate being able to spend on this appointment each month?:
probably 12 hrs.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
n/a

Reference 1: Full Name, Phone Number and Address:
Mr. Sameen Nizami [redacted]

Reference 2: Full Name, Phone Number and Address:
Mrs. Sheryl Rufus [redacted]

Reference 3: Full Name, Phone Number and Address:
Dr. Boaz Paul [redacted]

How did you hear about us?:

News Aurora (water bill newsletter)

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Rufus Solomon

Time of Submission: 02/26/26 5:30:15 PM

Attachments

- Immigration Law Certificate.pdf

CLINIC

Certificate of Completion

Rufus Solomon

has successfully completed the requirements for:

Comprehensive Overview of Immigration Law

This e-learning course involved 20 hours of webinar instruction provided over eight weeks from January 21 - March 14, 2025.

Course ID: 25-S1

The Catholic Legal Immigration Network, Inc. (Provider #14000) is authorized by the State Bar of California to provide minimum continuing legal education (MCLE) trainings. E-learning participants licensed in CA are eligible to claim 1.25 hours of MCLE self-study credits per webinar, for a total of 20 credit hours. If you are a licensed attorney in another state, please check with your state bar to determine whether this training qualifies for MCLE credit.

Anna Gallagher

Executive Director
Catholic Legal Immigration Network, Inc.

Signature: _____

Name: Rufus Solomon

Date: March 18, 2025

State Bar # (if applicable): _____

By signing above, I certify that I am entitled to _____ hours of MCLE

Aurora Immigrant And Refugee Commission

Applicant Package - Ward IV

Aurora Immigrant And Refugee Commission - Ward IV

Term 01 Feb 2026 - 31 Jan 2028
Positions Available 5

Number of applicants in this package 1

- Atwi, Faraj

Received: 12/26/2025
Ward IV Resident & Registered Voter
Arapahoe County
Vetted on 12/29/2025



Name: Atwi, Faraj

Address: [redacted]

Email: [redacted]

Board Name: Aurora Immigrant and Refugee Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
Entire life

Are you registered to vote?:

Yes

Years of Education Completed:
Bachelor

Degree(s) Received:
Political Science

College(s) Attended:
University of Denver

Employer Name:
N/a

Employer Address:
N/a

Current Position:
N/a

Years with Current Employer:
N/a

Work Experience:
N/a

Certification(s):
N/a

How are you involved in your community?:
I love to work with voting rights and public education

List your interests and activities.:
Politics and policy, music and philosophy

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
N/a

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
As a resident here in Aurora, I understand what the way of life is here, and my education has engraved the foundations of the US constitution in my moral compass

How much time do you anticipate being able to spend on this appointment each month?:
20

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/a

Reference 1: Full Name, Phone Number and Address:
Gayla Charrier, [redacted]

Reference 2: Full Name, Phone Number and Address:
Bryan Lindstrom, [redacted]

Reference 3: Full Name, Phone Number and Address:
Sia Aleem, [redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Faraj Mohamed Atwi

Time of Submission: 12/26/25 9:06:53 AM

Attachments

- Faraj Atwi—Legal Resume.pdf

FARAJ MOHAMED ATWI

[redacted] | [redacted] [redacted]

EDUCATION **University of Denver**, Denver, CO
Bachelor of Arts in Political Science; Minor in International Relations; June 2022
Activities: First Generation; Alumni Mentor, Denver Promise; Assistant Administrator, Customer Service Rep, Athletic Management

EXPERIENCE

The Lex Fellowship, Roma, Italy
Legal Associate, December 2025
Partnered with Pirola, B-HSE, Roedl, Lapani, Zoppini, and Gitti & Partners to analyze litigation and transactional cases and strengthen legal reasoning. Weekly legal training sessions with US national fellows on doctrinal concepts, case transactions, litigation skills, and professional development in Roma.

Aurora Education Association, Aurora, CO
Canvassor Corridantor, September – November 2025
Conducted field operations for the Aurora Education Association, supporting education reform initiatives by communicating relevant election issues through in-person canvassing and coordinating weekly community outreach "Get Out the Vote (GOTV)" efforts.

Denver Families, Denver, CO
Field Organizer, August 2025 – November 2025
Led and supported in-person canvassing efforts for Denver Families, advancing education reform–focused initiatives by clearly communicating relevant election issues to voters and organizing week-to-week community outreach and Get Out the Vote (GOTV) activities.

Bryan Lindstrom for State HD 36 , Aurora, CO
Campaign Manger, January 2024 – June 2024
Served as Field Manager for a State House campaign in Aurora, Colorado, overseeing field operations through data and spreadsheet management, conducting in-person training, organizing voter outreach initiatives—including canvassing, phone banking, and targeted community events—and coordinating weekly fundraising and advocacy efforts with attention to messaging and organizational compliance.

Colorado State House of Representatives, Denver, CO
HD 41 State Internship, February 2023 – April 2023
Served as a Legislative Aide Intern with the Colorado State House of Representatives, conducting legal and policy research, analyzing and summarizing prior legislation introduced by Representative Iman Jodeh, and researching, drafting, and formally presenting a comprehensive bill addressing funding mechanisms, stakeholder interests, and implementation strategy.

Chris Hinds for Denver City Council, Denver, CO
Campaign Coordinator, Jan 2023 – June 2023
Supported a Denver City Council campaign by coordinating targeted urban voter engagement initiatives, mobilizing and training volunteers, conducting direct outreach during multiple organized weekends of action, and participating in photo shoots and video advertisements for campaign communications.

Arapahoe County Colorado Coordinate Campaign, Aurora, CO
Field Organizer, September 2022 – November 2022
Served as a Field Organizer with the Colorado Coordinated Campaign, leading volunteer-driven voter outreach efforts that contributed to successful State House races in Districts 41 and 42 by coordinating direct voter contact, managing canvassing and phone banking operations, and organizing targeted urban and suburban engagement initiatives during multiple weekends of action.

SKILLS & INTERESTS
Languages | Advance in Arabic & English
Interests | Sports, Art, Music, Food, and Philosophy

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to Reappoint One (1) Youth Member and Appoint Two (2) Adult Members to the Aurora Youth Commission
Item Initiator: Cecilia Zapata, Deputy City Clerk
Staff Source/Legal Source: Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Connected and Engaged: Providing programming, learning resources, and amenities that reflect the rich history and contributions of our vibrant communities.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The Aurora Youth Commission's role is to advise City Council, the City Manager and the Director of the Department of Parks, Recreation & Open Space regarding the interests of youth in Aurora. The Commission's mission is to better the well-being of Aurora's youth through representation, service and action.

The Aurora Youth Commission consists of twenty-two (22) members; sixteen (16) members between the ages of 14-20, and six (6) members must be twenty-one years of age or older. The term length is two (2) years, and members may serve up to four (4) consecutive terms. All eligible applications received within the last year are forwarded to the Commission to be considered for interviews.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The Aurora Youth Commission currently has one (1) youth member vacancy, two (2) adult member vacancies, and six (6) upcoming youth vacancies. The Commission received five (5) applications and interviews were conducted on April 17, 2026 and April 21, 2026 for the youth and adult vacancies.

Among the applicants were:
Graciela Gonzalez – Youth
Abdullahi Adan – Youth
Felicia Curvin – Adult
Leslie Lopez - Adult
Laura Marie DePierre – Adult

Upon conducting interviews, the Aurora Youth Commission respectfully recommends the reappointment and appointment of the following candidates:

Graciela Gonzalez (Youth) – 2nd term beginning 8/1/2026 and ending on 7/31/2028.

Felicia Curvin (Adult) – 1st term beginning 8/1/2025 and ending on 7/31/2027.

Leslie Lopez (Adult) – To complete the partial term beginning on 8/1/2024 and ending on 7/31/2026 and be appointed to 1st full term beginning 8/1/2026 and ending on 7/31/2028.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does Council wish to support the reappointment of Graciela Gonzalez (youth) and appointment of Leslie Lopez (adult) and Felicia Curvin (adult) to the Aurora Youth Commission?

LEGAL COMMENTS

All boards and commissions shall be appointed by City Council. (City Charter 3-11 and 9-1). The Aurora Youth Commission shall consist of twenty-two (22) voting members. Of the voting members, sixteen (16) members shall be ages 14 through 20. Six (6) voting members shall be adults of the age of 21 or over. The composition of the Commission shall represent school districts, private schools, and home school participation to the extent possible through the nomination process. Commission members must be residents of the City, except that any student currently enrolled in a secondary school within the City is a qualified member regardless of their city of residence. Each Commissioner serves a two-year term. (City Code 2-902). Each commissioner may serve a maximum of four consecutive terms. (Resolution R2025-78). (Wood)

MEMORANDUM

City of Aurora

AuroraGov.org

To: Mayor Coffman and Members of City Council

From: David Wagner, Staff Liaison/Supervisor of Youth Services, Aurora Youth Commission

Through: Marcus Bond, City Clerk Analyst
Brian Green, Director, Parks, Recreation and Open Space Department
Wynter Stieger, Acting Recreation Services Manager, Recreation Division, PROS
Donna Hunt, Superintendent of Youth Services, Recreation Programs, PROS

Date: April 21, 2026

Subject: New Appointment and Reappointment to the Aurora Youth Commission

---

Board or Commission Name: Aurora Youth Commission

Number of Vacancies: 1 Youth, 2 Adults

Interview Information

Date of Interviews: April 17, 2026, and April 21, 2026

Applicant Names: Leslie Lopez, Felicia Curvin, Laura DePierre, Graciela Gonzalez, Abdullahi Adan

Applicants Interviewed: 1 Youth, 2 Adults

Recommendation

Suggested Appointment: Leslie Lopez

Summary: Leslie brings a strong background in financial services, marketing, and school-based family engagement, with a clear focus on advocating for youth and families. As a Family Liaison and active volunteer in student ambassador and literacy programs, Leslie demonstrates a commitment to supporting student success and community connection. She currently serves on a school governing board, lead workshops, and is interested in expanding opportunities such as career fairs for youth. Her long-standing involvement in community service reflects a deep value for leadership, networking, and giving back, beginning at a young age. Notably, she has taken initiative in the youth community by creating programs such as a student ambassador group and a yearbook program where none previously existed. References would likely describe them as relationship-driven, structured, and highly dedicated to ensuring young people have the support and opportunities they need, with a strong desire to make a meaningful, positive impact.

The Aurora Youth Commission strongly supports the appointment of Leslie Lopez as a Adult Member to complete the Partial term beginning 8/1/2024 ending 7/31/2026 and be appointed to the 1st term beginning 8/1/2026 ending on 7/31/2028 on the Aurora Youth Commission.

Suggested Appointment: Felicia Curvin

Summary: Felicia has a developing understanding of the Commission but is motivated by a desire to support youth who care about the overall wellbeing of Aurora. She brings relevant professional experience as a director with a faith-based nonprofit focused on youth development. Her skills include trauma-informed care, creating psychologically safe environments, leadership development, and after-school readiness. Her path into community service began in her teenage years through court-ordered service, which evolved into a genuine commitment to supporting marginalized groups and strengthening communities. She has made meaningful contributions by expanding youth programming, including connecting students to resources such as food support and grief counseling while creating safe, supportive spaces for self-expression. Friends would likely describe her as a fearless, organized leader and strong connector who is passionate about mobilizing resources, supporting others, and turning ideas into action.

The Aurora Youth Commission strongly supports the appointment of Felicia Curvin as an Adult Member to the 1st term beginning 8/1/2025 ending on 7/31/2027 on the Aurora Youth Commission.

Suggested Reappointment: Graciela Gonzalez

Summary: Graciella has been an engaged member of the Aurora Youth Commission for the past two years, during which she has taken on an active and consistent role in supporting the Commission's work. She regularly attends meetings and contributes to discussions and planning efforts. Over her tenure, she has also been involved in a variety of community-based initiatives, including park clean-up projects, the Fill the Bus donation drive, and support for the ARISE Triathlon. Through her participation, she has demonstrated reliability, commitment to youth and community engagement, and a willingness to step in and support key Commission events and service projects.

The Aurora Youth Commission strongly supports the reappointment of Graciela Gonzalez to her 2nd term beginning 8/1/2026 ending on 7/31/2028 on the Aurora Youth Commission.

Aurora Youth Commission

Applicant Package - Ward II

Aurora Youth Commission - Ward II

Term 01 Aug 2024 - 31 Jul 2026
Positions Available 5

Number of applicants in this package 1

- Gonzalez, Graciela

Received: 4/17/2026
Ward II Student and Aurora Resident
Arapahoe County
Vetted: 4/17/2026
Marcus Bond

Name: Gonzalez, Graciela

Address: [redacted]

Email: [redacted]

Board Name: Aurora Youth Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
17 years

Are you registered to vote?:

No

Years of Education Completed:
11

Degree(s) Received:
none

College(s) Attended:
none

Employer Name:
none

Employer Address:
none

Current Position:
none

Years with Current Employer:
none

Work Experience:
none

Certification(s):
none

How are you involved in your community?:
I am a current member of the Aurora Youth Commission, and we do a lot to help our community. I also volunteer at my local church and participate in many after school activities and clubs.

List your interests and activities.:
I am on my schools competitive swim team, and I also am the secretary of my school's girls' show choir. I also enjoy recreational roller skating and reading.

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:
Aurora Youth Commission, Youth Member

Are you currently a member and seeking reappointment on the board you are applying for?:

Yes

Why do you desire this appointment?:
I have done a lot of good work for my community and learned a lot through the Aurora Youth Commission, and I am eager to learn more and do more for my community.

How much time do you anticipate being able to spend on this appointment each month?:
As much time as necessary.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/A

Reference 1: Full Name, Phone Number and Address:
Tracy Harbinson, [redacted]

Reference 2: Full Name, Phone Number and Address:
Jossette Lorig,[redacted]

Reference 3: Full Name, Phone Number and Address:
Maria Manriquez, [redacted]

How did you hear about us?:

Board Member or Board Staff Liaison

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Graciela Gonzalez

Time of Submission: 04/17/26 12:50:24 PM

Aurora Youth Commission

Applicant Package - Ward V

Aurora Youth Commission - Ward V

Term 01 Aug 2024 - 31 Jul 2026
Positions Available 9

Number of applicants in this package 1

- Adan, Abdullahi

Received: 06/24/2025
Ward V Resident & Aurora Student
Arapahoe County
Vetted: 06/30/2025

Marcus Bond

Name: Adan, Abdullahi

Address: [redacted]

Email: [redacted]

Board Name: Aurora Youth Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
All 16 years of my life.

Are you registered to vote?:

No

Years of Education Completed:
11

Degree(s) Received:
Expecting High School Diploma next year

College(s) Attended:
0, Taken classes at Community College.

Employer Name:
King Soopers

Employer Address:
4271 S Buckley Rd

Current Position:
Cashier

Years with Current Employer:
1 Year 7 Months

Work Experience:
I work as a cashier and courtesy clerk at King Soopers, where I provide friendly and efficient customer service. I handle cash and electronic transactions accurately and assist with stocking shelves and keeping the store organized. I support my team by helping maintain a clean, welcoming environment for customers. This job has helped me develop strong communication, multitasking, and teamwork skills.

Certification(s):
Food Safety, Money Handling.

How are you involved in your community?:

I’m actively involved in my community through Xisaab Academy, a nonprofit I founded to provide tutoring and academic support to students who need extra help. Through Xisaab Academy, I organize tutoring sessions, create study materials, and mentor younger students to help them improve their skills and confidence in subjects like math and science. This work allows me to give back by empowering others to succeed academically and build a stronger community. Beyond that, I participate in school leadership roles and community events that promote education and equity.

List your interests and activities.:
Interests: Law and international relations Public speaking and debate Community service and leadership Healthcare awareness and education Technology and app development Sports management Activities: Senior Class President President of Muslim Student Association Co-founder and President of Black Student Association Co-founder and President of Ethnic Student Association Captain of the Debate Team Founder of Adan Sports Management Founder of Xisaab Academy (tutoring nonprofit) Participant in MIT Summer Program for App Development Cashier and Courtesy Clerk at King Soopers

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
None

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
I want this appointment because I am determined to make a real difference for the youth in Aurora. I care deeply about my community and believe young people deserve a strong voice in shaping the future. Through my leadership roles and nonprofit work, I have proven I take action and lead with purpose. This is my chance to stand up, push for positive change, and make sure the needs and ideas of young people are heard and respected. I am ready to work hard, listen, and bring energy and dedication to the Aurora Youth Commission.

How much time do you anticipate being able to spend on this appointment each month?:
I am available to dedicate as much time as the Aurora Youth Commission needs. I can commit up to 30 hours per week to meetings, events, projects, and any other responsibilities. I want to be fully involved and make a real impact.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
None

Reference 1: Full Name, Phone Number and Address:
Sooyoung Matthews, [redacted]

Reference 2: Full Name, Phone Number and Address:
Rachel Shearer, [redacted]

Reference 3: Full Name, Phone Number and Address:
Debbie Yarrow, [redacted]

How did you hear about us?:

News Aurora (water bill newsletter);Channel 8;Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Abdullahi Ahmed Adan

Time of Submission: 06/24/25 8:25:27 AM

Attachments

- Abdullahi Resume.pdf

Abdullahi Adan

[redacted]

[redacted]

[redacted] corporate lawyer or diplomat. Passionate about leadership, international relations, and using law and policy to create meaningful change.

Education

Lotus School for Excellence — Rising Senior
Expected Graduation: 2026

- Relevant Coursework: Debate, Political Science, Business, Advanced Math

---

Work Experience

King Soopers — Cashier and Courtesy Clerk
Dec 2023 – Present

- Provide excellent customer service in a fast-paced environment
- Manage transactions efficiently and accurately
- Assist with stocking and organizing store merchandise

Leadership & Extracurricular Activities

Senior Class President

- Elected by peers to represent the senior class and lead student initiatives

Muslim Student Association (MSA) — President

- Lead school-wide cultural and community events promoting inclusion and understanding

Black Student Association — Co-founder and President

- Established a space for cultural empowerment and student advocacy

Ethnic Student Association — Co-founder and President

- Drive events and dialogue promoting diversity and equity

Debate Team — Captain

- Lead competitive debate team with focus on policy and law-related topics
- Ranked 6th in Colorado for Congressional Debate

Founder, Adan Sports Management

- Manage sports-related projects and client relationships

Tutor, Nonprofit Founder

- Founded a tutoring nonprofit to help peers improve academic skills

MIT Summer Program — App Development

- Selected participant in a prestigious technology program

Skills

- Leadership & Team Management
- Public Speaking & Debate
- Customer Service & Communication
- Social Media & Event Planning
- App Development Basics
- Multicultural Competence

Aurora Youth Commission

Applicant Package - Ward I

Aurora Youth Commission - Ward I

Term 01 Aug 2024 - 31 Jul 2026
Positions Available 5

Number of applicants in this package 1

- Curvin, Felicia

Received: 4/15/2026
Ward I Resident and Non Registered Voter
Arapahoe County
Vetted: 4/17/2026
Marcus Bond

Name: Curvin, Felicia

Address: [redacted]

Email: [redacted]

Board Name: Aurora Youth Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
1 year

Are you registered to vote?:

Yes

Years of Education Completed:
6

Degree(s) Received:
Apostates in Criminal justice Bachelors in Criminology with a history minor. MBA

College(s) Attended:
Texas a&M University- San Antonio

Employer Name:
Younglife

Employer Address:
2405 w. fifth Ave. 80204

Current Position:
Area director

Years with Current Employer:
16

Work Experience:
Ministry with youth Compliance coordinator Quality Assurance

Certification(s):
None

How are you involved in your community?:
I lead youth ministry in Northfield HS and Vista Peak Prep

List your interests and activities.:
Book reading. Outdoor experiences. Concerts and ballets. Museums. Sporting events.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
Na

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
Open

How much time do you anticipate being able to spend on this appointment each month?:
The amount needed

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
Na

Reference 1: Full Name, Phone Number and Address:
Terry Leprino [redacted]

Reference 2: Full Name, Phone Number and Address:
Johnell Moody [redacted]

Reference 3: Full Name, Phone Number and Address:
Art Williams [redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Felicia Curvin

Time of Submission: 04/15/26 8:28:48 AM

Aurora Youth Commission

Applicant Package - Ward III

Aurora Youth Commission - Ward III

Term 01 Aug 2024 - 31 Jul 2026
Positions Available 5

Number of applicants in this package 1

- Lopez, Leslie

Received: 4/12/2026
Ward III Resident and Registered Voter
Arapahoe County
Vetted: 4/14/2026
Marcus Bond

Name: Lopez, Leslie

Address: [redacted]

Email: [redacted]

Board Name: Aurora Youth Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
3 years

Are you registered to vote?:

Yes

Years of Education Completed:
2 years of college

Degree(s) Received:
Finance & technology

College(s) Attended:
Phoenix University

Employer Name:
Aurora Public Schools / Tollgate Elementary

Employer Address:
701 S Kalispell Way

Current Position:
Family Liaison

Years with Current Employer:
2 years

Work Experience:
I have a strong background in leadership, community engagement, and youth support through both professional and volunteer roles. I currently work as a Family Liaison, where I connect families with school and community resources, coordinate large-scale events, and collaborate with community partners to support student success. I also serve on the School Governing Board, where I contribute to decision-making processes that impact school policies, family engagement, and student outcomes. In addition, I have been involved as a Student Ambassador, supporting school events, organizing fundraisers, and helping create a positive school culture. Previously, I gained experience in the financial sector working with a bank, where I developed customer service, communication, and problem-solving skills. I have also explored marketing and outreach, helping promote events and initiatives through community engagement and communication strategies. Overall, my experience reflects a strong commitment to leadership, service, and making a positive impact in my community—especially working with youth and families.

Certification(s):

CPI, CPR, RBT in progress

How are you involved in your community?:
I am actively involved in my community by supporting children and their families through my role as a Family Liaison. I help connect families with resources, organize school events, and create opportunities for students to feel supported, engaged, and successful. I also serve on the Governing Board, where I contribute to decisions that impact students' education and well-being. In addition, I help support Student Ambassadors, encouraging student leadership, involvement, and service within the school community. I also participate in school programs and fundraisers that directly benefit children and families. My main focus is making sure children feel supported, valued, and have access to opportunities that help them grow and succeed.

List your interests and activities.:
I am passionate about working with youth, leadership, and community involvement. I enjoy supporting student development, mentoring, and creating opportunities for children to grow and feel empowered. I am also interested in personal growth, education, and financial literacy, and I enjoy learning and sharing resources that help others improve their lives. In my free time, I like organizing events, creating content, and exploring ways to make a positive impact in my community.

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:
Governing Board / Family Liaison

Are you currently a member and seeking reappointment on the board you are applying for?:

Yes

Why do you desire this appointment?:
desire this appointment because I am passionate about supporting youth and making a positive impact in my community. Through my work with students and families, I have seen how important it is for young people to feel heard, supported, and represented. I want to be part of a space where I can advocate for youth, bring new ideas, and help create opportunities that support their growth, leadership, and success. This opportunity aligns with my purpose of working with children and contributing to a stronger, more connected community.

How much time do you anticipate being able to spend on this appointment each month?:
5 to 10 hours

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
NA

Reference 1: Full Name, Phone Number and Address:
Shanna Martin / [redacted]

Reference 2: Full Name, Phone Number and Address:
Amanda Acosta [redacted]

Reference 3: Full Name, Phone Number and Address:
Noora Snelling [redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Leslie Paola Lopez

Time of Submission: 04/12/26 2:50:15 PM

Aurora Youth Commission

Applicant Package - Ward II

Aurora Youth Commission - Ward II

Term 01 Aug 2024 - 31 Jul 2026
Positions Available 8

Number of applicants in this package 1

- DePierre, Laura Marie

Received: 11/22/2025
Ward II Resident and Registered Voter
Arapahoe County
Vetted: 11/25/2025

Marcus Bond

Name: DePierre, Laura Marie

Address: [redacted]

Email: [redacted]

Board Name: Aurora Youth Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
6 months

Are you registered to vote?:

Yes

Years of Education Completed:
Many

Degree(s) Received:
Doctorate of Psychology

College(s) Attended:
George Fox University

Employer Name:
Unemployed

Employer Address:
Unemployed

Current Position:
Psychologist

Years with Current Employer:
0

Work Experience:
Practicing psychologist and federal law enforcement officer for more than ten years.

Certification(s):
Many

How are you involved in your community?:

I am a career civil servant, a small business owner, an activist, an advocate, a community organizer, and a mom. I am a former federal law enforcement officer. I am a psychologist who has worked with inmates and those struggling with substance use for the past ten years. I am currently a member of Soil Web Connections in Wheatridge, helping Brain Storm and connect environmentally conscious individuals and groups. While new to Aurora, I previously served on the community relations board for a federal correctional institution. I was also a member of the Chamber of Commerce, a regular attendee of two borough councils, the Library board, and Charity events. In the past five years, I've organized many charitable events, including a very successful collaboration between local businesses and animal shelters that resulted in adoptions and pet food collection. I'm also an avid user of community resources. My family uses the libraries and parks, we attend community events, and I have a city tree on my property. I am deeply committed to improving the lives of the people in my community and I would be proud to serve on the Aurora Youth Commission.

List your interests and activities.:
Science, libraries, Girl Scouts, music, nature, pets, and more.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
N/A

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
I want to use my expertise as a psychologist and my experience as a mom in community to better the well-being of Aurora's youth. I have four kids, from two months to 9 years old. We homeschool, which also needs representation, and in no way prevents me from caring deeply about our schools. I have a vested interest in making our community healthier, safer, more accessible, and more fun for all our kids.

How much time do you anticipate being able to spend on this appointment each month?:
20 hours

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
Not that I am aware of. I'm seeking employment with the VA currently.

Reference 1: Full Name, Phone Number and Address:
Amy DePierre-Tindle [redacted]

Reference 2: Full Name, Phone Number and Address:
John Carp [redacted]

Reference 3: Full Name, Phone Number and Address:
Richard Thurber [redacted]

How did you hear about us?:

News Aurora (water bill newsletter)

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Laura Marie DePierre

Time of Submission: 11/22/25 5:10:14 PM

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to Reappoint One (1) Member to the Civic Engagement Commission
Item Initiator: Cecilia Zapata, Deputy City Clerk
Staff Source/Legal Source: Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Connected and Engaged: Providing programming, learning resources, and amenities that reflect the rich history and contributions of our vibrant communities.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Cecilia Zapata, Deputy City Clerk / Andrea Wood, Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The purpose of the Civic Engagement Commission is to enhance civic participation in order to enhance civic trust and strengthen democracy in Aurora, through the commission's own initiatives and recommendations related to civic service, volunteerism, civic education, participation in community boards, civic organizations and community groups, and other related activities, and to support and encourage Aurorans to meaningfully participatation in civic life.

The Commission consists of fifteen (15) members appointed by the council. The term length is three (3) years and members may serve up to three (3) terms. All eligible applications received within the last year are forwarded to the Commission to be considered for interviews.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The Civic Engagement Commission currently has three (3) vacancies. The Commission received four (4) applications.

Among the applicants were:
Glen Wagner
Cedric Wright
Chukwubuike Aghaji
William Gondrez

The Civic Engagement Commission respectfully recommends the reappointment of the following candidate:

Glen Wagner – 2nd term beginning 2/1/2026 and ending on 1/31/2029

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does Council wish to reappoint Glen Wagner to the Civic Engagement Commission?

LEGAL COMMENTS

All boards and commissions shall be appointed by City Council. (City Charter 3-11 and 9-1) The Civic Engagement Commission shall consist of fifteen members. Five members shall be appointed each year to staggered three-year terms. In appointing members to the commission City Council shall consider individuals who are representative of, or who have experience working with, immigrants, individuals with limited English language proficiency, people with disabilities, students, youth, seniors, veterans, community groups, advocacy groups that seek to promote transparency and accountability in government or protect civil rights, and groups or categories of residents that have been historically underrepresented in or underserved by city government and its processes. Each member shall be a resident of the City both when appointed to the committee and while serving on the committee. (City Code 2-922) Commission members may serve up to three consecutive terms. (City Code 2-772 and Resolution R2025-78) (Wood)

MEMORANDUM

City of Aurora

AuroraGov.org

To: Mayor Coffman and Members of City Council

From: Ama Hapke Rosen, Chair

Through: John Wesolowski, Director, Housing and Community Services and Marcus Bond, City Clerk Analyst

Date: April 29, 2026

Subject: Consideration to Reappoint Member(s) to the Civic Engagement Commission

---

Number of Vacancies: 3

Interview Information

Date of Interviews: N/A

Applicant Names: Glen Wagner, Chukwubuike Ahgaji, William Gondrez, Cedric Wright

Applicants Interviewed: N/A

Summary of suggested appointment(s):

Glen Wagner has served as the Vice Chair on the Civic Engagement Commission for the last two years and the Commission would like to reappoint him.

Recommendation

The Civic Engagement Commission strongly supports the reappointment of Glen Wagner as a member(s) on the Civic Enagement Commission.

Civic Engagement Commission

Applicant Package - Ward V

Civic Engagement Commission - Ward V

Term 01 Feb 2024 - 31 Jan 2027
Positions Available 3

Number of applicants in this package 1

- Wagner, Glen

Received: 4/29/2026
Ward V Resident and Registered Voter
Arapahoe County
Vetted: 4/29/2026
Marcus Bond

Name: Wagner, Glen

Address: [redacted]

Email: [redacted]

Board Name: Civic Engagement Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
30 years

Are you registered to vote?:

Yes

Years of Education Completed:
16

Degree(s) Received:
Bachelors of Science - Finance

College(s) Attended:
Metropolitan State University

Employer Name:
Comcast

Employer Address:
183 Inverness Drive West, Englewood CO 80112

Current Position:
Sr Financial Analyst

Years with Current Employer:
11 1/2

Work Experience:
Have worked In corporate Finance for over 11 years, Invest Finance for18 years

Certification(s):

–

How are you involved in your community?:
have been on the Civic Engagement Commission for the last three years. Additionally I volunteer with Aurora Police Department as one of their volunteers and outreach participants, as well as being on the Board for my HOA. I also am a volunteer for Aurora Open Space and Naturl Resources.

List your interests and activities.:
Hiking, Camping, Kayaking, Travel, Volunteering, Visual Arts, and trying new cultural foods.

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:
Civic Engagement Commission - Vice Chair HOA Board - Board President/Treasurer - 23 Years Bethany Christian Services - Bard Chairman/President - 8 years Kiwanis - Treasurer 2 years Aroura Citizen Police Academy Alumni Association - Executive Board Member

Are you currently a member and seeking reappointment on the board you are applying for?:

Yes

Why do you desire this appointment?:
I have enjoyed being on the commission and have been a strategic partner with both the city and the Chair in helping in refocusing the direction of the commission as well as recruiting 11 new members. I have helped set a new vision, and refocus in how to best serve Aurora's Communities

How much time do you anticipate being able to spend on this appointment each month?:
10 hours

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
NA

Reference 1: Full Name, Phone Number and Address:
Sal Martinez, [redacted]

Reference 2: Full Name, Phone Number and Address:
Marnie Rivera, [redacted]

Reference 3: Full Name, Phone Number and Address:
Joyce Baker, [redacted]

How did you hear about us?:

Board Member or Board Staff Liaison

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Glen Lee Wagner

Time of Submission: 04/29/26 6:20:24 PM

Civic Engagement Commission

Applicant Package - Ward IV

Civic Engagement Commission - Ward IV

Term 01 Feb 2024 - 31 Jan 2027

Positions Available 2

Number of applicants in this package 1

- Wright, Cedric

Received: 1/20/2026
Ward IV Resident and Registered Voter
Arapahoe County
Vetted: 1/22/2026
Marcus Bond

Name: Wright, Cedric

Address: [redacted]

Email: [redacted]

Board Name: Civic Engagement Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
5 years

Are you registered to vote?:

Yes

Years of Education Completed:
18

Degree(s) Received:
Bachelors of Theology

College(s) Attended:
Full Gospel Bible College

Employer Name:
City and County of Denver

Employer Address:
201 W Colfax

Current Position:
Outreach Case Coordinator

Years with Current Employer:
2 years

Work Experience:
Conduct street outreach and engagement with individuals experiencing unsheltered homelessness. Complete housing assessments and develop individualized service plans. Transport clients and their belongings to shelter, housing appointments, service providers, and move-in locations as needed. Provide housing-focused case management and connect clients to supportive services. Maintain accurate documentation in HMIS and other systems and track client progress. Participate in focused resolution efforts and support shelter/housing placements. Submit referrals to community partners and outside agencies. Distribute basic needs items and stabilization support (e.g., food, clothing, utilities). Attend case conferencing, team meetings, and required trainings.

Certification(s):
I have several I am open to sharing upon interview

How are you involved in your community?:
I participate many community projects.

List your interests and activities.:

Anything that has to do with uplifting the community, and creating paths of success.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
n/a

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
n/a

How much time do you anticipate being able to spend on this appointment each month?:
I am available for much time is needed.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
n/a

Reference 1: Full Name, Phone Number and Address:
Clarence Zanders - [redacted]

Reference 2: Full Name, Phone Number and Address:
Dr. Sabrina Jackson - [redacted]

Reference 3: Full Name, Phone Number and Address:
Dr. Ray Shipman - [redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Cedric Wright

Time of Submission: 01/20/26 5:25:11 PM

Attachments

- Cedric Wright Resume - Intensive Field Case Manager.pdf

Cedric Wright

[redacted]

Professional Experience

Outreach Case Coordinator III
Organization Name, Denver, CO
August 2025 – Present

- Conduct street outreach and engage unsheltered individuals using trauma-informed and harm-reduction approaches.
- Build strong rapport with clients to assess needs and support pathways to stable housing.
- Provide housing navigation services, including assistance with Coordinated Entry, housing applications, and required documentation.
- Manage an active caseload and support clients through all stages of the housing process.
- Maintain accurate and timely documentation in HMIS in compliance with program standards.
- Respond to crises in the field using problem-solving, de-escalation, and crisis intervention strategies.
- Work independently in community settings while coordinating with local housing providers and service partners.
- Transport clients to appointments and housing-related services as needed.

Eligibility Specialist at Denver Jails/Neighborhood Resource Sites
City and County of Denver, Denver, CO
October 2024 – August 20025

- Provided same-day, in-person benefit services to incarcerated individuals, demonstrating a deep understanding of correctional environments and a commitment to equitable, client-centered service delivery.
- Adapted to fluid, unpredictable interactions with clients in crisis, using de-escalation strategies and trauma-informed care to build trust and ensure consistent service outcomes.
- Operated with a high level of independence and attention to detail across multiple facilities, supporting quality service delivery through accurate case processing and site adaptability.
- Participated in ongoing professional development, including de-escalation and mental health first aid training, to enhance service quality and align with re-entry and justice-focused best practices.

Correctional Services Specialist I – Community Correction
City and County of Denver, Denver, CO
March 2024 – October 2024

- Conduct headcounts, participant interviews, and safety inspections within a secure correctional environment.

Cedric Wright

[redacted]

- Enforce compliance and respond to misconduct using trauma-informed, evidence-based interventions.
- Maintain detailed documentation and participate in 24/7 operational coverage to ensure facility integrity and public safety.
- Apply policy knowledge to de-escalate situations and manage client behavior, fostering a secure and rehabilitative environment.

Community Corrections Officer
Intervention Community Corrections Services, Lakewood, CO
September 2019 – March 2024

- Conducted investigative interviews with clients, documented behavioral infractions, and recommended appropriate interventions.
- Applied trauma-informed practices and cultural competency to handle complex behavioral challenges.
- Maintained case notes and collaborated with law enforcement, counselors, and case managers to monitor compliance.
- Reported and tracked data related to client progress and incident management.

National Account Manager / Communications Consultant
Green Cow Public Relations Group, Detroit, MI
October 2014 – Present

- Led strategic communications and data-driven reporting on sensitive issues involving diverse stakeholder groups.
- Created documentation and media summaries used for advocacy, legal defense, and public engagement.
- Coordinated messaging with legal counsel and partners on equity-related cases, enhancing public transparency.

Business Development Manager
Q3 Contracting, Inc., Denver, CO
January 2021 – September 2021

- Conducted stakeholder meetings and facilitated conflict resolution between project partners.
- Managed documentation and tracking of contractor interactions, emphasizing fairness and inclusion.

Utility Locate Technician
SITE WISE, Denver, CO
April 2020 – December 2020

- Interpreted complex technical maps and location data to ensure safety in high-risk utility zones.
- Maintained clear and detailed records of job completion and potential hazards.

Cedric Wright

[redacted]

Before and After School Teacher
YMCA of Metro Denver, Aurora, CO
February 2018 – September 2019

- Created inclusive programming and built trust with families and children from diverse backgrounds.
- Filed incident reports and collaborated with administration to resolve issues.

Political and Legislative Coordinator
AFSCME, Washington, DC
January 2010 – February 2011

- Led internal and external investigations into policy violations and labor disputes.
- Reported findings to leadership and coordinated with legal and advocacy teams.

Education

Ph.D. in Biblical Studies (In Progress)
Northwestern University – September 2021 – Present

Bachelor of Arts in Theology
Full Gospel Bible College, Flint, MI – 2001 – 2005

Key Skills

- Investigative Interviews & Evidence Gathering
- Case Management Systems & Data Documentation
- Trauma-Informed & DEI-Centered Practices
- Policy Interpretation & Incident Analysis
- Interagency Collaboration
- Strong Written & Oral Communication
- Testimony & Presentation of Findings

Civic Engagement Commission

Applicant Package - Ward II

Civic Engagement Commission - Ward II

Term 01 Feb 2024 - 31 Jan 2027
Positions Available 2

Number of applicants in this package 1

- Aghaji, Chukwubuike or Buki

Received: 11/20/2025
Ward II Resident and Registered Voter
Arapahoe County
Vetted: 11/20/205
Marcus Bond

Name: Aghaji, Chukwubuike or Buki

Address: [redacted]

Email: [redacted]

Board Name: Civic Engagement Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
1 month

Are you registered to vote?:

Yes

Years of Education Completed:
15

Degree(s) Received:
Associates

College(s) Attended:
American Military University, University of Maryland Global College

Employer Name:
Barber-Nichols, LLC

Employer Address:
6325 West 55th Avenue, Arvada, CO 80002

Current Position:
Quality Control Manager

Years with Current Employer:
8

Work Experience:
Sr QA Engineer (Vestas, GE Aviation), Aircraft Mechanic + Traininig Specialist (US Marine Corps)

Certification(s):
Lean Six Sigma Green Belt, Leadership Program Certifications (Dale Carnegie Institute, Urban Leadership Foundation, African Leadership Group)

How are you involved in your community?:
My commitment to community engagement is comprehensive, encompassing both the organizations I belong to and independent initiatives. My involvement includes participating in the United Plane Pull for the US Special Olympics, coordinating various community cleanups and food drives, and taking on several roles at the Colorado Black Arts Festival and the Park Hill Day of Legends. I am continually seeking new opportunities to support and uplift diverse communities.

List your interests and activities.:

I have a variety of personal interests, with a core focus on time spent with my wife and family. My others include playing and watching soccer, utilizing Colorado's rich opportunities for outdoor activities, attending performance arts events, and a commitment to continuous personal and professional development through lifelong learning.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
N/A

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
My perspective in pursuing this appointment is twofold: to serve and make a tangible impact, and to proactively increase civic participation. I aim to draw more people into the process so they take ownership of the daily decisions and activities that directly affect their community.

How much time do you anticipate being able to spend on this appointment each month?:
I have some flexibility with time, outside of my professional and domestic commitments.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/A

Reference 1: Full Name, Phone Number and Address:
Dr Ryan Ross; [redacted]

Reference 2: Full Name, Phone Number and Address:
Helen Bradshaw;[redacted]

Reference 3: Full Name, Phone Number and Address:
Papa Dia;[redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Chukwubuike Aghaji

Time of Submission: 11/20/25 2:03:21 PM

Attachments

- Buki Aghaji Resume Full.pdf

BUKI AGHAJI

[redacted]

PURPOSE

As a dedicated and results-driven Quality Assurance professional with over 20 years of experience in ensuring compliance, enhancing processes, and leading teams to achieve excellence. My diverse background in quality management, various quality engineering roles and a Veteran, underscores my commitment to delivering superior quality standards. I will leverage my expertise in a dynamic organization where I can contribute to continuous improvement, foster innovation, and drive impactful results.

WORK EXPERIENCE & QUALIFICATIONS

Barber-Nichols LLC. Arvada, CO 2018 to Present

Quality Lab Manager - 2020 to Present

- Manages, leads, engages, hold accountable and develop department employees through training and coaching to ensure job satisfaction and growth.
- Conducts performance reviews with staff and ensure all direct reports have a personal development plan for improvement.
- Manages personal performance by setting and communicating clear goals and expectations.
- Develops strategic plan and projects to execute on organizational vision and define metrics to track success.
- Capital expense planning from request to implementation to promote process efficiency to reach expected ROI.
- Communicates the company's goals and objectives to the staff and identify key metrics to ensure that the department is driving to the company's goals and objectives.
- Proactively coordinates team and individual work assignments to achieve daily goals and objectives to ensure schedule adherence and to optimize the overall efficiency and utilization of the quality lab.
- Designs and streamlines processes to ensure consistent performance by employees. Uses KPIs, data analysis, and employee engagement initiatives to empower them for success. Collaborates with Lead Inspectors, CMM Programmers, and Lab Inspectors to standardize inspection methods.
- Provides technical oversight and direction as required, to assist in troubleshooting or root cause analysis and implements continual improvement measures.
- Monitors the quality planning process to ensure accuracy and completion.
- Collaborates cross-functionally to ensure consistency in planning and data transfers effectively to meet customer needs and organizational objectives through team execution.

Quality Assurance Engineer - 2018 to 2020

- Reviewed process documentation to ensure customer requirements are met and developed documentation needed to verify and validate requirements.
- Monitored and assessed in-process production and assembly performance to ensure customer requirements are maintained.
- Maintained the quality management system for compliance to ISO 9001/AS9100 as well as to evaluate its effectiveness.
- Collaborated with all departments to ensure that information and data transfers effectively to meet customer needs and organizational objectives.

- Continuously improved procedures, processes and methods to ensure quality with zero defects and excursions.
- Reviewed new contracts to ensure customer requirements are clearly defined and incorporated in subsequent build and quality documents.
- Monitored production and assembly and provided support and troubleshooting for in-process inspections.
- Developed and executed quality management system training throughout the organization to ensure that employees can find procedures and properly follow them.
- Worked with process owners to change process and procedures to incorporate corrective/preventive actions and lessons learned to ensure that the quality management system is continually improving.
- Interfaced with customers and compliance agencies to schedule and facilitate audits to evaluate the effectiveness of the quality management system.
- Supported registration and customer audits, as well as other customer visits and source inspections to ensure that BN met customer and third-party needs. Performed internal audits to assess compliance to the QMS.
- Maintained the corrective and preventive action system to ensure timely closure of corrective and preventive actions.

Vestas Blades. Brighton, CO - 2014 to 2018

Quality Assurance Engineer

- Identified and resolved systemic and isolated production challenges using SharePoint dashboards to present analyzed SQL server data. Leverages Statistical Process Control (SPC) tools and problem-solving tools (Minitab/SixSigma/DMAIC/, FMEA and Apollo RCA) in the Corrective Actions and Preventive Actions (CAPA) process; Directly driving a 75% reduction in Cost of Poor Quality (COPQ)
- Managed and trained Quality Assurance Inspectors and technicians, directing focus in-line with continuous improvement targets.
- Performed quality-engineering reviews of design documentation for compliance with stated requirements, and company quality records.
- Created and maintained focused metrics (Key Performance Measurements/Indicators [KPMs/KPIs]) to identify processes/functions contributing to the successes and deficiencies in specific production cycles; Standardized metrics across the business for easy cross-functional comparison.
- Evaluated defects and outlines repairs/solutions, meeting visual and structural needs, based on engineering drawings and technical requirements
- Initiated audits to ensure process and quality compliance; identified non-compliance and initiated resolution through effective CAPAs.
- Managed Customer Quality relations, Investigated and reviewed escapes (on and off-site); Developed, implemented and validated CAPA.
- Supported as part of SAP roll-out team and serves as factory super-user/trainer.

GE Aviation/MRAS. Baltimore, MD - 2011 to 2014

Lead Quality Assurance Engineer

- Created, oversaw and approved First Article Inspection (FAI) activities, identifying and demonstrating contractual and technical compliance during New Product Introduction (NPI) and in serial production.
- Directed and approved the development of manufacturing planning with a focus on human-factors, shared best-practices that accurately conveyed contractual and technical requirements; Resulting in over 40% reduction in production defects and a yield of a 20% increase in productivity rate.
- Led supply-chain teams in the development and implementation of internal strategies, policies and procedures to demonstrate ongoing compliance to regulatory standards (i.e. AS9100, ISO9001).
- Scheduled and performed technical competency reviews; administered appropriate training/certification (decertification & recertification) ensuring qualification of operators for specialized production tasks
- Served as Corrective Action Board (CAB) , and Material Review Board (MRB) Lead

- Issued Corrective Action Requests (CARs) upon nonconformance discovery (with written recommendations for resolution) and validated the implementation of corrective actions for identified internal and supplier systemic/product non-compliances, driving a 65% decline in Cost of Quality(CoQ).
- Facilitated tasks among process and functional owners to accomplish project goals
- Performed various Quality Management System analysis (i.e. CoQ, delivery schedule) to determine current-state restrictions and prompt actions for improvements.
- Served as QA representative on the Configuration Change Board(CCB), reviewed/approved engineering changes (ECRs/ECOs) and managed implementation of requirements to production (and Supplier) teams, guaranteeing deliverables were revision-current.

First Source Electronics. Elkridge, MD - 2011 to 2011

Quality Assurance Inspector

- Initiated written recommendations to align work instructions with contract requirements, specifications and industry standards (ISO9001).
- Supported supplier quality systems Purchase Order (PO) review to accurately identify requirements and ensure compliance in manufacturing planning.
- Performed electrical testing on circuit boards and cable systems to identify defects and prompt appropriate rework.
- Monitored, controlled, and processed nonconforming material including rework and scrap.
- Implemented advanced inspection and measurement techniques that lead to increased organization identified defects.

United States Marine Corps(USMC) – 2001 to 2010

Training and Operations Manager

- Reviewed project directives upon assignment, adopted alternative and compliant systems operations for systems proficiency in quality, safety, and cost/waste reduction.
- Scheduled and administered employee training, and audited for effectiveness; Maintained a running status of personnel database to guarantee timely completion of all required training.
- Liaised with executives and counterparts to communicate progress and concerns; Engaged in sharing of best practices.
- Managed a training and education budget ($500k$800k), recommended and approved advanced training opportunities for qualified candidates, supporting the sustenance and progress of key organizational functions.
- Performed Personnel Management functions in team assigned production activities, planning and counseling which provided a felicitous and functional work environment.

Quality Assurance Supervisor/ Aviation Mechanic

- Trained and certified quality inspectors in maintenance and quality applications (precision measurement, product and quality standards, etc.) to sustain continuity in shop proficiency.
- Managed Airframes and Powerplant systems overhaul and repair in a high-tempo supply-chain environment, supporting combat operations and maintaining a 92% First Time Yield (FTY) rate.
- Supervised and streamlined work-center and flightline operations using lean six-sigma methodologies, promoting a 40% increase in productivity rate.
- Prompted and performed timely periodic component inspection in accordance with industry standards.
- Developed standard operating procedures (SOPs) compliant to industry standards (i.e. ISO, AS, NAMP).
- Maintained quality systems database, generated metrics, analyzed negative trends to identify deficiencies, and implemented system improvements to reverse identified risks.
- Managed maintenance related programs (FOD, safety, hazardous materials, document management) to support required health and safety standards (i.e. OSHA, EPA, NAVOSH, and NAMP), effectiveness and awareness among employees.

- Facilitated continuous product, process, and tooling improvements, with Failure Mode and Effects Analysis (FMEAs) and lean six sigma methodologies, which drove changes to industry standards and practices. This resulted in product improvements and reduction in cost.

EDUCATION & TRAINING

- **Business Administration Studies**, University of Maryland. Adelphi, MD. May 2016
- **Business Administration**, American Military University. CharlesTown, WV. May 2012
- Dale Carnegie Leadership Development Training
- Apollo Root Cause Analysis and Corrective Action (RCCA)
- AIRSpeed: DoD Lean and Process Planning
- Lean Six Sigma Green Belt

AWARDS AND RECOGNITION

- Navy and Marine Corps Achievement Medal (three time recipient)
- Navy Unit Commendation
- Marine Corps Good Conduct Medal
- National Defense Service Medal
- Iraq Campaign Medal
- Global War on Terrorism Expeditionary Medal
- Global War on Terrorism Service Medal
- Sea Service Deployment Ribbon
- Good Conduct Medal
- Commanding Officer's Certificate of Commendation
- Commanding Officer's Certificate of Achievement
- Commanding Officer's Letter of Appreciation (two time recipient)
- Honorable Discharge from the United States Marine Corps (two time recipient)
- GE Above and Beyond Bronze Star Award (two time recipient)

WORK-STYLE

- Myers-Briggs Type: INTJ
- DiSC PERSONALITY TYPE: Di
- STRENGTHS FINDER: Relator, Restorative, Individualization, Command, Analytical

REFERENCES - Available upon request

Civic Engagement Commission

Applicant Package - Ward I

Civic Engagement Commission - Ward I

Term 01 Feb 2024 - 31 Jan 2027
Positions Available 14

Number of applicants in this package 1

- Gondrez, William

Received: 05/21/2025
Ward I Resident & Registered Voter
Adams County
Vetted: 05/22/2025

Marcus Bond

Name: Gondrez, William

Address: [redacted]

Email: [redacted]

Board Name: Civic Engagement Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
Since 1992

Are you registered to vote?:

Yes

Years of Education Completed:
14 years

Degree(s) Received:
Master in Theology

College(s) Attended:
Schuller International University and many other schools.

Employer Name:
Aurora Public Schools

Employer Address:
13001 E 30th Ave. Aurora, CO 80011

Current Position:
Preschool Edcuator

Years with Current Employer:
10 years

Work Experience:
Retired U.S. Army, UPS, University of Colorado Hospital, Hospital Chaplain, Aurora,

Certification(s):
Early Childhood Education

How are you involved in your community?:
Created the Block Meister Program, and annual Community Improvement Grant program for City of Aurora.

List your interests and activities.:
Current Council member of Aurora's Consent Decree, Spirit of Aurora, Block Meister for Northwest Aurora, Vice President of NANO (Northwest Aurora Neighborhod Organization.

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:
Vice Presdent of NANO Board Member of Aurora Board member of Spirit of Aurora President of Block Meister Program of Aurora

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
To represent the citzens of Aurora for the improvment of our neighborhoods.

How much time do you anticipate being able to spend on this appointment each month?:
Attend scheduled meetings and any necessary special needs required.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
None

Reference 1: Full Name, Phone Number and Address:
Linda Masat [redacted]

Reference 2: Full Name, Phone Number and Address:
Mark Montgomery [redacted]

Reference 3: Full Name, Phone Number and Address:
Karen Schwieder, [redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
William F. Gondrez

Time of Submission: 05/21/25 5:15:14 PM

CITY OF AURORA
Council Agenda Commentary

Item Title: City Council Approval for Certain Types of Contracts and Agreements (Resolution)
Item Initiator: Council Member Gianina Horton / Council Member Alli Jackson
Staff Source/Legal Source: Jason Batchelor, City Manager/Lena McClelland, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/4/2026

Regular Meeting: 5/18/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsors: Gianina Horton, Council Member / Alli Jackson, Council Member
Jason Batchelor, City Manager / Lena McClelland, Senior Assistant City Attorney
Estimated time: 15 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

Type history here or if none, type N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Enter item summary here

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☒ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does Council wish to support the Resolution?

LEGAL COMMENTS

The council and its members shall deal with that portion of the administrative service for which the city manager is responsible solely through the manager, and neither the council nor any member thereof shall give orders to any employee of the city either publicly or privately. Any violation of the provisions of this section by a member of the council shall constitute misconduct and shall be punishable in such manner as may be in the discretion of the other members of the council. (City Charter Sec. 3-10). The purchasing manager shall submit a weekly report of purchasing and contracting activities to the city council. The report shall include information on competitively solicited purchase orders, change orders, and all other contracts of $50,000 or more except for change orders for construction contracts. Council has the right to pull any contracts from the report and request a presentation from staff on the contract and seek formal approval by the majority of the Council. Council has the inherent right to create exceptions to this process, like the one contained in this resolution. (City Code Sec. 2-672 (a)(2) & 681). (McClelland)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S STRONG SUPPORT FOR AND DIRECTING THE CITY MANAGER TO REQUIRE CITY COUNCIL APPROVAL FOR CERTAIN TYPES OF CONTRACTS AND AGREEMENTS

WHEREAS, United States citizens and immigrants alike face violations of their constitutional and due process rights due to Immigration and Customs Enforcement ("I.C.E."); and

WHEREAS, the City Council of the City of Aurora, Colorado (the "City"), finds and believes that it is in the best interests of the health, safety, and welfare of its residents to be aware of certain entities the City may contract with in the future; and

WHEREAS, the City Council finds that any potential contracts, agreements, intergovernmental agreements, and/or memoranda of understanding with those entities affiliated with I.C.E. or the Department of Homeland Security ("D.H.S.") should only be approved by City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. Any and all proposed contracts, agreements, intergovernmental agreements, and/or memoranda of understanding, etc. with I.C.E., D.H.S., The GEO Group, CoreCivic, Key Lime Air, or any of their associates or affiliates, or other vendors providing similar services, for any amount, shall only be approved by City Council.

Section 2. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Lena McClelland RLA
LENA MCCLELLAND, Sr. Assistant City Attorney

CITY OF AURORA
Late Submission Approval for Agenda Item

Item Title: Support of Build Up Aurora Improvement Projects (Resolution)

Item Initiator: Laura Perry, Deputy City Manager

Staff Source/Legal Source: Laura Perry, Deputy City Manager/Rachel Allen Deputy City Atorney

Outside Speaker: N/A

Strategic Outcome: Well Managed: High Performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

CRITERIA - PLEASE CONSIDER ITEM FOR LATE SUBMISSION FOR THE FOLLOWING REASON:

☐ There is a time-sensitive legal requirement that must be met and cannot be met by a future meeting date

☐ The delay will result in an adverse financial impact to the city

☐ The item is related to a disaster and must be addressed before the next available meeting

COUNCIL MEETING DATES FOR LATE SUBMISSION:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

EXPLANATION: *(Please provide a detailed explanation as to why the item falls into one or more of the above criteria and why it may not be set for a future meeting date.)*

I understand the agenda item will not be added to the agenda without submitting this completed form as an attachment in e-Scribe. The agenda item will not be added to the agenda if the workflow is not completed by the WORKFLOW COMPLETED date indicated on the agenda deadline calendar.

Laura Perry
Agenda Item Initiator Name

Agenda Item Initiator Signature 05/13/26 Date

Laura Perry
Late Submission Approver Name (Council Appointee or DCM)

Late Submission Approver Signature 05/13/26 Date

CITY OF AURORA
Council Agenda Commentary

Item Title: Companion Resolution for Build Up Aurora Bond Program (Resolution)
Item Initiator: Laura Perry, Deputy City Manager
Staff Source/Legal Source: Laura Perry, Deputy City Manager/Rachel Allen, Deputy City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsor: Councilmember Curtis Gardner and Councilmember Francoise Bergan
Laura Perry, Deputy City Manager / Rachel Allen, Depity City Attorney
Estimated time: 5 minutes

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Infrastructure Task Force Ad Hoc Policy Committee

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

Many of Aurora's streets, facilities, and systems built in earlier decades now require significant reinvestment and replacement. The result is a growing gap between what it will cost to maintain, modernize and construct the city's infrastructure and the funding that is currently available.

The city has completed additional capital master plans and facility assessments and have refined project scopes and costs. Detailed capital master planning efforts undertaken over the last three years identifies a focused list of priority projects with preliminary estimated capital costs of about $2 billion.

In 2024, City Council unanimously created the Build Up Aurora Infrastructure Task Force to evaluate these needs and develop a long-range plan for capital investment. Members were appointed by City Council from across the community, including business, economic development, construction, hospitality and tourism, and public safety. The task force's responsibilities included reviewing the updated capital project lists, developing criteria for prioritizing projects based on urgency, risk, and community benefit, recommending a phased approach to capital investment over a ten-year period, considering sustainable funding options that match project scale and timeline, and incorporating public feedback into final recommendations.

In 2025 and 2026 substantial community engagement was undertaken to understand which capital projects the community cares about most. Departments met regularly with the Infrastructure Task Force to review project needs, while at the same time engaging residents to understand their priorities and perspectives. Over the last year, the City hosted over 54 events, received over 5,800 infrastructure ideas, facilited 22 discussions with over 357 participants, and conducted two surveys resulting in over 3,100 online and princted survey responses.

The Infrastructure Task Force has finalized a short-term, mid-term, and long-term recommendation for the efficient allocation of resources to support city capital improvement needs that incorporated community feedback. The Task Force's short-term recommendation is to pursue voter authorization in November for a $264,515,000 bond program and supporting combined sales and use tax rate increase of 0.325% with a 30 year sunset which is allocated by purpose/ballot question as follows:

1. Transportation Infrastructure ($107,475,000);0.132% sales and use tax rate increase
2. Public Safety ($52,065,000);0.064% sales and use tax rate increase
3. Community Facilities ($104,975,000);0.129% sales and use tax rate increase

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

This companion resolution outlines the capital projects to be undertaken with bond proceeds upon voter approval of three ballot questions on the November 3, 2026 ballot. The resolution directs the City Manager to construct and deliver specific capital projects as well as report progress on the delivery of the projects included in the resolution

annually.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☒ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT

Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

Resolution is contingent on voter approval of ballot questions proposed to be referred to the November 3, 2026 ballot.

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A – Contingent on voter approval of ballot questions proposed to be referred to the November 3, 2026 ballot.

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

The $264.5 million bond program will result in additional projects to be delivered by city staff with the support of external consultants. In addition to project management needs, the city will also experience an increased workload in budgeting, accounting, plan review, and inspections.

QUESTIONS FOR COUNCIL

Does the City Council support the approval of the proposed Build Up Aurora bond program companion resolution?

LEGAL COMMENTS

Council shall act only by ordinance, resolution or motion. All legislative enactments must be in the form of ordinances; all other actions, except as herein provided, may be in the form of resolutions or motions. (City Charter Section 5-1). (Allen)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, IN SUPPORT OF BUILD UP AURORA IMPROVEMENT PROJECTS

WHEREAS, the City of Aurora, Colorado, (the "City"), is a home rule municipality, organized and existing under and by virtue of Article XX, Section 6 of the Colorado Constitution, and it has the power to regulate matters of local concern; and

WHEREAS, the City Council (the "Council") unanimously created the Build Up Aurora Infrastructure Task Force (the "Task Force") in 2024 to develop a phased strategic plan for the efficient allocation of resources to support city capital improvement needs; and

WHEREAS, the Task Force engaged with Aurora residents through a variety of methods to understand their capital improvement needs, preferences, and concerns, and incorporate their input into recommendations; and

WHEREAS, after receiving public input and recommendations from the Task Force, the City Council of the City of Aurora, Colorado, has carefully considered the capital improvement needs of the City; and

WHEREAS, the Council recognizes the need to provide for public safety, including without limitation the operation of and repair, maintenance, and improvements to police, fire, and other public safety infrastructure and facilities, such as police station facility capital improvements, Aurora 911 facility capital improvements, Fire Station 19 construction, Fire Station 2 renovation, Fire Station facility capital improvements, and Fire Station 3 renovation; and

WHEREAS, the Council recognizes the need to provide for transportation infrastructure needs, including without limitation the operation of and repair, maintenance, and improvements to city transportation infrastructure and facilities, such as transportation safety improvements, Gun Club Road (Quincy to Aurora Parkway), Peoria over Sand Creek Bridge replacement, high priority sidewalk improvements, and Aurora Reservoir transportation improvements; and

WHEREAS, the Council recognizes the need to provide for community facilities, including without limitation the operation of and repair, maintenance, and improvements to libraries, recreation centers, and community centers, such as neighborhood park renovations, Aurora Center for Active Adults renovation, recreation facilities capital improvements, new Northeast Aurora Recreation Center, master planned parks construction, Central Library branch remodel, Mission Viejo Library branch remodel, and new Northeast Aurora Library branch; and

WHEREAS, Aurora residents, constituents, taxpayers, and customers will benefit from the coordinated efforts of the various capital improvement projects; and

WHEREAS, the City Council of the City of Aurora desires to express its support to pursue

shared funding opportunities that will improve safety, relieve congestion, and benefit economic growth within the City of Aurora and connecting through adjacent jurisdictions of Aurora through the establishment of these projects; and

WHEREAS, pursuant to City Charter 3-9, the City Council of the City of Aurora has all legislative powers of the City and all other powers of a home rule city not specifically limited by the Constitution of the State of Colorado and not specifically limited or conferred upon others by the Charter; and

WHEREAS, pursuant to City Charter 5-1, the City Council of the City of Aurora shall have the power to act by ordinance, resolution or motion and may adopt policies as it deems proper and advisable.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. Upon voter approval of ballot questions by voters of Aurora on the November 3, 2026 ballot, City Council directs the City Manager to construct and deliver the following needed capital improvements.

- **Transportation Infrastructure up to $108,000,000 including but not limited to**
  - Gun Club Road (Quincy to Aurora Parkway)
  - Peoria over Sand Creek Bridge Replacement
  - High Priority Sidewalk Improvements
  - Aurora Reservoir Transportation Improvements

- **Public Safety up to $53,000,000 including but not limited to**
  - Police Station Facility Capital Improvements
  - Aurora 911 Facility Capital Improvements
  - Fire Station 19 Construction
  - Fire Station 2 Renovation
  - Fire Station Facility Capital Improvements
  - Fire Station 3 Renovation

- **Community Facilities up to $105,000,000 including but not limited to**
  - Neighborhood Park Renovations
  - Aurora Center for Active Adults Renovation
  - Recreation Facilities Capital Improvements
  - New Northeast Aurora Recreation Center
  - Master Planned Parks Construction
  - Central Library Branch Remodel
  - Mission Viejo Library Branch Remodel
  - New Northeast Aurora Library Branch

Section 2. If any project listed in this Resolution is held to be invalid by a court of competent jurisdiction, such invalidity shall not affect the other parts and provisions of any

bonds authorized by voters at the November 3, 2026 ballot.

Section 3. Any modifications to add or remove a project will require an amendment to this Resolution by the City Council.

Section 4. The City Manager shall describe progress of the expenditure of the funds for each purpose listed above in a report to City Council at least annually.

Section 5. This Resolution shall be effective upon passage by the electorate of the November 3, 2026 ballot question(s) that authorize any bonds for the purposes referenced herein.

Section 6. The Mayor and the City Clerk are hereby authorized to execute and deliver this Resolution in substantially the form presented at this meeting, with such technical additions, deletions, and variations as the City Attorney may deem necessary or appropriate and not inconsistent with this Resolution.

Section 7. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: _____
RACHEL ALLEN, Deputy City Attorney

Build Up AURORA

Care for What We Have
Provide for What We Need

Build Up Aurora

Sponsors: Councilmember Curtis Gardner
Councilmember Francoise Bergan

Study Session
May 18, 2026



Infrastructure Task Force

Approved unanimously by City Council in July 2024, the Build Up Aurora Infrastructure Task Force looked at long-term solutions for projects ranging from public safety and transportation to parks, libraries, recreation and accessibility, and it will continue to seek community input and support.

Members

Council Member Curtis Gardner, co-chair
Council Member Françoise Bergan, co-chair
Ray Barnes, former Aurora Fire Rescue Chief
Joel Boyd, Town Center at Aurora
Steve Coffin, Steve Coffin Strategies
Naomi Colwell, Aurora Chamber of Commerce
Rita Connerly, Fairfield and Wood, P.C.
Bruce Dalton, Visit Aurora
Ryan Frazier, Frazier Global
Jeff Knight, Hispanic Contractors of Colorado (HCC)/ JKS Industries
Wendy Mitchell, Aurora Economic Development Council
Jason Wardrip, Colorado Building and Construction Trades Council

Infrastructure Task Force

- Develop a **short-term, mid-term, and long-term phased strategic plan** for the efficient allocation of resources to support city capital improvement needs.
- Establish **criteria for prioritizing city infrastructure needs** based on factors such as urgency, impact, feasibility, alignment with strategic goals and prioritization based on community needs.
- Foster **effective communication and collaboration** with internal and external stakeholders, including business and community groups, industry partners, and the public.
- **Engage with Aurora residents** through a variety of methods to understand their infrastructure needs, preferences, and concerns, and incorporate their input into recommendations.
- **Review funding options** that support sustainable infrastructure development and ongoing capital maintenance.

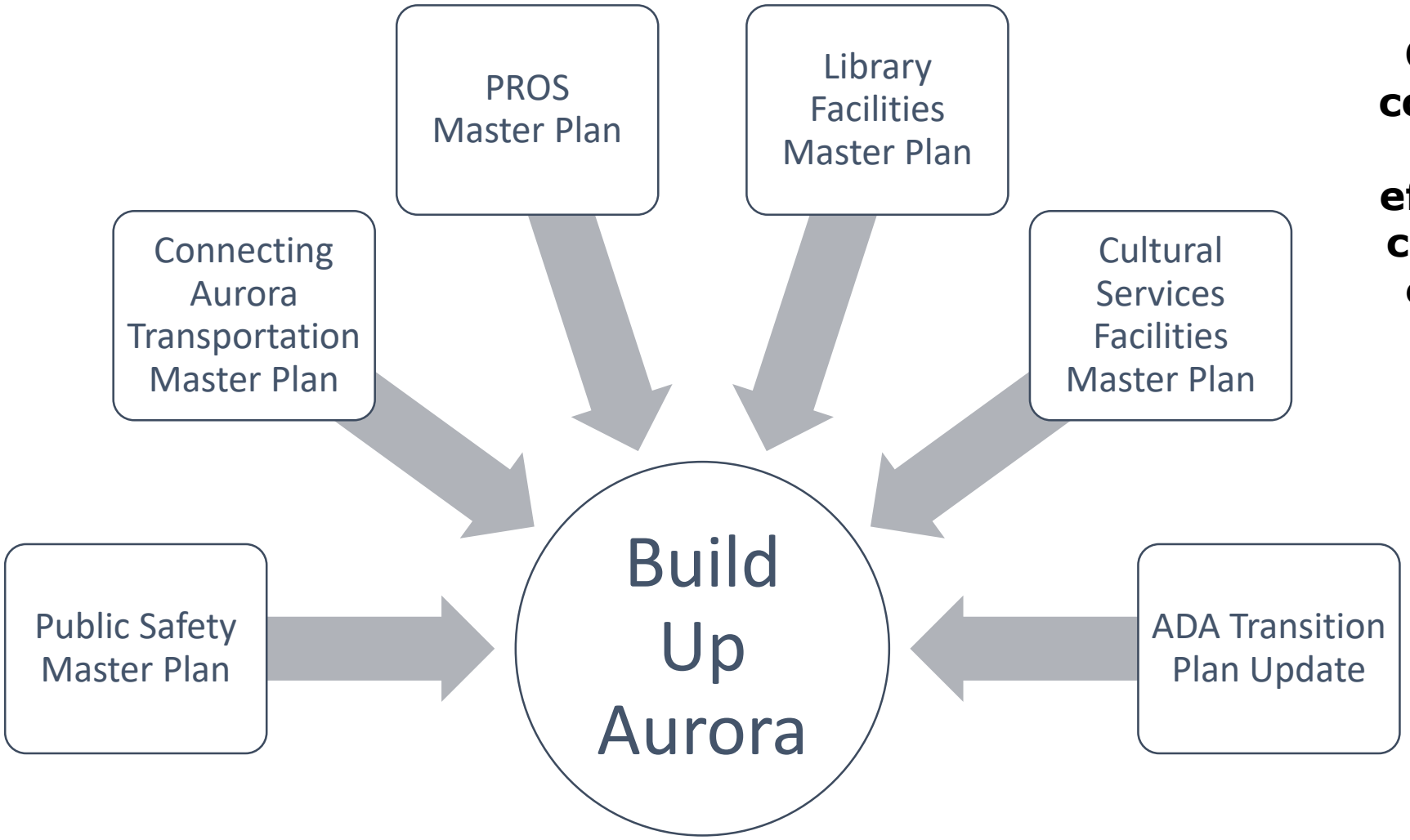
Build Up Aurora Process – Core Tenets

- Strategic Capital Planning
- Public Engagement
- Transparency
- Fiscal Responsibility

- ✓ Incorporated recommendations of capital master planning efforts that included community engagement.
- ✓ Two years of public and stakeholder engagement to understand what capital projects the community cares about most.
- ✓ Review of existing funding sources to understand capacity to fund priority capital needs.
- ✓ Citywide technical project evaluation (scope, schedule, budget)
- ✓ Information shared publicly through each stage of process (EngageAurora.org/BuildUpAurora)

Build Up AURORA
Care for What We Have
Provide for What We Need

Capital Master Planning Efforts



City has undertaken comprehensive capital master planning efforts to evaluate the city's capital needs to enhance capital and financial planning.

Draft 10-Year Capital Improvement Master Plan

Transportation Infrastructure $596.2M

Parks, Recreation and Open Space $255.7M

Libraries, Arts and Culture $84.0M

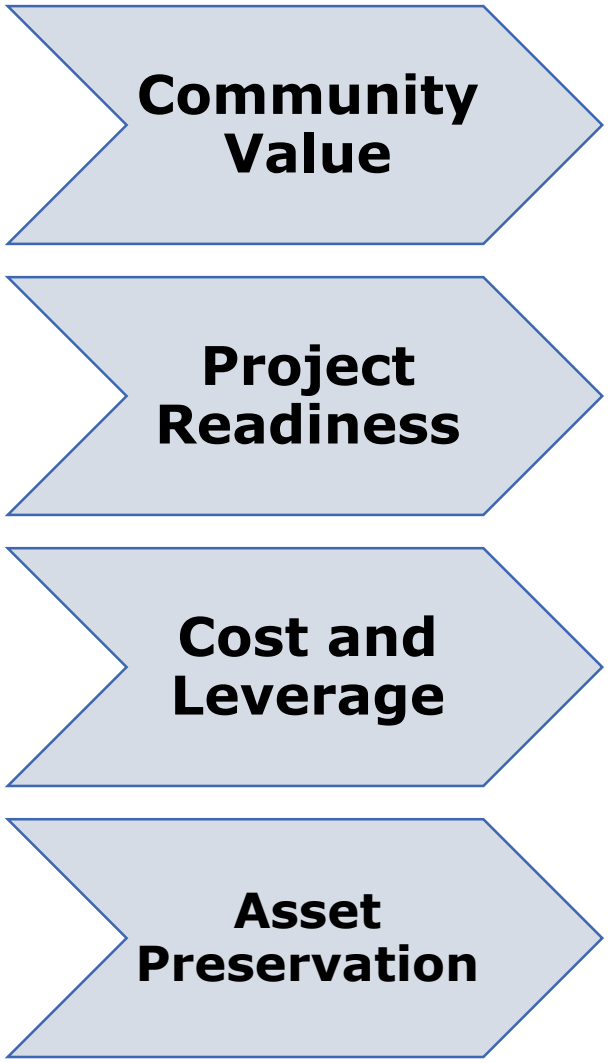
Other City Facilities $246.5M

Public Safety $900M

- **$2.08 billion in capital needs identified in draft 10-Year Capital Improvement Master Plan***
- **Consists of projects that exceed what the city can afford to complete in its annual budget**

**Estimated project cost subject to change. Estimated costs represent total cost (not including land acquisition where applicable) and do not represent phasing options.*

Capital Project Prioritization Framework: Community Informed and Technically Sound



Prioritization of capital project needs help ensure capital resources are invested responsibly, focusing first on projects that:

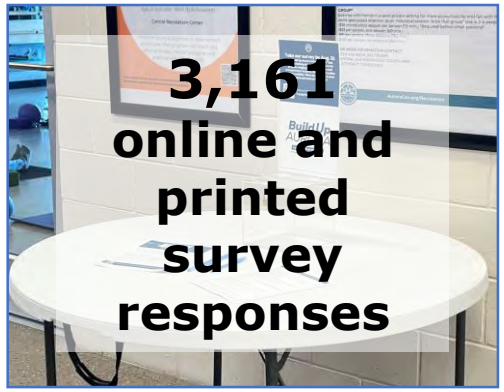
- Deliver the greatest public benefit
- Are ready to move forward
- Address the most critical needs
- Plan thoughtfully for future city needs

2025-26 Public Outreach Overview



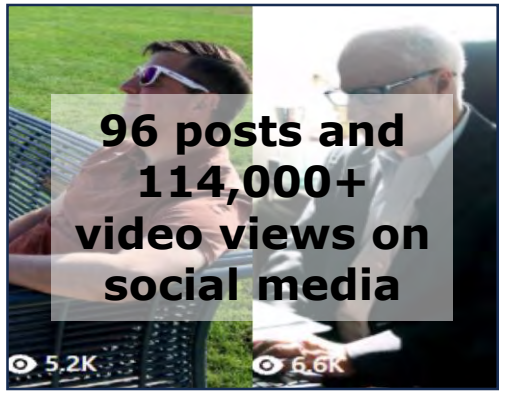














Build Up AURORA
Care for What We Have
Provide for What We Need

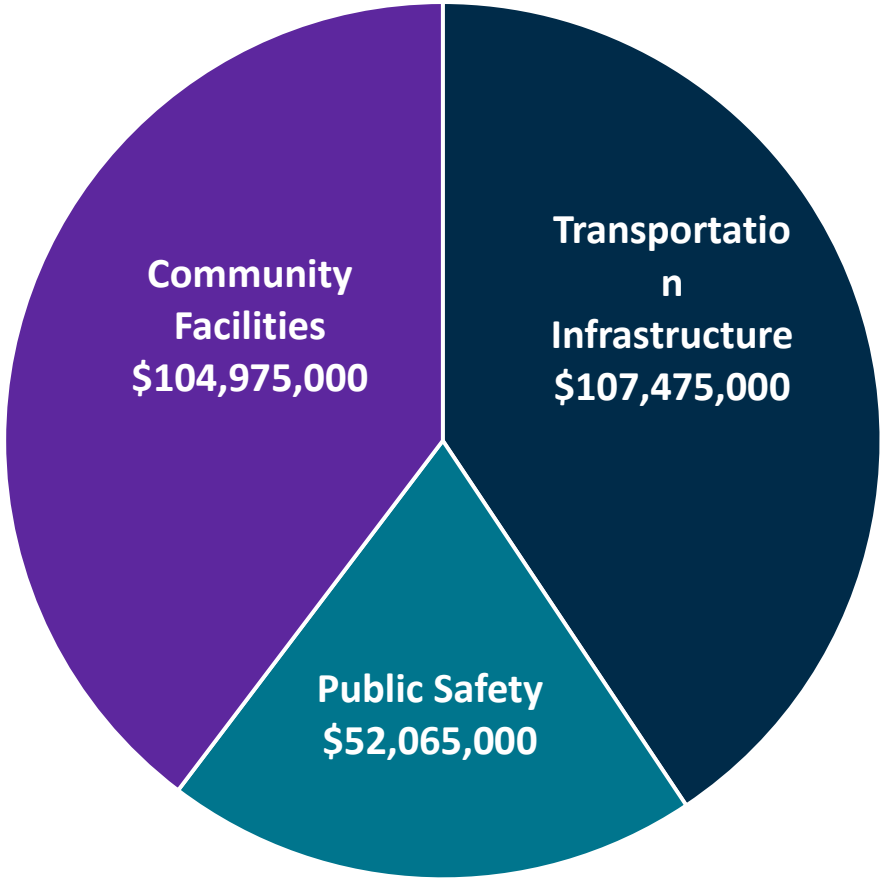


Bond Program Parameters

- Address key infrastructure needs and service gaps valued by the community
- Fund critical projects now to avoid higher future costs
- Maximize existing funding to reduce borrowing needs
- Balance operating costs and affordability of new facilities
- Create a flexible financial plan to meet ongoing capital needs.

Proposed 2026 Bond Program

2026 Bond Proposed Project Totals



- **Total Project Value*: $264,515,000**
- More than **65 distinct projects**
- Provides comprehensive funding approach to address capital improvements and repairs in each purpose.
- Leverages over **$44M** in existing capital funding

Bond Purpose	Amount	Sales and Use Tax Rate
Transportation Infrastructure	$107,475,000	0.132%
Public Safety	$52,065,000	0.064%
Community Facilities	$104,975,000	0.129%
	$264,515,000	**0.325%**

**Includes $7.595M in purpose contingency funding*

Build Up AURORA
Care for What We Have Provide for What We Need

Transportation Infrastructure

Project Name	Funding Amount	Ward
Transportation Infrastructure		
Transportation Safety Improvements	$ 25,000,000	All Wards
Gun Club Road (Quincy to Aurora Parkway)	$ 34,000,000	VI
Peoria over Sand Creek Bridge Replacement	$ 37,000,000	I
High Priority Sidewalk Improvements	$ 7,000,000	I, II, III, IV
Aurora Reservoir Transportation Improvements	$ 1,000,000	VI
Purpose Contingency	*$ 3,475,000*	
Transportation Infrastructure Total	**$ 107,475,000**	

Key Project Facts

- **47 distinct capital projects**
- 30 traffic, intersection, and pedestrian safety projects across the city
- 13 high priority missing sidewalks
- Replacement of the city's oldest bridge built in 1966
- New improvements at the Aurora Reservoir to improve access

Public Safety

Project Name	Funding Amount	Ward
Public Safety		
Police Station Facility Capital Improvements	$ 8,500,000	I, II, VI
Aurora 911 Facility Capital Improvements	$ 2,000,000	VI
Fire Station 19 Construction	$ 13,700,000	VI
Fire Station 2 Renovation	$ 8,020,000	I
Fire Station Facility Capital Improvements	$ 8,500,000	IV, V
Fire Station 3 Renovation	$ 10,000,000	I
Purpose Contingency	*$ 1,345,000*	
Public Safety Total	**$ 52,065,000**	

Key Project Facts

- Improvements at all police and fire stations
- Improvements and renovations at the Aurora 911 Tallyns Reach facility
- 2 fire station renovations
- New fire station to address response times in southeast Aurora

Community Facilities

Project Name	Funding Amount	Ward
Community Facilities		
Neighborhood Park Renovations	$ 28,000,000	All Wards
Aurora Center for Active Adults Renovation	$ 5,000,000	III
Recreation Facilities Capital Improvements	$ 3,700,000	I, IV, V, VI
New Northeast Aurora Recreation Center	$ 36,500,000	II
Master Planned Parks Construction	$ 5,000,000	V
Central Library Branch Remodel	$ 4,000,000	III
Mission Viejo Library Branch Remodel	$ 5,000,000	V
New Northeast Aurora Library Branch	$ 15,000,000	II
Purpose Contingency	*$ 2,775,000*	
Community Facilities Total	**$ 104,975,000**	

Key Project Facts

- 7 neighborhood park renovations
- Renovation of the Aurora Center for Active Adults built in 1980
- Construction of Central Community Park (Phase 1)
- 2 library branch renovations
- Construction of a new recreation center and library to serve northeast Aurora

Proposed 2026 Ballot Questions

Total Project Value*: $264,515,000

- More than **65 distinct projects**
- Companion resolution will designate projects and level of funding to be undertaken with proceeds of bonds if authorized by voters
- 0.325% sales and use tax increase recommended (prorated across three categories) to provide financial capacity to issue bonds

Ballot Question/Purpose	Est. Par Amount (Principal)	Total Repayment Cost (Principal + Interest)*	Sales and Use Tax Rate	
Transportation Infrastructure	$107,475,000	$209,733,000	0.132%	*1.3 cents/$10*
Public Safety	$52,065,000	$101,600,000	0.064%	*0.6 cents/$10*
Community Facilities	$104,975,000	$204,870,000	0.129%	*1.3 cents/$10*
Aggregate of Three Questions/Issuances*	**$264,515,000**	**$516,203,000**	**0.325%**	*3.25 cents/$10*

**Estimated repayment cost includes additional capacity to support interest rate volatility*

Proposed 2026 Financing Structure

- Debt authorized under the 2026 bond program will be issued over time
  - *Each bond issuance requires approval by City Council*

- Proposed key terms for 2026 bond program:
  - Bonds will be secured by dedicated sales and use tax
  - Allows future bonding capacity without raising taxes (potential 2031/2032 authorization)
  - Max term for bonds and sales and use tax increases not to exceed 30-years
  - Reserves

- Strong credit rating supports favorable financing terms

- Sales and use tax increases are forecasted to exceed annual debt service, with surplus funding purposed to fund:
  - Additional capital improvements and repairs
  - Bond program and project management services

Build Up Aurora
Transportation Infrastructure Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,940,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.132% SALES AND USE TAX (THAT EQUALS 13.2 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR TRANSPORTATION INFRASTRUCTURE NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO CITY TRANSPORTATION INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $108,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $209,733,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- TRAFFIC, INTERSECTION, AND PEDESTRIAN SAFETY IMPROVEMENTS;
- MAJOR BRIDGE REPLACEMENTS;
- ROADWAY IMPROVEMENTS AND EXPANSION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.132% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora
Public Safety Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $6,270,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.064% SALES AND USE TAX (THAT EQUALS 6.4 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027 AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR PUBLIC SAFETY NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO POLICE, FIRE, AND OTHER PUBLIC SAFETY INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $53,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $101,600,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- FIRE STATION RENOVATIONS AND REMODELS;
- AURORA 911 AND POLICE FACILITIES IMPROVEMENTS;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.064% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora
Community Facilities Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,640,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.129% SALES AND USE TAX (THAT EQUALS 12.9 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO COMMUNITY FACILITIES, INCLUDING WITHOUT LIMITATION LIBRARIES, RECREATION AND COMMUNITY CENTERS;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $105,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $204,870,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- PARK RENOVATIONS AND NEW PARK CONSTRUCTION;
- RECREATION CENTER IMPROVEMENTS AND NEW RECREATION CENTER CONSTRUCTION;
- LIBRARY BRANCH IMPROVEMENTS AND NEW LIBRARY CONSTRUCTION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.129% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora City Council Direction

- **Does City Council support the referral of three ballot questions to the November 3, 2026 ballot which seeks authorization for the City to increase the sales and use tax rates for 30 years and issue bonds in the amounts as follows:**

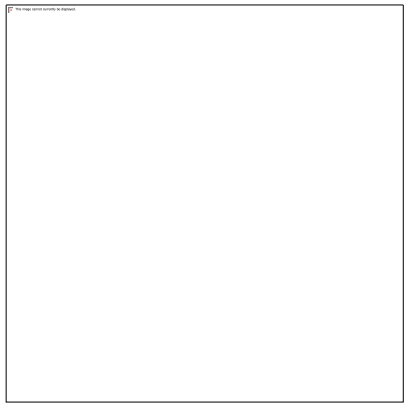
Ballot Question/Purpose	Est. Par Amount (Principal)	Total Repayment Cost (Principal + Interest)	Sales and Use Tax Rate	
Transportation Infrastructure	$107,475,000	$209,733,000	0.132%	*1.3 cents/$10*
Public Safety	$52,065,000	$101,600,000	0.064%	*0.6 cents/$10*
Community Facilities	$104,975,000	$204,870,000	0.129%	*1.3 cents/$10*

- **Does City Council support the approval of the companion resolution outlining the capital projects to be undertaken with bond proceeds in the categories of transportation, public safety, and community facilities?**

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora - Calendar

- If City Council supports recommendation, ballot measures will move forward for referral to the November 2026 ballot
  - Timeline
    - June 8 (First Reading)
    - June 22 (Final Reading)



CITY OF AURORA
Council Agenda Commentary

Item Title: Fifth Amendment to Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road
Item Initiator: Andrea Long, Principal Engineer, Aurora Water
Staff Source/Legal Source: Andrea Long, Principal Engineer, Aurora Water / Ian Best, Sr Asst City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

R2026-60 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE FIFTH AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY, AND ARAPAHOE COUNTY REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD
Andrea Long, Principal Engineer, Aurora Water / Ian Best, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Water Policy

Policy Committee Date: 5/20/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☒ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

On October 20, 2021, the Water Policy Committee supported an Intergovernmental Agreement regarding Drainage and Flood Control improvements for the Cherry Creek Restoration at Arapahoe Road and forwarded to Study Session.

On November 8, 2021, the City Council of the City of Aurora approved an Intergovernmental Agreement for Drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road as item 11m.

On October 19, 2022, the Water Policy Committee supported the first Amendment to an Intergovernmental Agreement for Drainage and Flood Control improvements for the Cherry Creek Restoration at Arapahoe Road and forwarded to Regular Session.

On November 14, 2022, the City Council of the City of Aurora approved an Amendment to an Intergovernmental Agreement for Drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road as item 11m.

On August 10, 2023, the Water Policy Committee supported the second Amendment to an Intergovernmental Agreement for Drainage and Flood Control improvements for the Cherry Creek Restoration at Arapahoe Road and forwarded to Regular Session.

On August 28, 2023, the City Council of the City of Aurora approved an Amendment to an Intergovernmental Agreement for Drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road as item 11a4.

On June 12, 2024, the Water Policy Committee supported the third Amendment to an Intergovernmental Agreement for Drainage and Flood Control improvements for the Cherry Creek Restoration at Arapahoe Road and forwarded to Regular Session.

On July 8, 2024, the City Council of the City of Aurora approved an Amendment to an Intergovernmental Agreement for Drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road as item 11a2.

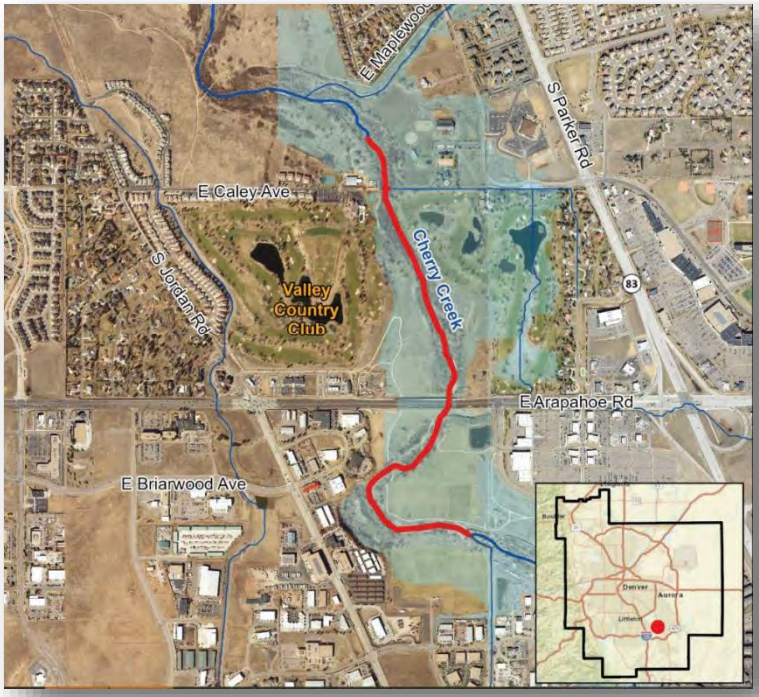
On April 16, 2025, the Water Policy Committee supported the fourth Amendment to an Intergovernmental Agreement for Drainage and Flood Control improvements for the Cherry Creek Restoration at Arapahoe Road and forwarded to Regular Session.

On May 05, 2025, the City Council of the City of Aurora approved an Amendment to an Intergovernmental Agreement for Drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road as item 10.a.9.

Om May 20, 2026, the Water Policy Committee supported the fifth Amendment to an Intergovernmental Agreement for Drainage and Flood Control improvements for the Cherry Creek Restoration at Arapahoe Road and forwarded to Regular Session

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Background: In 2004, the Mile High Flood District (MHFD) and Aurora completed a Master Drainageway Plan for the Cherry Creek Basin Upstream of the Cherry Creek reservoir. The Master Plan identified the need for bank stabilization and grade control to mitigate significant erosion concerns. Since that time, some grade control structures have been installed and portions of the reach have been improved. However, there is still significant erosion occurring in several other locations within the channel between the Cherry Creek Soccer Complex and the confluence with Piney Creek.



Scope:
The Scope of this Intergovernmental Agreement (IGA) is to identify ways to mitigate the erosion in the remaining portions of the channel. Future amendments will be required to complete mitigation design, and to construct identified projects.

Cost:
MHFD requested that all participating parties contribute to this study. Based on tributary area, Aurora previously contributed $650,000.00, the Mile High Flood District contributed $925,000.00, the Southeast Metro Stormwater Authority (SEMSWA) contributed $370,000.00 and the Cherry Creek Basin Water Quality Authority (CCBWQA) contributed $635,000.00. This amendment increases each party's contribution to complete the design portion of the project. MHFD and Aurora have increased their contribution by $400,000.00 and SEMSWA and CCWQBA have increased their contribution by $200,000.00. These contributions will complete the design portion of the project and funding for the construction phase will be presented in future amendments.

In addition to these funds, the District identified a previous project account from 2015 with an identical scope and thus was able to transfer the remaining project funds to the project including $90,513.66 from Aurora, $115,276.50 from MHFD, $1,790.74 from SEMSWA, and $81,247.40 from CCBWQA. This transfer was approved in the second amendment in 2023.

	Previous Contribution	Previous Special Transfer	Contribution through this Amendment	Total Contribution
MHFD	$1,325,000.00	$115,276.50	$ 400,000.00	$1,840,276.50
Aurora	$ 650,000.00	$ 90,513.66	$ 400,000.00	$1,140,513.66
SEMSWA	$ 570,000.00	$ 1,790.74	$ 200,000.00	$ 771,790.74
CCBWQA	$ 835,000.00	$ 81,247.40	$ 200,000.00	$1,116,247.40
TOTAL	$3,380,000.00	$288,828.30	$1,200,000.00	$4,868,828.30

Further Amendments are anticipated as the project advances to detailed design and the construction phase.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☒ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Funding for this Intergovernmental Agreement Amendment is available in the Wastewater Fund capital budget in the amount of $400,000.

CC-52492 / FD-525 / PRJ-525700 / SC-64947 Cherry Creek at Arapahoe Road

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does Council approve a Resolution in support of an Intergovernmental Agreement between the City of Aurora Colorado, acting by and through its Utility Enterprise, the Urban Drainage and Flood Control District, d/b/a Mile High Flood District, Southeast Metro Stormwater Authority, the Cherry Creek Basin Water Quality Authority, and Arapahoe County regarding final design, right-of-way acquisition, and construction of drainage and flood control improvements for Cherry Creek restoration at Arapahoe Road?

LEGAL COMMENTS

The City is authorized to cooperate and contract with any political subdivision of the State of Colorado, to provide any function, service, or facility lawfully authorized to each of the contracting or cooperating units of government (Article XIV of the Colorado Constitution and C.R.S. 29-1-203). The City Charter authorizes the City by resolution to enter into contracts or agreements with other governmental units, including special districts, for the joint use of buildings, equipment or facilities or for furnishing or receiving commodities and services. (Charter Section 10-12). (Best)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE FIFTH AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY, AND ARAPAHOE COUNTY REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

WHEREAS, the City of Aurora, acting by and through its Utility Enterprise ("Aurora Water"), the Urban Drainage and Flood Control District d/b/a Mile High Flood District ("District"), Southeast Metro Stormwater Authority ("SEMSWA"), the Cherry Creek Basin Water Quality Authority ("CCBWQA"), and Arapahoe County ("Arapahoe") have agreed to further fund and proceed with the design, right-of-way acquisition, and construction of drainage and flood control improvements for Cherry Creek restoration at Arapahoe Road; and

WHEREAS, the project costs funded through this amendment to the Intergovernmental Agreement Amendment include final design services, delineation and description and acquisition of right of way and easements, construction of improvements and necessary contingencies ("Project Costs"); and

WHEREAS, Aurora Water shall make an additional financial contribution to the Project Costs through this fifth amendment; and

WHEREAS, a summary of Project Cost contributions to date is set forth in the table below:

	Previous Contribution	Previous Special funds Transfer	Contribution through this Amendment	Total Contribution
District	$1,325,000	$115,276.50	$400,000	$1,840,276.50
Aurora Water	$650,000	$90,513.66	$400,000	$1,140,513.66
SEMSWA	$570,000	$1,790.74	$200,000	$771,790.74
CCBWQA	$835,000	$81,247.40	$200,000	$1,116,247.40
TOTAL	$3,380,000	$288,828.30	$1,200,000	$4,868,828.30

; and

WHEREAS, the work performed pursuant to the Intergovernmental Agreement and this amendment is necessary for the health, safety, and welfare of the people of Aurora; and

WHEREAS, the City is authorized, pursuant to Article XIV of the Colorado Constitution and Section 29-1-203 of the Colorado Revised Statutes, to cooperate and contract with any political subdivision of the State of Colorado, to provide any function, service, or facility lawfully authorized to each of the contracting or cooperating units of government; and

WHEREAS, Section 10-12 of the City Charter authorizes the City by resolution to enter into contracts or agreements with other governmental units, including special districts, for the joint use of buildings, equipment or facilities or for furnishing or receiving commodities and services.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. The fifth amendment to the Intergovernmental Agreement between the City of Aurora, the District, SEMSWA, CCBWQA, and Arapahoe regarding final design, right-of-way acquisition, and construction of drainage and flood control improvements for Cherry Creek Restoration at Arapahoe Road is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute the attached agreement in substantially the form presented at this meeting with such technical additions, deletions, and variations as may be deemed necessary or appropriate by the City Attorney.

Section 3. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Ian J Best RLA
_____
IAN BEST, Assistant City Attorney

FIFTH AMENDMENT TO
AGREEMENT REGARDING
FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION
OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR
CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

Agreement No. 21-06.17E
Project No. 108670

THIS FIFTH AMENDMENT TO AGREEMENT (hereinafter called "FIFTH AMENDMENT"), by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT (hereinafter called "DISTRICT") and CITY OF AURORA, Colorado, a Colorado home rule municipal corporation of the counties of Adams, Arapahoe, and Douglas acting by and through its Utility Enterprise (hereinafter called "CITY"); SOUTHEAST METRO STORMWATER AUTHORITY (hereinafter called "SEMSWA"); CHERRY CREEK BASIN WATER QUALITY AUTHORITY (hereinafter called "CCBWQA") and collectively known as "PARTIES"; and ARAPAHOE COUNTY, Colorado (hereinafter called "Arapahoe County") ONLY as to Paragraphs 10 and 11 of the original AGREEMENT;

WITNESSETH:

WHEREAS, PARTIES have entered into " Agreement Regarding Final Design, Right-of-Way Acquisition and Construction of Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road " (Agreement No. 21-06.17) dated December 21, 2021, as amended (hereinafter called "AGREEMENT"); and

WHEREAS, PARTIES now desire to proceed with the design, right-of-way acquisition and construction of drainage and flood control improvements for Cherry Creek Restoration at Arapahoe Road (hereinafter called "PROJECT"); and

WHEREAS, PARTIES desire to increase the level of funding by $1,200,000; and

WHEREAS, DISTRICT's Board of Directors has authorized additional DISTRICT financial participation for PROJECT (Resolution No. ___, Series of 2026); and

WHEREAS, the City Council of City; Board of Directors of SEMSWA; Board of Directors of CCBWQA; and the Board of Directors of DISTRICT have authorized, by appropriation or resolution, all of PROJECT costs of the respective PARTIES.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

1. Paragraph 4. PROJECT COSTS AND ALLOCATION OF COSTS is deleted and replaced as follows:

4. PROJECT COSTS AND ALLOCATION OF COSTS

A. PARTIES agree that for the purposes of this AGREEMENT, PROJECT costs shall consist of and be limited to the following:

1. Final design services;

2. Delineation, description and acquisition of required rights-of-way/ easements;
3. Construction of improvements;
4. Contingencies mutually agreeable to PARTIES.

B. It is understood that PROJECT costs as defined above are not to exceed $4,868,828.30 without amendment to this AGREEMENT.

PROJECT costs for the various elements of the effort are estimated as follows:

	ITEM	AS AMENDED	PREVIOUSLY AMENDED
1.	Final Design	$ 1,000,000	$ 1,000,000
2.	Right-of-way	$ -0-	$ -0-
3.	Construction	$ 3,668,828.30	$ 2,468,828.30
4.	Contingency	$ 200,000	$ 200,000
	Grand Total	$ 4,868,828.30	$ 3,668,828.30

* It is anticipated that additional funding for construction will be added through future amendments.

This breakdown of costs is for estimating purposes only. Costs may vary between the various elements of the effort without amendment to this AGREEMENT provided the total expenditures do not exceed the maximum contribution by all PARTIES plus accrued interest.

C. At the request of the CITY, SEMSWA, and CCBWQA, the following CITY, SEMSWA, CCBWQA, and DISTRICT funds pursuant to a prior amendment have been transferred to PROJECT from a separate special fund held by DISTRICT: Transfer from: Cherry Creek at Arapahoe Road; Project No. 100407; Account No. 5603; Agreement No. 12-08.04 Amendment E; Amount: $288,828.30.

D. Based on total PROJECT costs, the maximum percent and dollar contribution by each party shall be:

	Percentage Share	Previously Contributed	Special Funds Transfer from Account No. 5603	Additional Contribution	Maximum Contribution
DISTRICT Special Funds Transfer	37.80%	$1,325,000	$115,276.50	$400,000	$1,840,276.50
CITY Special Funds Transfer	23.42%	$650,000	$90,513.66	$400,000	$1,140,513.66
SEMSWA Special Funds Transfer	15.85%	$570,000	$1,790.74	$200,000	$771,790.74
CCBWQA Special Funds Transfer	22.93%	$835,000	$81,247.40	$200,000	$1,116,247.40
TOTAL	100.00%	$3,380,000	$288,828.30	$1,200,000	$4,868,828.30

E. DISTRICT Acknowledges that (i) CCBWQA does not by this Agreement irrevocably pledge present cash reserves for payments in future fiscal years, and (ii) It is understood and agreed that notwithstanding any other provision contained herein to the contrary, any additional contribution obligation of CCBWQA hereunder, whether direct or contingent, shall extend only to funds duly and lawfully appropriated and encumbered by the Board of Directors of CCBWQA for the purposes of the Agreement, and paid into the Treasury of CCBWQA, and shall under no circumstances exceed $1,116,247.40 without CCBWQA's prior express written consent.

2. Paragraph 5. MANAGEMENT OF FINANCES is deleted and replaced as follows:

5. MANAGEMENT OF FINANCES

As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a local body's one-half share may come from its own revenue sources or from funds received from state, federal or other sources of funding without limitation and without prior DISTRICT approval. Payment of each PARTY's full share (CITY - $1,140,513.66; SEMSWA - $771,790.74; CCBWQA - $1,116,247.40; DISTRICT - $1,840,276.50), to the extent not previously paid, shall be made to DISTRICT subsequent to execution of this AGREEMENT and within 30 days of request for payment by DISTRICT. The payments by PARTIES shall be held by DISTRICT in a special fund to pay for increments of PROJECT as authorized by PARTIES, and as defined herein. DISTRICT shall provide a periodic accounting of PROJECT funds as

well as a periodic notification to PARTIES of any unpaid obligations. Any interest earned by the monies contributed by PARTIES shall be accrued to the special fund established by DISTRICT for PROJECT and such interest shall be used only for PROJECT upon approval by the contracting officers (Paragraph 13).

Within one year of completion of PROJECT if there are monies including interest earned remaining which are not committed, obligated, or disbursed, each party shall receive a share of such monies, which shares shall be computed as were the original shares; or at CITY, SEMSWA, and CCBWQA request, CITY, SEMSWA, or CCBWQA share of remaining monies shall be transferred to another special fund held by DISTRICT.

3. All other terms and conditions of this AGREEMENT shall remain in full force and effect.

WHEREFORE, PARTIES hereto have caused this FIFTH AMENDMENT to be executed by properly authorized signatories as of the date and year written below.

URBAN DRAINAGE AND
FLOOD CONTROL DISTRICT D/B/A
MILE HIGH FLOOD DISTRICT

By_____

Name Laura A. Kroeger

Title Executive Director

Date_____

_____ Checked By

_____ Checked By

CITY OF AURORA, COLORADO,
ACTING BY AND THROUGH ITS
UTILITY ENTERPRISE

_____ _____
Mike Coffman, Mayor Date

ATTEST:

_____ _____
Kadee Rodriguez, City Clerk Date

APPROVED AS TO FORM FOR AURORA:

Ian J Best
_____ 5/5/2026 26.16
Ian Best, Assistant City Attorney Date ACS#

STATE OF COLORADO)
) ss
COUNTY OF ARAPAHOE)

The foregoing instrument was acknowledged before me this _____ day of _____, 2024 by Mike Coffman, Mayor, acting on behalf of the Utility Enterprise of the City of Aurora, Colorado.

Witness my hand and official seal. _____
Notary Public

My commission expires: _____

(SEAL)

CHERRY CREEK BASIN
WATER QUALITY AUTHORITY

By_____

Name_____

Title_____

Date_____

_____
CCBWQA Checked By

ATTEST:

_____

APPROVED AS TO FORM FOR CCBWQA:

_____
Timothy J. Flynn, General Counsel

Date: _____

SOUTHEAST METRO STORMWATER AUTHORITY

By_____

Name_____

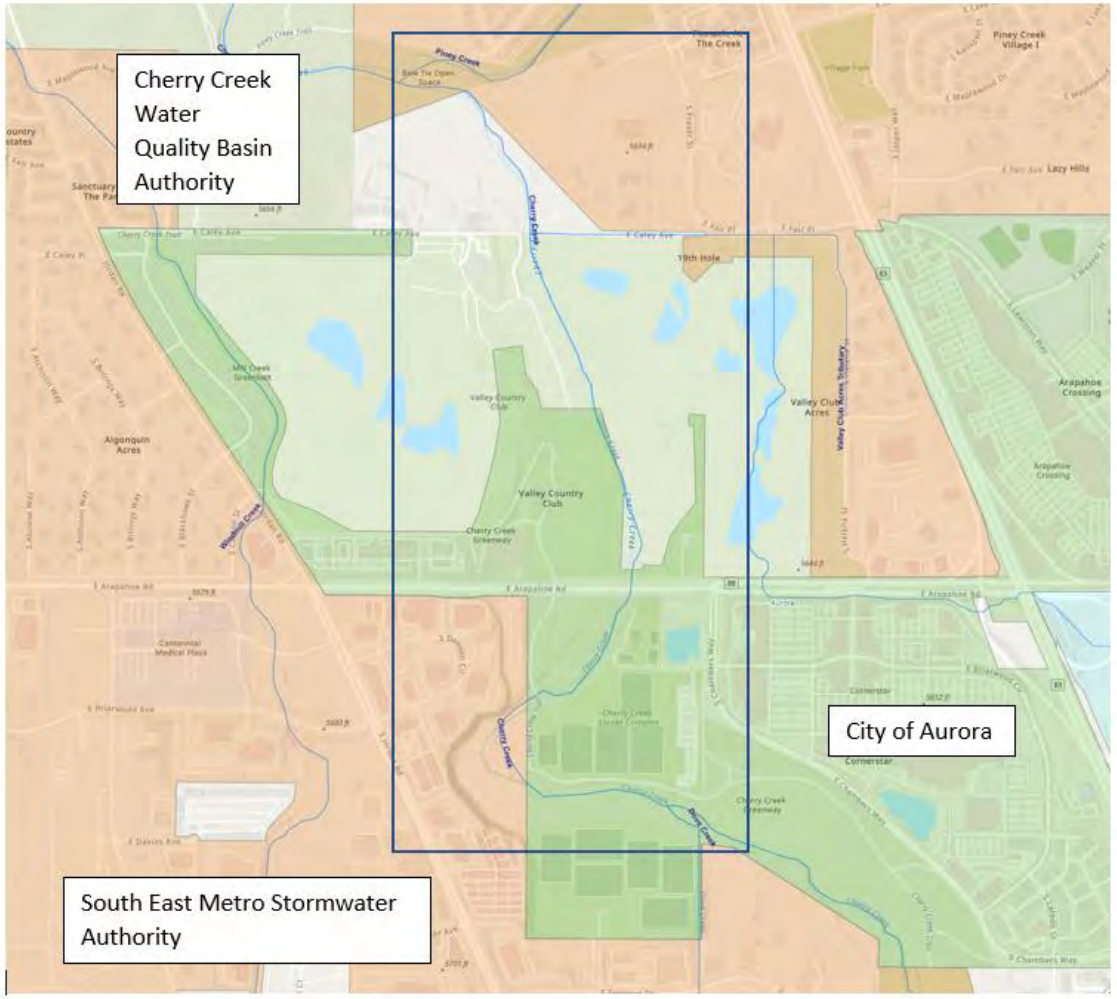
Title_____

Date_____

Mile High Flood District IGAs

Agreements between MHFD and Aurora 2026
Cherry Creek Stream Restoration at Arapahoe Road

Cherry Creek Stream Restoration at Arapahoe Road



- The last master plan for this area was completed in 2004, only some of the capital projects have been constructed.
- Project Details
  - Identify, design and construct a project to address worsening erosion.

Cherry Creek Stream Restoration at Arapahoe Road

	Previous share	Transfer	This amendment contribution	Total
MHFD	$1,325,000	$115,276.50	$400,000	$1,840,276.50
City of Aurora	$650,000	$90,513.66	$400,000	$1,140,513.66
SEMSWA	$570,000	$1,790.74	$200,000	$771,790.74
CCBWQA	$835,000	$81,247.40	$200,000	$1,116,247.40
Total	$3,380,000	$288,828.30	$1,200,000	$4,868,828.30

- Aurora Water's total contribution is approximately 20% of the total funds.
- Other agencies are increasing their share in this and future amendments.

Cherry Creek Stream Restoration at Arapahoe Road

Does the Water Policy Committee support moving this item forward to Regular Council?

Water Policy Committee (WPC) Meeting
October 20, 2021

Members Present: Council Member Crystal Murillo Chair; Council Member Allison Hiltz Vice Chair (Absent); Council Member Alison Coombs

Others Present: Leiana Baker, Casey Rossman, Jo Ann Giddings, Steve Sciba, Laura Perry, Sam Miller, Janet Marlow (CWAC), Sarah Young, Marshall Brown, Christine McKenney, Alex Davis, Ian Best, Angie Binder (CWAC), Ted Hartfelder, Rick Kienitz, John Murphy, Stephanie Neitzel, Swirvine Nyirenda, Jeffrey Sipes, Gail Thrasher

---

1. Approval of Minutes

The September 7, 2021, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Summary Report
B. Monthly Water Supply Update

Summary of Issue and Discussion: Council Member Coombs stated, it looks like we're doing ok in the Arkansas and Colorado basins. What is on the horizon with the Colorado River. M. Brown replied, there was a shortage declaration and that triggered some reductions primarily in Arizona and concerns in Nevada. Most of our water comes from the South Platte Basin. Council Member Coombs stated, if we are expected to reduce our use from the Colorado River what would we do? M. Brown replied, about 20% of our supply comes from the Colorado River. We can take water from the Prairie Waters System and we can add further restrictions to outdoor watering.

Outcome: The Consent items were supported as presented.

Follow-Up Action: The Consent items were supported as presented.

---

3. Citizens' Water Advisory Committee Quarterly Update

Summary of Issue and Discussion: J. Marlow gave an overview of the quarterly update.

- Kathy Kitzmann gave an update on state bills.
- Virtual water tour presentation.
- 2022 Budget presentation.
- Water tour was cancelled for this year.
- SEAM building update.
- Rocky Ford tour.
- Engage Aurora website presentation.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

4. Amendment to an Intergovernmental Agreement (IGA) with the City and County of Denver regarding the Gateway Lift Station

Summary of Issue and Discussion S. Young stated, the need to amend the 2018 IGA is to reflect the Gateway Lift Station's actual baseline capacity and anticipated capacities associated with the proposed phased capacity movements.

Outcome: The Committee supports the Amendment to an Intergovernmental Agreement (IGA) regarding the Gateway Lift Station and forwarded to Regular Session for consideration.

Follow-Up Action: The Committee supports the Amendment to an Intergovernmental Agreement (IGA) regarding the Gateway Lift Station and will forward to Regular Session for consideration.

---

5. Intergovernmental Agreement (IGA) regarding the Design and Construction and Flood Improvements for Cherry Creek Restoration at Arapahoe Road

Summary of Issue and Discussion S. Miller stated, this IGA is to identify ways to mitigate the erosion in the remaining portions of channel and to complete a design for those mitigation measures.

Council Member Coombs asked, what is the cost percentages between the entities? S. Miller replied, we expect the percentages to increase next year. S. Young added, it depends on the entities that are involved in the project determines the percentages.

Outcome: The Committee supports the Intergovernmental Agreement (IGA) regarding the Design and Construction and Flood Improvements for Cherry Creek Restoration at Arapahoe Road and forwarded to Study Session for consideration.

Follow-Up Action: The Committee supports the Intergovernmental Agreement (IGA) regarding the Design and Construction and Flood Improvements for Cherry Creek Restoration at Arapahoe Road and will forward to Study Session for consideration.

---

6. Resolution approving an Intergovernmental Agreement (IGA) between the City of Aurora and the United States Department of Agriculture Animal and Plant Health Inspection Service

Summary of Issue and Discussion: A. Davis stated, this agreement would ensure Rocky Ford Ditch lands would continue to remain in compliance with the Water Court Decrees. The agreement would target areas where the native grass is most threatened and areas where there are neighboring farmlands in danger of being overrun and damaged by prairie dogs.

Council Member Murillo asked, are we exterminating the prairie dogs? A. Davis replied, yes. It is very difficult action to take. Not all prairie dogs will be exterminated. and some will be moved, however, we are not able to move them all. There are limited options regarding this. Council Member Coombs asked, is the issue that there are too many to move? A. Davis replied, yes. The population has grown so much that not all the prairie dogs can be moved. We are required by

decree to keep the revegetation of the native grasses. M. Brown added, we did try some alternative ideas years ago and they didn't work. Council Member Murillo stated, there is a study of non-lethal evacuations regarding prairie dogs. M. Brown replied, we're happy to look at other options. Council Members and staff agree that this is a difficult decision and continue to look for other alternatives. Council Member Murillo stated, is there a timeline, within the next month? A. Davis replied, there is a certain time of the year when the process happens that is more humane and helps to ensure that other wildlife will not be impacted. The item will go to Study Session November 15.

Outcome: The Committee supports moving this Resolution of the Intergovernmental Agreement between the City of Aurora and the United States Department of Agriculture Animal and Plant Health Inspection Service to Study Session for consideration.

Follow-Up Action: The Committee supports moving this Resolution of the Intergovernmental Agreement between the City of Aurora and the United States Department of Agriculture Animal and Plant Health Inspection Service to Study Session for consideration.

---

7. Northeast Aurora Potable Water Pipeline Project and Front Range Airport

Summary of Issue and Discussion: S. Young stated, the Aurora Water Department completed the Integrated Water Master Plan (IWMP) in 2016. The IWMP identified a potable water pipeline extension to Northeast Aurora by 2025. The pipeline will provide service along the 26th Avenue corridor, service to the Transport development (dba Port Colorado) and a tie-in location for the Front Range Airport (FRA dba Colorado Air and Space Port (CASP)) to meet the obligations under the existing water services agreement.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

8. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: None.

Outcome: N/A

Follow-Up Action: N/A

---

9. Confirm Next Meeting

The next meeting is scheduled for November 17, 2021, 9:00 a.m. via WebEx.

X Crystal Murillo
Crystal Murillo (Nov 22, 2021 18:25 MST)

Crystal Murillo
Chair, Water Policy Committee

MINUTES

Regular Meeting of the **Aurora City Council**
Monday, November 22, 2021

1. **RECONVENE REGULAR MEETING OF NOVEMBER 22, 2021, CALL TO ORDER**

Mayor Coffman reconvened the regular meeting of City Council for November 22, 2021, at 6:30 p.m.

2. **ROLL CALL**– Kadee Rodriguez, City Clerk

COUNCIL MEMBERS PRESENT: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

Call-in instructions were provided in both English and Spanish.

3. **INVOCATION/MOMENT OF SILENCE** – Mike Coffman, Mayor

4. **PLEDGE OF ALLEGIANCE** (all standing)

5. **EXECUTIVE SESSION UPDATE**

Mayor Coffman stated legal advice was discussed in Executive Session.

6. **APPROVAL OF MINUTES**

6.a. September 13, 2021, Meeting Minutes

Motion by Bergan, second by Coombs, to approve the minutes of the September 13, 2021, City Council meeting, as presented.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson Marcano, Murillo

6.b. October 11, 2021, Meeting Minutes

Motion by Coombs, second by Lawson, to approve the minutes of the October 11, 2021, City Council meeting, as presented.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson Marcano, Murillo

6.c. October 25, 2021, Meeting Minutes

Motion by Berzins, second by Bergan, to approve the minutes of the October 25, 2021, City Council meeting, as presented.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson Marcano, Murillo

7. PROCLAMATIONS OR CEREMONIES

7.a. Small Business Saturday

Mayor Coffman read the proclamation declaring November 27, 2021 as Small Business Saturday.

8. PUBLIC INVITED TO BE HEARD

(non-agenda related issues only)

Council heard public call-in testimony on non-agenda related items.

9. ADOPTION OF THE AGENDA

Motion by Bergan, second by Berzins, to approve the agenda.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

10. CONSENT CALENDAR

This portion of the agenda is a meeting management tool to allow the City Council to handle several routine items with one action. Any member of the Council may request an item to be removed from the Consent Calendar and considered separately. Any item removed will be considered immediately following the adoption of the remainder of the Consent Calendar

10.a. Consideration to AWARD A SINGLE SOURCE CONTRACT to Liberty Industrial Group, Inc., Arvada, Colorado in the amount of $318,855.00 for the Binney Water Purification Facility Sodium Hydroxide Tank Rehabilitation (Phase 2) Project.

Elizabeth Carter, Principal Engineer, Aurora Water / Ian Best, Assistant City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

10.b. Consideration to APPROVE A PROFESSIONAL SERVICES AGREEMENT IN THE AMOUNT OF $112,000 IN 2022 between the city of Aurora, and Aurora Sister Cities International

Ricardo Gambetta, Manager of the Office of International and Immigrant Affairs / Hanosky Hernandez, Assistant City Attorney

Outside Speaker: Karlyn Shorb, Executive Director, Aurora Sister Cities International

10.c. Consideration to AWARD AN OPENLY SOLICITED contract to Saunders Construction, Englewood, Colorado in the amount of $6,138,838.00 for the Work Package 4 of the Southeast Aurora Maintenance (SEAM) Facility Project, Project No. R-5661

Waiver of reconsideration requested due to market conditions and material procurement lead times.

Andrea Long, Senior Engineer, Aurora Water / Brian Rulla, Assistant City Attorney

10.d. Consideration to Award a Single Source Contract to Innovest Portfolio Solutions LLC in the amount of $64,500 for investment advisory consulting services associated with the City's 457 and 401(a) plans through December 31, 2022

Nancy Wishmeyer, Controller / Hanosky Hernandez, Assistant City Attorney

10.e. Consideration to AWARD A SINGLE SOURCE CONTRACT to AM Signal, LLC., Littleton, Colorado in the amount of $134,376.96 for the purchase of twenty-four (24) TrafiSense 2 Thermal Sensors and Video Detectors and related components.

Staff requests a waiver or reconsideration as these detection cameras are needed urgently to maintain functionality of the City's traffic signals as maintenance stock is low and the lead time on these cameras is 6 months due to current industry wide supply chain issues.

Carlie Campuzano, Traffic Manager, Public Works / Ian Best, Assistant City Attorney

10.f. Consideration to EXTEND A COMPETITIVELY BID CONTRACT to Liberty Waste Management, Englewood, Colorado in the not-to-exceed amount of $80,600.00 for portable toilet rental services required through November 30, 2022.

John Wesolowski, Manager of Parks and Forestry / Ian Best, Assistant City Attorney

10.g. Consideration to AWARD A COMPETITIVELY BID CONTRACT to Keesen Landscape Management, Inc., Englewood, Colorado in the not-to-exceed amount of $210,000.00 for abatement services as required through March 31, 2022. (B-4543)

Sandra Youngman, Manager of Code Enforcement / Ian Best, Assistant City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

10.h. Consideration to AWARD A SINGLE SOURCE CONTRACT to Accurate Legal Support Services, LLC, Littleton, Colorado in the not-to-exceed amount of $88,600.00 for subpoena process services as required through December 31, 2022. (B-4630)

Julie Heckman, Deputy City Attorney / Ian Best, Assistant City Attorney

Motion by Bergan, second by Hiltz, to approve items 10a – 10h.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

10.i. Consideration to AWARD A SOLE SOURCE CONTRACT to ZETX Inc., Chandler, AZ in the amount of $239,986.58 to purchase two each Drive Test Scanner Suites for the Police RAVEN Task Force

Chief Vanessa Wilson, Police / Megan Platt, Asst. City Attorney

Acting Division Chief Mark Hildebrand, Aurora Police, provided a summary of the item.

Council Member Marcano asked staff to speak to the City's fiduciary responsibility in this regard. Acting Division Chief Hildebrand did so. Council Member Marcano stated his understanding the item made efforts more efficient but did not do anything the police could not already do.

Acting Division Chief Hildebrand concurred.

Council Member Coombs stated her understanding the item did not violate anyone's privacy rights and it did not secure anyone's data.

Acting Division Chief Hildebrand concurred.

Council Member Hiltz suggested a larger Data Governance policy should be created for the City going forward.

Motion by Marcano, second by Bergan, to approve item 10i.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

10.j. Consideration to AWARD CHANGE ORDER #1 TO AN OPENLY SOLICITED CONTRACT to J. Brower Psychological Services, Denver, CO in the total amount of $110,000.00 to provide psychological counseling services for the Aurora Police Dept. through 5/31/2022. (R-2081)

Chief Vanessa Wilson, Police / Ian Best, Asst. City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Bergan, second by Hiltz, to approve item 10j.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

Mayor Coffman called for a brief recess of Council to allow staff to provide public call-in instructions.

11. **RESOLUTIONS**

11.a. Parkside at City Centre BID 2022 Operating Plan and Budget

R2021-128 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE PARKSIDE AT CITY CENTRE BUSINESS IMPROVEMENT DISTRICT

Jennifer Orozco, Dev Project Mgr, PDS / Hans Hernandez Perez, Assistant City Attorney

Nancy Wishmeyer, Controller, provided a summary of items 11a – 11j.

Motion by Berzins, second by Gardner, to approve item 11a.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.b. Painted Prairie No. 1 BID 2022 Operating Plan and Budget

R2021-129 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE PAINTED PRAIRIE BUSINESS IMPROVEMENT DISTRICT NUMBER ONE

Carol Toth, Manager of Accounting, Finance / Hans Hernandez Perez, Assistant City Attorney

Motion by Gardner, second by Coombs, to approve item 11b.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.c. Painted Prairie No. 2 BID 2022 Operating Plan and Budget

R2021-130 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE PAINTED PRAIRIE BUSINESS IMPROVEMENT DISTRICT NUMBER TWO

Carol Toth, Manager of Accounting, Finance / Hans Hernandez Perez, Assistant City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Bergan, second by Berzins, to approve item 11c.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.d. Porteos BID 2022 Operating Plan and Budget

R2021-131 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE PORTEOS BUSINESS IMPROVEMENT DISTRICT

Carol Toth, Manager of Accounting, Finance / Hans Hernandez Perez, Assistant City Attorney

Motion by Marcano, second by Lawson, to approve item 11d.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.e. Tower BID 2022 Operating Plan and Budget

R2021-132 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE TOWER BUSINESS IMPROVEMENT DISTRICT

Carol Toth, Manager of Accounting, Finance / Hans Hernandez Perez, Assistant City Attorney

Motion by Coombs, second by Marcano, to approve item 11e.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.f. Windler No. 1 BID 2022 Operating Plan and Budget

R2021-133 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE WINDLER BUSINESS IMPROVEMENT DISTRICT NO.1

Carol Toth, Manager of Accounting, Finance / Hans Hernandez Perez, Assistant City Attorney

Motion by Bergan, second by Berzins, to approve item 11f.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.g. Windler No. 2 BID 2022 Operating Plan and Budget (Resolution)

R2021-134 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA,

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE WINDLER BUSINESS IMPROVEMENT DISTRICT NO.2

Carol Toth, Manager of Accounting, Finance / Hans Hernandez Perez, Assistant City Attorney

Motion by Gardner, second by Lawson, to approve item 11g.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.h. 2022 Operating Plan and Budget for the Citadel on Colfax Business Improvement District

R2021-135 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE CITADEL ON COLFAX BUSINESS IMPROVEMENT DISTRICT

Carol Toth, Manager of Accounting, Finance / Hans Hernandez Perez, Assistant City Attorney

Council Member Murillo referenced p. 4 and noted there were two serving and three vacant positions on the board and asked staff if that was common. Ms. Wishmeyer answered no. Council Member Murillo asked if a vacancy like this has been seen before with this group. Ms. Wishmeyer answered affirmatively. Council Member Murillo asked when that occurred. Ms. Wishmeyer stated it was noted last year when the item was reviewed. Council Member Murillo expressed concerns that there were only two out of five board members making these decisions.

Motion by Bergan, second by Berzins, to approve item 11h.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.i. 2022 Operating Plan and Budget for the Fitzsimons Business Improvement District

R2021-136 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE FITZSIMONS BUSINESS IMPROVEMENT DISTRICT

Chad Argentar, Senior Development Project Manager / Hans Hernandez, Assistant City Attorney

Motion by Berzins, second by Lawson, to approve item 11i.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.j. Havana Business Improvement District - Operation Plan and Budget

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

R2021-137 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2022 OPERATING PLAN AND BUDGET FOR THE HAVANA BUSINESS IMPROVEMENT DISTRICT

Chad Argentar, Senior Development Project Manager / Hans Hernandez, Assistant City Attorney

Outside Speaker: Chance Horiuchi, Executive Director, Havana BID

Motion by Marcano, second by Berzins, to approve item 11j.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.k. Property Negotiations - Solar Lease at NE Corner of 6th Ave and Tower Road

R2021-138 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE LEASE OF CITY OWNED LAND CONTAINING APPROXIMATELY 43.6 ACRES FOR A SOLAR GARDEN PROJECT AT THE NORTHEAST CORNER OF 6TH AVENUE AND TOWER ROAD

Karen Hancock, Principal Planner / Michelle Gardner, Senior Assistant City Attorney

Karen Hancock, Principal Planner, provided a summary of the item.

Motion by Coombs, second by Gardner, to approve item 11k.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.l. Rocky Ford Land Management IGA

R2021-139 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE COOPERATIVE SERVICE AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO, ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, AND UNITED STATES DEPARTMENT OF AGRICULTURE ANIMAL AND PLANT HEALTH INSPECTION SERVICE WILDLIFE SERVICES

Alexandra Davis, Deputy Director of Water Resources / Stephanie Neitzel, Assistant City Attorney

Alexandra Davis, Deputy Director of Water Resources, provided a summary of the item.

Mayor Pro Tem Bergan asked Ms. Davis to speak to the agricultural benefits of the item. Ms. Davis did so.

Council Member Marcano stated prairie dog removal was of great concern to some of his constituents. He asked if the City has attempted to trap and relocate them. Ms. Davis

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

answered no and discussed the capture and relocating process. She stated the City was looking into a US Fish & Wildlife Black-footed Ferret Project where the prairie dogs would become food for an endangered species. Council Member Marcano stated the City had to act sooner than that to remain in compliance.

Ms. Davis concurred.

Council Member Murillo acknowledged Ms. Davis and staff's effort in this regard. She asked Ms. Davis to speak to the timeline for substantial compliance. Ms. Davis did so. Council Member Murillo asked if an affirmative vote would allow the City to participate in the US Fish & Wildlife program. Ms. Davis answered no and explained the program process.

Mayor Pro Tem Bergan asked Ms. Davis to speak to the time element for compliance. Ms. Davis did so. Mayor Pro Tem Bergan stated her understanding the issue needed to be addressed right away.

Ms. Davis concurred.

Council Member Coombs asked Ms. Davis to speak to whether the City could consider other options if they came into compliance in the first year rather than finishing out the three-year contract and if so, what the likelihood was for that to occur. Ms. Davis stated the City could not utilize non-lethal management methods due to the sheer number of prairie dogs. She stated the City would work to preserve one whole colony and relocate others. Council Member Coombs asked Ms. Davis why some of the prairie dogs could not be relocated to northwesterly areas. Ms. Davis discussed prairie dog habitability and vegetation in those areas.

Council Member Murillo stated she was uncertain about supporting lethal options. She asked Ms. Davis to speak to the timeline to perhaps implement non-lethal methods. Ms. Davis did so.

Mayor Pro Tem Bergan stated she understood her colleagues' concerns and asked them to take the timeline into consideration. She noted alternative methods could be pursued moving forward.

Motion by Bergan, second by Berzins, to end discussion and call for the vote on the item.

Voting Aye: Bergan, Berzins, Gardner, Gruber, Hiltz, Lawson, Murillo

Voting Nay: Coombs, Marcano

Motion by Gardner, second by Bergan, to approve item 11l.

Voting Aye: Bergan, Berzins, Gardner, Gruber, Lawson

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Nay: Coombs, Hiltz, Marcano, Murillo

Council Member Coombs stated she might have gotten to an affirmative vote if she had been allowed to ask all her questions. She addressed Mayor Coffman and suggested he not move to the question without allowing people to ask all their questions.

11.m. Drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road

R2021-140 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, AND THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY REGARDING DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

Swirvine Nyirenda, Planning Services Manager / Ian Best, Assistant City Attorney

Sarah Young, Deputy Director, Aurora Water, provided a summary of the item.

Motion by Coombs, second by Marcano, to approve item 11m.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.n. Larson Farms & Feeding LLC, Farming and Grazing Lease with Water Use Agreement

R2021-141 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE FARMING AND GRAZING LEASE WITH WATER USE AGREEMENT ON CITY-OWNED LAND IN WELD COUNTY BETWEEN CITY OF AURORA AND LARSON FARMS & FEEDING LLC

Hector Reynoso, Manager of Real Property Services / Dawn Jewell, Water Resources Supervisor / Michelle Gardner, Senior Assistant City Attorney

Hector Reynoso, Manager of Real Property Services, provided a summary of the item.

Motion by Marcano, second by Lawson, to approve item 11n.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.o. Ford Farms LLC - Farm, Grazing and Property Lease with Water Use Agreement

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

R2021-142 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE FARM, GRAZING AND PROPERTY LEASE WITH WATER USE AGREEMENT ON CITY-OWNED LAND IN WASHINGTON AND LOGAN COUNTIES BETWEEN CITY OF AURORA AND FORD FARMS LLC

Hector Reynoso, Manager of Real Property Services / Dawn Jewell, Water Resources Supervisor, Aurora Water / Michelle Gardner, Sr. Asst. City Attorney

Hector Reynoso, Manager of Real Property Services, provided a summary of the item.

Motion by Bergan, second by Marcano, to approve item 11o.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

11.p. Consent Decree Agreement

R2021-143 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL FOR ENTERING INTO THE STIPULATED CONSENT DECREE AGREEMENT WITH THE STATE OF COLORADO ATTORNEY GENERAL PURSUANT TO C.R.S. § 24-31-113

Staff is requesting a waiver of reconsideration to accommodate the prompt filing of the Agreement with the Court.

Jim Twombly, City Manager / Peter Schulte, Public Safety Client Group Manager

Jason Batchelor, Deputy City Manager, and Peter Schulte, Public Safety Client Group Manager, gave presentations on the item.

Mayor Pro Tem Bergan referenced the resolution and asked staff to speak to Council's role in the consent decree. Mr. Schulte did so, noting this was the point where Council approved these steps.

Council Member Marcano asked staff to speak to what part labor organizations played in crafting the decree. Mr. Schulte did so.

Council Member Hiltz expressed appreciation to staff for their efforts in this regard. She stated the City had a lot of work to do and has for a long time in terms of policing. She stated it was unfortunate that it took this process to get it done, noting there were those in the City who did not want to have these discussions.

Council Member Lawson echoed Council Member Hiltz's thanks of staff. She referenced 317, Civil Service Commission, and noted it was rather broad. She asked Mr. Schulte to speak to how Council would be a part of the implementation process. Mr. Schulte did so.

Council Member Hiltz gave a shout-out to former Council Member Johnston for her efforts in having the Chiefs provide input into the item. She discussed her experience in 2020 working on the Public Safety Committee where their efforts were dismissed, and they were called anti-police when now two separate independent investigations confirmed their concerns.

Council Member Berzins stated she heard the unions were not very involved which concerned her as that was their job. She asked staff if the unions had a seat at the negotiations table. Mr. Bachelor answered no, noting everything that was being negotiated was a management right as it had to do with department operations. He stated the item was reviewed with the unions to answer their questions once it was made public.

Mr. Schulte stated the unions would be an integral part once the policies were instilled.

Council Member Berzins expressed concerns related to the waiver of reconsideration because the role of Attorney General was a political position. She asked staff to speak to how a change in that position would impact the item. Mr. Batchelor stated the waiver of reconsideration was simply a Council procedural rule. Council Member Berzins asked if the consent decree could be changed at some point. Mr. Schulte answered no, noting it became an order of the court once it was approved and signed by the Court.

Troy Eid, outside counsel, explained the consent decree process.

Council Member Berzins stated her understanding Council was giving power to a judge.

Mr. Eid disagreed, noting progress and timeframes were very clear in the framework.

Council Member Berzins expressed concerns that crime would continue to increase as it did after 217 passed and wondered if this would help public safety at all. She stated Council cared about the consent decree only because they were intrinsically involved but noted the average person did not care about it as they just wanted to be safe.

Mr. Schulte discussed how the item was different from a Department of Justice consent decree.

Council Member Berzins stated she wanted to see the specifics in it before it passed. She expressed appreciation to staff for their efforts in this regard and restated her concerns that crime was on the rise.

Mr. Batchelor discussed the role of the independent monitor as called out in the decree.

Mayor Pro Tem Bergan expressed appreciation to staff for their efforts in this regard. She noted some of the trainings and reform were currently in place which expedited the process. She noted additionally the metrics were in place to ensure the City remained in compliance.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Mr. Schulte concurred.

Mayor Pro Tem Bergan stated more information provided more transparency to the public.

Mr. Schulte concurred.

Council Member Coombs expressed appreciation to staff for their attendance and for providing information. She referenced hiring and recruitment and noted backgrounding was not specifically addressed. She discussed the current situation where a disproportionate number of persons of color were being disqualified and lateral hires had significant backgrounding issues. She asked staff to speak to how those issues would be addressed. Mr. Batchelor did so, noting that process was not specified but having a qualified and diverse work force was a part of the requirement and it would be reached through input from an outside expert.

Mr. Schulte concurred, noting the background checks would go through the Human Resources and Police and Fire Departments.

Council Member Coombs referenced the waiver of reconsideration and asked staff to speak to what would happen should there not be a waiver of reconsideration and the item was called up, and Council chose not to support it. Mr. Schulte stated the Attorney General's Office would file a lawsuit and the City would litigate it.

Mr. Eid stated the Attorney General had a complaint and he would go to court and sue the City therefore either the City stated they disagreed with it and stipulated to a judgement, or they rolled the dice and went to court. He discussed the problem with going to court in this regard.

Mr. Schulte stated things could change until the agreement was signed and that was why staff was stressing the waiver.

Council Member Coombs referenced bias-based policing goals and measurements and asked if those offenses and related offenses were required to be included and what the related offenses were and why were they chosen. Mr. Schulte stated all three offenses would be included and he discussed how they related to misdemeanors.

Mr. Batchelor discussed the importance of ensuring Use of Force was proportional to the offense.

Motion by Hiltz, second by Coombs, to approve item 11p.

Council Member Hiltz stated her appreciation for the conversation and noted the importance of recognizing not all people in Aurora were safe and that was due in large part to racially biased policing. She stated Chief Wilson and many City police officers have worked hard,

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

were committed to moving forward in a better direction and were being mindful of those policing policies but there was also police union leadership who were undermining that every step of the way. She stated she supported the item because the City had a problem they have not been able to address because of representation that was fighting against it which caused more harm. She stated she was not an expert on youth violence but noted the importance of listening to the community. She stated Aurora's problems began long before Chief Wilson and she applauded the Chief's efforts in making the necessary changes in this regard. She stated it was evidenced by the actions of the police union leadership that Aurora needed a court order to force them to do better because it was very clear it was not happening organically. She addressed those officers who were attempting to do better to treat people as they should be treated, and she applauded their efforts. She stated this would be her final vote on a resolution of Council and it was very fitting considering the work that has been done over the last several years.

Council Member Marcano concurred and expressed appreciation to Council Member Hiltz for her comments. He added this was a framework for a conversation to come as there was nothing prescriptive in the decree and he expressed his hope the community would be largely involved in that discussion. He addressed Council and discussed the importance of digging into the root causes such as wages, healthcare, childcare, housing, food access and recreational opportunities that led to people getting involved with law enforcement to begin with. He noted these issues were within Council's policy-making wheelhouse and pointed out leaving them unaddressed would result in another big incident in the future. He stated his support for the item and expressed appreciation to staff for their efforts in this regard.

Council Member Murillo expressed appreciation to all those who worked hard to bring the item forward. She stated it was an understatement to state Aurora experienced a nationally organized movement that they never should have. She stated as a result, they had to react with the utmost care in terms of how to move forward. She stated she found peace in the process that the direction provided did not rely on opinion but rather on independent objective third-party recommendations. She stated the City has not resolved these issues on their own and the consent decree provided a framework of how the City could do better. She stated the consent decree allowed the City to be proactive in a reactive situation, to take control of what could be changed and to be cooperative with the opinions around policing in Aurora. She supported the item and looked forward to working with the community and staff to move Aurora forward because they owed it the community to do so.

Council Member Hiltz also expressed appreciation to Fire Chief Fernando Gray, Aurora Fire, for his efforts in this regard.

Council Member Coombs expressed appreciation to Council Members Hiltz, Murillo and Marcano for their comments and to staff for their hard work, thoughtfulness and swiftness in this regard. She stated her support for the item.

Mayor Coffman stated Aurora made tremendous progress prior to the consent decree and would continue to do so irrespective of it.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Dan Brotzman, City Attorney, asked if the waiver of reconsideration was included in the motion.

Mayor Coffman asked Council Member Coombs if it was included in her motion. Council Member Coombs answered affirmatively.

Voting Aye: Bergan, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

Voting Nay: Berzins

Mayor Coffman called for a brief recess of Council to allow staff to provide public call-in instructions.

12. **PUBLIC HEARING WITH RELATED ORDINANCE**

12.a. 2021 International Building Code Adoption

2021-65 FOR AN ORDINANCE AMENDING CHAPTER 22 OF THE CITY CODE OF THE CITY OF AURORA, COLORADO, REGARDING BUILDING AND BUILDING REGULATIONS, AND THE ADOPTION BY REFERENCE OF THE INTERNATIONAL BUILDING CODE, THE INTERNATIONAL PLUMBING CODE, THE INTERNATIONAL MECHANICAL CODE, THE INTERNATIONAL FUEL GAS CODE, THE INTERNATIONAL ENERGY CONSERVATION CODE, THE INTERNATIONAL RESIDENTIAL CODE, THE INTERNATIONAL EXISTING BUILDING CODE, AND THE INTERNATIONAL SWIMMING POOL AND SPA CODE

Jose Rodriguez, Building Plan Review Manager / Michelle Gardner, Sr. Assistant Attorney

Mayor Coffman opened the public hearing on the item and hearing none, closed the public hearing.

Jose Rodriguez, Building Plan Review Manager, provided a summary of the item.

Mayor Pro Tem Bergan pointed out the item was presented to the Joint Task Force who also supported the item.

Mr. Rodriguez concurred.

Motion by Marcano, second by Lawson, to approve item 12a.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

12.b. 2021 International Fire Code Adoption

2021-66 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING CHAPTER 66 OF THE CITY CODE ENTITLED "FIRE PREVENTION AND PROTECTION" RELATED TO THE ADOPTION OF THE 2021 EDITION OF THE INTERNATIONAL FIRE CODE AND LOCAL AMENDMENTS THERETO

Deputy Chief Caine G. Hills / Angela Garcia, Senior Assistant City Attorney

Mayor Coffman opened the public hearing on the item.

Commander Steven Wright, Aurora Fire Rescue, provided a summary of the item.

Mayor Coffman closed the public hearing on the item.

Motion by Marcano, second by Coombs, to approve item 12b.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

12.c. Battery Powered Electric Fence Ordinance

2021-67 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ADDING SECTIONS 22-642, 66-37, AND 146-4.7.9.U, TO THE CITY CODE, AND AMENDING TABLE 3.2-1, SECTIONS 146-4.7.9.E.1, 146-4.7.9.M, AND 146-6.2 OF THE CITY CODE PERTAINING TO BATTERY- OPERATED ALARMED ELECTRIC FENCES

Jason Batchelor, Deputy City Manager / Tim Joyce, Assistant City Attorney

Sponsor: Council Member Gardner

Mayor Coffman opened the public hearing on the item.

Brandon Cammarata, Manager, Planning, provided a summary of the item.

Council Member Marcano asked if there was any potential liability of a business owner if someone was injured by the battery powered fence.

Tim Joyce, Assistant City Attorney, stated someone could always bring a lawsuit as it depended on the circumstances. He noted there was no liability on the part of the City.

Motion by Gardner, second by Berzins, to approve item 12c.

Mayor Coffman closed the public hearing on the item.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Council Member Gardner recognized staff for their efforts in this regard.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

13. **PUBLIC HEARING WITHOUT RELATED ORDINANCE**

None

14. **INTRODUCTION OF ORDINANCES**

14.a. 2021 Fall Supplemental

2021-68 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROPRIATING SUMS OF MONEY IN ADDITION TO THOSE APPROPRIATED IN ORDINANCE NOS. 2020-53, AND 2021-17 FOR THE 2021 FISCAL YEAR

Mike Franks, Budget and Finance Manager / Hanosky Hernandez, Assistant City Attorney

Greg Hayes, Budget Officer, provided a summary of the item.

Motion by Marcano, second by Bergan, to introduce item 14a.

Council Member Hiltz expressed appreciation to Mr. Hayes and staff for their efforts in this regard.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

Mayor Coffman asked Council if there was objection to combining items 15a – 15e in one vote and hearing none, proceeded to do so.

15. **FINALIZING OF ORDINANCES**

Ordinances on final reading which were introduced by unanimous vote of those present on the first reading may be taken under consideration and voted upon as a single item. Related ordinances may be acted upon as one item after the titles are read in series by the City Clerk. Any member of the Council may request an item to be considered separately. Any item removed will be considered immediately following the adoption of the remainder of the Finalizing of Ordinances.

15.a. Municipal Court Surcharges (Correction of Ordinance)

2021-60 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTION 50-37 OF THE CITY CODE OF THE CITY OF

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

AURORA, COLORADO, RELATING TO MUNICIPAL COURT SURCHARGES, PROVIDING FUNDING FOR COMMUNITY SERVICE AGENCIES AND PROGRAMS, AND OTHER RELATED MATTERS

Jason Batchelor, Deputy City Manager / Hanosky Hernandez, Assistant City Attorney

15.b. Repeal of Stable License (Ordinance)

2021-61 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, REPEALING THE REQUIREMENT FOR STABLE LICENSES

Trevor Vaughn, Manager of Tax and Licensing / Hanosky Hernandez Perez, Assistant City Attorney

15.c. Alcohol Beverage Festival Permit (Ordinance)

2021-62 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ADDING A NEW SECTION TO THE CITY CODE PERTAINING TO ALCOHOL BEVERAGE FESTIVAL PERMIT

Trevor Vaughn, Manager of Tax and Licensing / Tim Joyce, Assistant City Attorney

15.d. Short Term Rental Regulations

2021-63 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING CHAPTER 26 RELATING TO THE SALES OF LODGING IN PRIVATE RESIDENCES

Trevor Vaughn, Manager of Tax and Licensing / Hanosky Hernandez Perez, Assistant City Attorney

15.e. Tax Administration Clarifications

2021-64 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING ARTICLE II OF SECTION 130 OF THE CITY CODE RELATING TO CLARIFICATIONS ON SALES AND USE TAX

Trevor Vaughn, Manager of Tax and Licensing / Hanosky Hernandez Perez, Assistant City Attorney

Motion by Bergan, second by Berzins, to approve items 15a – 15e.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

16. **PLANNING MATTERS**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

None

17. **ANNEXATIONS**

None

18. **RECONSIDERATIONS AND CALL UPS**

None

19. **GENERAL BUSINESS**

19.a. Consideration to appoint one (1) member to the Civil Service Commission

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

Motion by Marcano, second by Hiltz, to appoint Desmond McNeil to the Civil Service Commission.

Council Member Marcano stated Mr. McNeil had a great understanding of how the commission operated and he had thoughtful responses to Council's questions.

Mayor Pro Tem Bergan expressed appreciation to all three candidates as they all had good comments but noted her support for Mr. McNeil as he had experience and straight-forward answers to Council's questions.

Council Member Coombs concurred. She stated Mr. McNeil was very prepared and thoughtful in his interview.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

19.b. Consideration to reappoint two (2) members to the Board of Adjustments and Appeals

Kadee Rodriguez, City Clerk, General Management / David Lathers, Senior Assistant City Attorney

Motion by Bergan, second by Gardner, to reappoint Kari Gallo and Andris Berzins, to the Board of Adjustments and Appeals.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

19.c. Consideration to appoint one (1) member to the General Employees Retirement Board

Kadee Rodriguez, City Clerk, General Management / David Lathers, Senior Assistant City Attorney

Motion by Coombs, second by Marcano, to appoint Michelle Reding to the General Employees Retirement Board.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

19.d. 2021 and 2022 Council Meeting Calendars

James Twombly, City Manager

James Twombly, City Manager, provided a summary of the item.

Motion by Bergan, second by Gardner, to cancel the December 27, 2021 study session meeting.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Lawson, Marcano, Murillo

20. **REPORTS**

20.a. Report by the Mayor

Mayor Coffman noted everyone has been consumed by the recent tragedies in Aurora and he confirmed Council and City staff would continue to work to find a way forward once all the facts become known. He pointed out City Council has done a lot in terms of youth violence prevention, and he assured everyone they would continue to do so.

20.b. Reports by the Council

Mayor Pro Tem Bergan discussed her attendance at the recent Day Resource Center Thanksgiving Lunch and expressed appreciation to Greg Baker, Public Relations Manager, Aurora Water, and Tim York, Water Preservation Specialist, Aurora Water, for their presentation at the recent Ward VI Town Hall meeting. She stated she was saddened and troubled by the recent shootings at Central and Hinkley High Schools and how it made students fearful to go to school when schools should be safe. She echoed Chief Wilson's comments regarding the importance of parents, friends and the community helping each other in checking in with local youth. She stated School Resource Officers (SROs) in schools were important, but felt it was up to parents and the community to come together to help

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

solve the issue. She noted her hope the City's Youth Violence Program would move forward to help youth in preventing crime.

Council Member Lawson echoed Mayor Pro Tem Bergan's comments and sent her thoughts and prayers out to those youth involved. She expressed appreciation to community leaders and Council for coming together and discussed the importance of listening to kids. She expressed her hope the City could move forward with the Youth Violence Prevention Program to provide adequate services and support initiatives in this regard. She discussed her participation in the Day Resource Center Thanksgiving Luncheon. She provided FSIR and NLC Conference updates.

Council Member Hiltz discussed her attendance at the recent Light of Dawn reopening and the State of Emergency on Youth Violence meetings. She expressed appreciation to Council Member Lawson for her efforts in that regard. She discussed the importance of listening to kids as they were the most impacted. She expressed her hope Council would support Council Member Lawson in her efforts moving forward.

Council Member Gardner discussed his and Council Member Hiltz's efforts in helping the non-profit Wholly Kicks restore what was lost when their storage unit was broken into. He recognized Amazon for their efforts in that regard. He discussed his attendance at the recent Southlands Christmas parade and expressed appreciation to Local #1290 for allowing him to ride along with Santa. He recognized these were challenging times and noted it weighed heavily on him. He pointed out government could not solve these problems. He stated they could contribute through more mental health funding and youth programming. He discussed the impact the last 18 months have had on youth's mental health and the need for everyone including parents and faith leaders to help by listening to and loving others.

Council Member Murillo announced the next Ward I Town hall was scheduled for Thursday, January 20, 2022, and she encouraged all those interested in attending to do so. She discussed staff's efforts in working to provide a hybrid model for the meetings. She echoed Council's comments related to youth and gun violence. She agreed it was everyone's responsibility to address and listen to youth in the City. She noted as the youngest council member ever elected, she empathized with people not hearing someone because of their youth. She discussed her attendance at recent Town Halls where youth were front and center speaking about their issues and the need for safe, physical spaces and things to do. She noted the importance of being responsive to and honoring of the City's youth. She stated they discussed mental health, conflict resolution, and feeling the need to be armed for self-protection. She stated a holistic approach was needed and she looked forward to continuing those conversations. She stated not one policy would fix it because it was an ever-evolving process, but she resolved to work collaboratively with youth and other leaders to solve these complex issues in the City.

Council Member Berzins concurred. She stated it came down to parents and caretakers to help youth because they could not grow up alone. She stated they needed someone to talk

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

to such as church youth groups and pastors to work out their problems. She stated there were many leaders in the community who were willing to help with the youth and Council needed to use those leaders and point the City's youth in the right direction. She discussed the negative impact social media had on youth and noted there was a lot of hate going on. She echoed Council Member Gardner's comment that everyone needed to focus more on loving each other and taking care of each other. She stated it was a long process, but youth were at stake, and they were the future. She asked parents and neighbors to step up and reach out to help a young person as they gave out signs when they were troubled. She discussed her attendance at the recent annual Visit Aurora meeting and encouraged everyone to visit the Cirque Dreams Holidaze Christmas event at the Gaylord Rockies.

Council Member Marcano discussed the success of the recent Aurora Sister Cities Fall Fundraiser and expressed appreciation to Mayor Coffman, Debi Hunter-Holen and Bill Holen for their efforts in that regard. He acknowledged and echoed his colleagues' comments on the recent tragedies in Aurora. He discussed a pastor's comment where he begged youth to talk about what was going on and noted adults have failed to take meaningful steps to address the root causes of youth violence. He referenced the Educational Fund to Stop Gun Violence and listed their primary reasons behind gun violence. He noted the importance of providing more youth resources, having difficult conversations, and providing mental health services as the world was much more complicated for this generation. He believed it would take everyone pulling together to address the problem because they were failing future leaders today.

Council Member Coombs expressed appreciation to her colleagues for their comments related to youth violence and the recent violent incidents. She stated the tone of the youth was fear and they and their parents stated they needed the City to use their power to act. She stated parents were working hard to support their families and while they were responsible, they also needed support through programming and adequate childcare. She noted other issues that arose from the youth was they did not feel accepted for who they were from those places they were supposed to feel safe, seek resources and be heard. She stated it was important to listen to them about their needs but also about their experience because they were not feeling supported or listened to by the adults they were turning to. She stated it was everyone's responsibility to convey acceptance, care and love and a part of loving people was for them to know they were loved for who they were. She stated it was also important to take their issues seriously because not all their experiences were the same. She stated it was not only social media that made those experiences not the same. She expressed appreciation to the youth and their parents for their courage in being very real with their leaders in this regard. She discussed her participation at the recent Young Invincibles program event. She provided Visit Aurora, DRCOG, Mile High Behavioral Healthcare, Mayoral Mission to El Salvador and State of Recycling and Compost Colorado updates.

Mayor Coffman called for a brief recess of Council to determine if Council Member Gruber could be made available to provide a report. He returned from the recess and announced Council Member Gruber was unable to speak due to technical issues.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

21. **PUBLIC INVITED TO BE HEARD**

(non-agenda related issues only)

22. **ADJOURNMENT**

Mayor Coffman adjourned the regular meeting of City Council at 9:46 p.m.

MIKE COFFMAN, MAYOR

ATTEST:

KADEE RODRIGUEZ, CITY CLERK

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting
October 19, 2022

Members Present: Council Member Steve Sundberg Chair, Council Member Angela Lawson Vice-Chair, Council Member Curtis Gardner

Absent:

Others Present: Rachel Allen, Greg Baker, Ian Best, Todd Brewer, Marshall Brown, Melina Bourdeau, Steve Cann, Alex Davis, Rick Kienitz, Sam Miller, Swirvine Nyirenda, Casey Rossman, Rich Vidmar, Sarah Young, Daniel Pershing

---

1. Approval of Minutes
The September 21, 2022, meeting minutes were approved as presented.

2. Consent Items
A. Construction Change Order Report
B. Monthly Water Supply Update

Summary of Issue and Discussion: None.

Outcome: The Consent items were supported as presented.

Follow-Up Action: The Consent items were supported as presented.

---

3. Water Education Colorado Water Fluency Program

Summary of Issue and Discussion: Council Member Coombs – not available.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

4. Consideration to appoint one (1) member to the Homestake Steering Committee

Summary of Issue and Discussion: M. Brown stated, Aurora Water is requesting Mathew Allsopp be appointed to serve the remainder of Steve Sciba's appointment ending in December 2023 and an additional three (3) years from December 2023 to December 2026.

Outcome: The Committee supports the Consideration to reappoint one (1) member to the Homestake Steering Committee.

Follow-Up Action: Forward to Study Session for consideration.

---

5. Consideration to appoint one (1) member to the Joint Water Authority

Summary of Issue and Discussion: M. Brown stated, Aurora Water is requesting Mathew Allsopp be appointed to serve the remainder of Steve Sciba's appointment ending in December 2023 and an additional three (3) years from December 2023 to December 2026.

Outcome: The Committee supports the Consideration to reappoint one (1) member to the Joint Water Authority.

Follow-Up Action: Forward to Study Session for consideration.

---

6. First Amendment to Drainage and Flood Control Improvements for Westerly Creek at Alameda and Dakota Avenue

Summary of Issue and Discussion: S. Miller gave a presentation.

Outcome: The Committee supports the First Amendment to Drainage and Flood Control Improvements for Westerly Creek at Alameda and Dakota Avenue.

Follow-Up Action: Forward to Regular Session for consideration.

---

7. First Amendment to Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road

Summary of Issue and Discussion: S. Miller gave a presentation. Council Member Sundberg asked, what length of stream needs to be repaired? S. Miller replied, I don't have the exact length, it is quite a bit but not every foot of it is going to need to be included in this project.

Outcome: The Committee supports the First Amendment to Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road.

Follow-Up Action: Forward to Regular Session for consideration.

---

8. Rockinghorse Reimbursement Agreement

Summary of Issue and Discussion: S. Young and D. Pershing gave an overview of the agreement.

Outcome: The Committee supports the Rockinghorse Reimbursement Agreement.

Follow-Up Action: Forward to Study Session for consideration.

---

9. Colorado State Forest Service Funding Agreement

Summary of Issue and Discussion: R. Vidmar gave an overview of the agreement.

Outcome: The Committee supports the Colorado State Forest Service Funding Agreement.

Follow-Up Action: Forward to Study Session for consideration.

---

10. Stewardship West Memorandum of Understanding

Summary of Issue and Discussion: R. Vidmar gave an overview of the Memorandum of Understanding. Council Member Sundberg asked, what type of physical work is performed in that 500 acres to mitigate? R. Vidmar replied, several things are done. There is pre-removal of standing dead or what we call groupie clumpy. It's basically thinning within the forest to limit that crown movement of fire and to get the fire to go back to the ground so that it can be fought and stopped on the ground. That is the primary method being used in this area and is set up by the U.S. Forest Service.

Outcome: The Committee supports the Stewardship West Memorandum of Understanding.

Follow-Up Action: Forward to Study Session for consideration.

---

11. Joint Water Authority Second Amendment to a Water Transmission Agreement

Summary of Issue and Discussion: A. Davis gave an overview of the agreement.

Outcome: The Committee supports the Joint Water Authority Second Amendment to a Water Transmission Agreement.

Follow-Up Action: Forward to Regular Session for consideration.

---

12. Intergovernmental (IGA) Water Lease Agreement with the Board of Water Works of Pueblo

Summary of Issue and Discussion: A. Davis gave an overview of the IGA. Council Member Sundberg asked, what is the value for this water in your opinion? A. Davis replied, It's expensive, but we think it's worth it because it's that high mountain pristine water and it's fully consumable. It's the same price that we are paying in our long-term lease with Pueblo.

Outcome: The Committee supports the IGA Water Lease Agreement with the Board of Water Works of Pueblo.

Follow-Up Action: Forward to Study Session for consideration.

---

13. PFAS Update Presentation

Summary of Issue and Discussion: T. Brewer gave a presentation regarding PFAS. Council Member Gardner asked, does the Environmental Protection Agency (EPA) put out an advance notice that they are looking at doing some type of regulation and asking for comments? T. Brewer replied, the EPA process takes a while. They have to do a draft proposed rule in the

office of management and budget, a cost benefit analysis and to make sure that what they're doing can stand up to litigation and have it open for public comment. Currently they have a draft regulation that is under review in their budget office. Council Member Lawson asked, how much testing do we do on our pipes in the city and do we have PVC pipes? T. Brewer replied, we do have some PVC pipes in our system, and we have done sampling at the plants to see what's going out into the system.

Outcome: The Committee supports the PFAS updated.

Follow-Up Action: Forward to Study Session for consideration.

---

14. Future Development Water Supply Needs and Constraints

Summary of Issue and Discussion: S. Young gave a presentation on how utilities are planned for new development from the Aurora Places Comprehensive Plan through construction by the development community.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

15. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: Council Member Sundberg asked about the intersection of Chambers and 6th Avenue. Chambers northbound has been shut down for quite a while is that a water project? G. Baker replied, it's an XCEL project for new gas lines. Relative to the regional conservation Memorandum of Understanding (MOU), Council Member Gardner asked, what is the definition of non-functional turf? M. Brown replied, the definition is left for each individual municipality to define their own. Aurora created our definition during the Water Conservation Ordinance process and some others are following our lead. Council Member Gardner asked, are we being proactive with asking or incentivizing residents to remove existing turf? M. Brown replied, we've enhanced our rebate programs for residential and commercial properties starting January 1, 2023.

Outcome: Informational only.

Follow-Up Action: Information only.

---

7. Confirm Next Meeting

The next meeting is scheduled for November 16, 2022, 10:30 a.m. via WebEx.

X Steve Sundberg (Nov 22, 2022 14:42 MST)

Steve Sundberg
Chair, Water Policy Committee

MINUTES

Regular Meeting of the **Aurora City Council**
Monday, November 14, 2022

1. **RECONVENE REGULAR MEETING OF NOVEMBER 14, 2022, AND CALL TO ORDER**

Mayor Coffman reconvened the regular meeting of the City Council for November 14, 2022, at 6:30 p.m.

2. **ROLL CALL**– Kadee Rodriguez, City Clerk

COUNCIL MEMBERS PRESENT: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

Public call-in instructions were provided in both English and Spanish.

3. **INVOCATION/MOMENT OF SILENCE**– Mike Coffman, Mayor

Mayor Coffman led the prayer and followed by reading the Land Acknowledgement.

4. **PLEDGE OF ALLEGIANCE** (all standing)

5. **EXECUTIVE SESSION UPDATE**

Mayor Coffman stated that during the executive session, the council discussed settlement negotiations and police chief recruitment.

6. **APPROVAL OF MINUTES**

6.a. **October 24, 2022, Meeting Minutes**

Motion by Bergan, second by Sundberg, to approve the minutes of October 24, 2022 as presented.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

7. **PROCLAMATIONS OR CEREMONIES**

7.a. **National Homeless and Hunger Awareness Week**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Mayor Coffman proclaimed November 12th through 20th, 2022 as National Homeless and Hunger Awareness Week.

Mayor Coffman recognized the presence of Cub Scout Pack 11-27.

8. **PUBLIC INVITED TO BE HEARD**

(non-agenda-related issues only)

Council heard public in-person and call-in testimony on non-agenda-related items.

9. **ADOPTION OF THE AGENDA**

9.a. **Grand Avenue Townhome Site Plan with an Adjustment (Item 13.a.)**

Applicant presentation: 15 minutes permitted under Council Rules

Appellant presentation: 15 minutes allowed if approved by Council

MPT Bergan explained that they normally approve the 15-minute presentations during the adoption of the agenda, and they will present at the beginning of the designated item. Mayor Coffman asked if they should move it to the end of the meeting since it would be lengthy.

CM Gardner expressed his opposition to the motion to move the item to the end of the agenda. CM Marcano mentioned that they previously had presentations during their designated slot, or they are moved earlier in the meeting.

CM Murillo expressed her opposition to moving the item to the end of the meeting but wants to approve the appellant's presentation. She offered a substitute motion.

Motion by Bergan, second by Lawson to adopt the agenda with the appellant presentation and move item 13a to the end of the agenda.

SUBSTITUTE MOTION

Motion by Murillo, second by Bergan to adopt the agenda with the appellant presentation.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

10. **CONSENT CALENDAR**

This portion of the agenda is a meeting management tool to allow the City Council to handle several routine items with one action. Any member of the Council may request an item to be removed from the Consent Calendar and considered separately. Any item removed will be considered immediately following the adoption of the remainder of the Consent Calendar.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

10.a. **Consideration to EXTEND A SINGLE SOURCE CONTRACT with GolfNow, Chicago, Illinois in the Amount of $69,000.00 for the Golf Course Point of Sale Software for the Points of Sale at the Five City of Aurora Owned Golf Courses through December 31, 2023**

Doug McNeil, Manager of Golf / Dave Lathers, Senior Assistant City Attorney

10.b. **Consideration to EXTEND A COMPETITIVELY BID CONTRACT to Republic Services of Denver, Commerce City, Colorado in the Amount of $113,000.00 for Trash Collection – South Side of the City through August 31, 2023**

Lynne Center, Deputy Director of Public Works / David Lathers, Senior Assistant City Attorney

10.c. **Consideration to EXTEND A COMPETITIVELY BID CONTRACT to Republic Services of Denver, Commerce City, Colorado in the Amount of $130,000.00 for Trash Collection – North Side of the City through August 31, 2023**

Lynne Center, Deputy Director of Public Works / David Lathers, Senior Assistant City Attorney

10.d. **ARPA Nonprofit Grant Agreements**

Christina McClelland, Grant Development Manager / Hanosky Hernandez, Senior Assistant City Attorney

Nancy Wishmeyer, Controller, provided a summary of the item.

MPT Bergan requested to make a motion to table item 10d until the next meeting to have more time to review it. CM Marcano mentioned that there had been frustration from some council members in the past for postponing items due to the inability to read through them all. He asked if there are specific items that MPT Bergan had questions about.

CM Gardner asked how the $313,598 for East Colfax Community Collective would be used. N. Wishmeyer answered that it would be for legal services, the community navigator which will help residents and small businesses go through the application process for grant sources, and translation services. CM Coombs stated that she does not see a reason to delay already vetted grants since October 3rd when they've had over a month to review them, and they had larger grant awards. MPT Bergan said that they delayed the youth grant awards. She explained that she is asking to postpone to go more in-depth.

CM Marcano commented that he encountered a similar issue with the federal and state priorities that were readily available for comment and review weeks prior to the meeting. He mentioned that CM Lawson will be bringing forward a proposal to make being in Council a full-time paying job. He stressed that he does not like delaying city business since they were given ample opportunity to read through the items and check in with staff and other council members.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Bergan, second by Lawson to table the item to the next regular Council Meeting.

Voting Aye: Mayor Coffman, Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Voting Nay: Coombs, Marcano, Medina, Murillo

10.e. **Consideration to AWARD A SINGLE SOURCE CONTRACT to Innovest Portfolio Solutions LLC in the Amount of $67,750 for Investment Advisory Services Associated with the City's 457 and 401(a) Plans through December 31, 2023**

Nancy Wishmeyer, Controller / Hanosky Hernandez, Senior Assistant City Attorney

10.f. **Consideration to EXTEND AN OPENLY SOLICITED CONTRACT to LOOMIS, Aurora, Colorado in the Amount Not-to-exceed $65,000.00 for Armored Car Services. (RFP-1972)**

Nancy Wishmeyer, Controller / Hanosky Hernandez, Senior Assistant City Attorney

10.g. **Consideration to AWARD A SOLE SOURCE CONTRACT to MMLJ INC., Houston, Texas in the Amount of $68,000.00 for the Purchase of a Portable Dustless Blasting System**

Sandra Youngman, Code Enforcement Manager / David Lathers, Senior Assistant City Attorney

10.h. **Granular Activated Carbon for Binney Water Purification Facility**

Consideration to AWARD A COMPETITIVELY BID CONTRACT to Cabot Norit Americas, Inc., Marshall, Texas, in the Amount of $480,240.00 for the Purchase of Granular Activated Carbon Water Treatment Media for the Binney Water Purification Facility, Invitation for Bid B-4667.

Bobby Oligo, Manager of Water Treatment, Aurora Water / Dave Lathers, Senior Assistant City Attorney

10.i. **Consideration to AWARD A COMPETITIVELY BID CONTRACT to American Civil Constructors, Inc., Littleton CO in the Amount of $8,443,892.50 for the High Line Canal Trail Improvements; Project 5890A**

Waiver of reconsideration is requested to accommodate the completion of the award process before the expiration of construction bids. This project is a DRCOG TIP project and required multiple CDOT approvals before this award could be brought forward for Council's consideration resulting in a compressed award schedule.

Matt Kozakowski, Transportation Project Delivery Manager / David Lathers, Senior Assistant City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

10.j. **First Creek Interceptor Connection to Prologis Lift Station Project, Project No. 5906A**

Consideration to AWARD A COMPETITIVELY BID CONTRACT to American West Construction LLC, Denver, CO, in the amount of $2,394,100 for the First Creek Interceptor Connection to Prologis Lift Station Project, Project No. 5906A, with $500,000 to be funded and awarded in 2022

Andrea Long, Principal Engineer, Aurora Water / Dave Lathers, Senior Assistant City Attorney

10.k. **Consideration to AWARD AN OPENLY SOLICITED CONTRACT to Cumming Management Group, Inc., Englewood, CO in the Amount of $300,000.00 for Staff Augmentation for Aurora Water Project Management Services, Project NO. R-2295**

Sarah Young, Deputy Director Planning and Engineering / Dave Lathers, Senior Assistant City Attorney

10.l. **Consideration to AWARD A COMPETITIVELY BID CONTRACT to Morton Electric, Inc., Pueblo, CO in the amount of $2,419,708.30 for the 2022 Traffic Signal Construction; Project 5900A.**

Carlie Campuzano, Manager of Traffic, Public Works / Dave Lathers, Senior Assistant City Attorney

10.m. **Consideration to AWARD A SINGLE SOURCE CONTRACT to Flexential Corporation, Charlotte, NC in the Amount of $234,306.00 for Hosted Datacenter Services.**

Waiver of reconsideration was requested to allow for a quicker transition to the new provider due to the critical services provided at the City datacenters.

Scott Newman, Chief Information Officer, Information Technology / Dave Lathers, Senior Assistant City Attorney

10.n. **Consideration to AWARD A SOLE SOURCE CONTRACT to Cadre Research Labs, Evanston, IL in the Amount of $130,900.00 for the Purchase of a Top Match-3D High Capacity Imaging and Analysis System.**

Tim Dufour, Lieutenant, Police / Dave Lathers, Senior Assistant City Attorney

10.o. **Consideration of a Professional Services Agreement with Capitol Capital in the amount of $71,000 for the 2023 State Lobbying Contract**

Sponsor: Angela Lawson, Council Member

Roberto Venegas, Deputy City Manager

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

10.p. **Consideration of a Professional Services Agreement with Holland & Knight in the Amount of $120,000 for the 2023 Federal Lobbying Contract**

Sponsor: Angela Lawson, Council Member

Roberto Venegas, Deputy City Manager

Motion by Bergan, second by Sundberg to approve the consent calendar items 10a through 10c, and 10e through 10p.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11. RESOLUTIONS

11.a. Homeless Initiative

R2022-195 A RESOLUTION FROM THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S DESIRE TO REDUCE THE NUMBER OF PEOPLE EXPERIENCING HOMELESSNESS THROUGH EMPLOYMENT-BASED PROGRAMMING AND CONDITIONS-BASED TRANSITIONAL HOUSING THAT LEADS TO SELF-SUFFICIENCY. THE CITY COUNCIL DIRECTS THE CITY MANAGER AND HIS STAFF TO SUPPORT THIS EFFORT BY DEVELOPING AND EXECUTING A COMPREHENSIVE APPROACH THAT ALIGNS WITH THE NECESSARY SUPPORT TO MEET THE NEEDS OF THE DIVERSE HOMELESS POPULATION IN AURORA

Sponsor: Mike Coffman, Mayor

Council heard public in-person testimony.

Mayor Mike Coffman provided a summary of the item.

Discussion on the Bergan Amendment

Mayor Coffman asked G. Koumantakis to speak to Mayor Pro Tem Bergan's previous amendment. G. Koumantakis explained that Mayor Pro Tem Bergan's previous amendment requires the campus to be operated by a nonprofit organization but does not allow the use of general fund revenues for construction, maintenance, or operations. G. Koumantakis said that Mayor Coffman wants to change this into the city being responsible for maintaining the facility and reimbursing the operator for the cost of the low-barrier emergency shelter. Mayor Pro Tem Bergan asked if the city would only be responsible for maintenance but not operations. Mayor Coffman confirmed this. He explained that Colorado Springs Rescue Mission was reimbursed by the city for the first phase. They raised money from foundations, grants, and CDBG money, but not general funds for Colorado Springs to provide programming and transitional housing, and work. Rescue Mission also mentioned that Aurora may not need general fund revenue to support the low-barrier emergency shelter.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Mayor Pro Tem Bergan asked for confirmation if the language states that they would maintain the shelter versus they "might." Mayor Coffman explained that they are referring to the mechanical parts of the facility such as the roof. Mayor Pro Tem Bergan expressed concern about possible high-cost facility maintenance. She said that she does not want taxpayers to be responsible for a building that they are not constructing. Mayor Coffman said that they are. Mayor Pro Tem Bergan said that they are constructing using money from the state. Mayor Coffman said that they have a commitment from Adams and Arapahoe County in addition to the money that they are applying for from the state. He added that they are using the city's ARPA dollars dedicated to capital construction. He explained that it will be a city-owned facility that will be operated by a nonprofit contractor.

CM Coombs pointed out that they don't have commitments from Adams and Arapahoe Counties and that the state grant applications are competitive. J. Prosser explained that they don't have a formal written commitment. However, the item has gone before both Board of County Commissioners through Study Session. Arapahoe County has already agreed. Adams County would have to go back to the County Commissioners on December 6th. CM Coombs asked what the counties are supporting. J. Prosser answered that they presented a concept plan for the Navigation Campus to include an emergency shelter, transitional housing, and a day center that would include navigation services such as mental health, medical, laundry, and food. A commitment to those participating in funding the facility would be part of the RFP and selection process for an operator wherein the specifics of the operations would be discussed. CM Coombs pointed out that they did not say that they were on board with what is in the resolution, but they approve of having a say in the operator and operations if they give their funds. J. Prosser reiterated that they presented a conceptual plan but the discussion on operations would come later. Mayor Coffman said that this provides a direction in terms of how the campus will operate programmatically. He said that the state and the counties will come on board.

MPT offered a different change to her amendment to remove the language regarding funding but retain that the campus will be operated by a nonprofit. Mayor Coffman considered this a friendly amendment.

Discussion on Marcano Amendment (self-reliance)

CM Marcano mentioned that some of his amendments were adopted in the Whereas clauses, but the bulk was unaddressed. He said that he does not believe that the County partners would support a Treatment or Work-First program. He mentioned that the commissioners and the state are looking for evidence-based solutions that are not exclusive to Housing-First and other best practices.

CM Marcano presented his first amendment to strike "self-sufficiency" throughout the text and replace it with "self-reliance". He explained that self-reliance empowers people to have control over their decision-making. However, self-sufficiency means depending on nobody else but yourself. Mayor Coffman urged a no vote and stated that self-sufficiency is an aspirational goal.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Discussion on Marcano Amendment (4th Whereas Clause)

CM Marcano presented his next amendment to replace "include employment-based programming and conditions-based transitional housing to increase the number of people who exit homelessness on an annual basis" with "that empower individuals experiencing homelessness to choose for themselves their path to self-reliance, to include mental and physical health care, job training, educational assistance, and low-barrier housing" in the 4th Whereas Clause.

Mayor Coffman urged a no vote and said that it waters down the program. He reiterated that the people opt to participate and are given a navigation plan by a case manager. Mayor Pro Tem Bergan urged a no-vote and said that people should have a plan.

CM Marcano reiterated that the project was meant to be a regional campus and they are trying to get state support. He said that it would be unlikely to get support if they are insistent on a narrow work-first scope of programming. He added that they must set themselves up for success and serve as many people as possible. He mentioned that they have niche programs such as Bridge House that are workforce focused. But people must be of sound mind, willing, able, and sober to participate in the program. However, a percentage of the unhoused population is not. He stressed that they should not be tailoring a large project to a niche population since it would not make them attractive for grants and it would not be as effective. He urged a yes vote. Mayor Pro Tem Bergan asked if those on the low barrier would still be receiving services. Mayor Coffman said yes.

Discussion on Marcano Amendment 8

CM Marcano presented his amendment which adds another bullet to Section 1.

Mayor Coffman stated that this contradicts other parts of the resolution that states they are not going to accept federal funds if it compromises the program. He said this is not the direction they want to go with the program. He stressed the outcome they want is for people to get back on their feet, get job training, and acquire jobs. CM Lawson said that intergovernmental collaboration will be important if they are seeking funding. Mayor Coffman said the language is unnecessary because the resolution already speaks to working with other entities and establishing IGAs. He mentioned that permanent supportive housing is successful for those who cannot work. He expressed concern that the amendment might be interpreted as Aurora negotiating its approach with everybody. He said they should show the state and counties that this is what Aurora wants to do and they can either come along or not. Mayor Coffman said he believes that the Governor would be in support of the program.

CM Coombs pointed out that the language may only either be unnecessary because it is implied or it is contradictory, but it cannot be both. She pointed to the program in Houston that showed leadership in regional collaboration. She stressed that they are relying on other jurisdictions' money as well and they should show leadership by working together and recognizing each other as equals. Mayor Pro Tem Bergan said they do not know what the development of necessary infrastructure implies. She

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

pointed out that the amendment is unnecessary since they already do work with federal, state, and local governments.

CM Zvonek expressed concerns about the amendment potentially tieing them to the federal government's preferred Housing-First Policy which only works for a small segment of the unhoused population who are unable to reach self-reliance. He stated that they should encourage regional and state partners to do differently, take an all-of-the-above approach, and not treat everything with a one-size-fits-all policy such as Housing-First which does not work. He expressed his opposition to the amendment. CM Zvonek mentioned the official position of the city to request a waiver or a block grant from the federal government to give cities and the state more flexibility on how to spend funding for homelessness. He mentioned that they have an opportunity to help people with behavioral, mental, or addiction issues who are being left untreated unless they want to. Through this resolution, they can encourage these people and incentivize them to become self-reliant. He stressed that if this ultimately leads to not getting funding, then they should still do something differently rather than going down the same failed path as Housing First.

Mayor Pro Tem Bergan asked if there is expected funding from philanthropic organizations. Mayor Coffman said that it would be for the operations but not for the construction.

CM Marcano stressed that Housing First is the most effective approach that they can take to solve homelessness. He mentioned that they could secure once-in-a-lifetime funding for Aurora through intergovernmental collaboration. He stated that narrowly tailoring the resolution against the best evidence available is setting Aurora and the state up for failure. He encouraged other council members to rethink their approach and lean into cooperation. CM Coombs pointed out that they are presenting a rhetoric that Aurora does not care about others' input on the project. She said that this kind of thinking results in different entities using resources and pulling in different directions rather than putting all resources together in the same direction.

CM Gardner asked if they could still collaborate with other jurisdictions and governmental agencies if the amendment would not be added. G. Koumantakis said that there is language present in the resolution.

Discussion on Marcano Amendment 9

CM Marcano presented his amendment which revises "co-locate necessary services" to "co-locate necessary services to the maximum extent possible" in Section 1.

Mayor Coffman expressed his support for the amendment and said that it was already expressed in the language but reinforcing it would not be a problem. He further stated that their goal is to have partner agencies for mental health, addiction recovery, and job training on campus.

CM Lawson commented on why they did not approve of reinforcing collaboration with federal, state, and local partners.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

CM Marcano explained that he is forwarding this amendment because it is important to stress that they are doing these to the maximum extent possible and not send a message to staff or partners that all services must be co-located. He wanted to demonstrate flexibility in the spirit of cooperation. Mayor Coffman added that it reinforces the spirit of the proposal. However, the prior amendment would cause the city to negotiate or compromise the direction that they want to take.

Discussion on Marcano Amendment 10

CM Marcano presented his amendment which revises the word "arranged" to "sought" in Section 1 which states "Provide a navigation center to offer short-term bridge housing along with supportive services while long-term housing is being arranged."

Mayor Coffman said that the amendment is unnecessary, and people are going to be participating in programs. He stressed the importance of people going through the programs, so they do not go back on the street. He expressed concern that this amendment would swerve the resolution into a different approach and would take people into housing instead of going through case management and participating in addiction recovery and job training. CM Coombs clarified that the amendment more broadly encompasses what people would get at the Navigation Center since it includes case management and other supportive services. She explained that the only difference is that the amendment says that the Navigation Center would offer short-term bridge housing, which is also the intent of providing transitional housing.

CM Coombs offered an amendment to change "short-term bridge housing" into "transitional housing." Mayor Coffman said that transitional housing is in the latter phase. CM Marcano considered this as a friendly amendment. CM Marcano pointed out that the Navigation Center programs do not preclude case management. He stressed that any program addressing homelessness requires case management. He explained that the amendment adds clarity, and it specified that the Navigation Center is not simply a rebranded congregant shelter. It bridges the unhoused population to move towards self-reliance and independence.

Discussion on Marcano Amendment 11

Mayor Pro Tem Bergan commented that the resolution should be fairly simple, but they are discussing numerous amendments. Mayor Coffman responded that the resolution sets a direction for the campus. CM Coombs mentioned that they did not finish discussing all the amendments last time because some council members requested the mayor to revise the resolution and bring it back. However, the Mayor did not participate in further discussions before bringing it to the floor again. Mayor Pro Tem Bergan said that they don't have to do several amendments to a resolution. Mayor Coffman explained that he had the amendments before him and added some to the resolution, including ones that passed during the previous Regular Meeting.

CM Marcano forwarded his amendment that adds "Provide Rapid Re-Housing (RRH) services to ensure a quick exit from homelessness for low-acuity individuals and families" to Section 1. He explained that this is for people who are down on their luck

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

and do not need to be on campus. This reiterates to partners that it is a priority for Aurora to ensure that no one falls through.

Mayor Pro Tem Bergan asked if the city does rapid rehousing. J. Prosser said that they currently offer rapid rehousing through different service providers and some federal funding. CM Zvonek asked if anyone could go into rapid rehousing and if there are conditions. J. Prosser said it would be people that can afford their rent or a portion of it. The program has a two-year time limit and comes with case management. CM Zvonek asked if they could avail of the program for any reason that they're experiencing homelessness. J. Prosser said that people can apply regardless of the reason why they are unhoused. CM Coombs clarified that there are conditions to this. She mentioned that she referred people to the program but have not qualified.

Mayor Pro Tem Bergan said that there must be conditions for not bringing drugs into pallet homes. J. Prosser clarified that pallet homes are not considered rapid rehousing but bridge or transitional housing. She added that those in pallet shelters may eventually qualify for rapid rehousing.

Mayor Coffman asked if there were directions to have partner nonprofits deal with families and not have families on the campus. G. Koumantakis said that there is a warehouse clause stating that the city shall be responsible for identifying an alternative location to provide for the needs of homeless families while providing emergency shelter until a transfer can occur. Mayor Coffman asked if this is done out of the Day Resource Center. J. Prosser answered that rapid rehousing is done out of partner agencies like Mile-High and the Salvation Army. It is partially funded through federal funds like HUD, HOME, and ESG. It is also funded through the city's Flex Fund which is a one-time assistance.

Mayor Coffman clarified that even though off-campus partner agencies would deal with family issues, the resolution states that they will relocate them under emergency purposes. Mayor Coffman expressed his support for the amendment. He asked if this is current policy. J. Prosser said yes. G. Koumantakis clarified that he was only explaining that the resolution also has something in place for families.

CM Medina asked what the availability of rapid rehousing is. J. Prosser answered that the funds are limited. She added that she will get back to the Council on the exact number of families and individuals that utilize the program yearly. Mayor Pro Tem Bergan suggested changing the language from "provide" to "if possible." CM Marcano explained that using "provide" shows a commitment to the strategy and emphasizes Aurora's priorities. He stressed the importance of collaboration and consolidating resources.

Mayor Coffman expressed concerns about other funds being diverted from the supportive services to rapid rehousing. J. Prosser explained that the funding from HUD for rapid rehousing could not be used for addiction recovery since it is specific that a certain portion must go to sheltering. She added that this would be worked out in the operations agreement with the partners and operator. CM Coombs clarified that organizations that provide supportive services use different sources of funding from

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

housing funds. She stressed that they are different buckets of money and that funds would not be diverted to rapid rehousing from supportive services.

Discussion on Marcano Amendment 13

CM Marcano presented Amendment 13 which replaces "offer workforce development opportunities" with "provide opportunities for workforce development through job training and educational assistance in coordination with case management."

Mayor Coffman said that it is unnecessary language and could be interpreted in a way that is contrary to the intent of the proposal. He added that educational assistance will be broad and that earning degrees does not necessarily lead to jobs that pay a living wage.

CM Jurinsky expressed her disappointment regarding all the unnecessary amendments despite the Mayor and CM Marcano being requested to hash out the resolution before bringing it back. CM Marcano explained that he also would have preferred sitting down with the Mayor, and revising it, but it did not happen. He added that the resolution did not even go to a policy committee. Mayor Coffman urged a no vote on the amendment.

Discussion on Marcano Amendment 14

CM Marcano presented his amendment that replaces "Continuously measure success by more than meals served and beds provided and instead centered around the number of people who reach self-sufficiency," with:

Continuously measure, for everyone enrolled in the program, the efficacy of the program as follows:

- Their utilization of supportive services.
- Their utilization of workforce development opportunities.
- Their housing status and income sources for 36 months beginning from their move-in date.
- Their employment status and income level for 36 months beginning from their move-in date.

Mayor Coffman said that it is unnecessary since these issues will be in the RFP.

Discussion on Marcano Amendment 15

CM Marcano presented his amendment that replaces "Reliance on community support (individuals, business community, and foundations) rather than federal support if it comes with inflexible requirements," with:

Develop an initiative to supplement Federal funding and City staffing and funding by generating financial and volunteer support from:

- Individuals

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

- Private businesses
- Non-Governmental Organizations
- Philanthropic Foundations

Mayor Coffman stated that it is unnecessary.

Discussion on Marcano Amendment 17

CM Marcano presented his amendment that adds "Develop a strategy to reach out to jurisdictions throughout the metropolitan region with the goal of building consensus on a shared regional strategy utilizing evidence-based best practices to reduce homelessness, sharing resources, and eliminating redundancies where appropriate to maximize the effectiveness of our collective efforts," to Section 1.

Mayor Coffman said that the resolution already has language on working with surrounding jurisdictions and developing IGAs.

Discussion on Marcano Amendment 12

CM Marcano presented his amendment which replaces "Incentivize participation in supportive services and require conditions for transitional housing," with "Provide Permanent Supportive Housing (PSH) services to ensure stability and supported recovery for individuals and families for whom Rapid Re-Housing alone would not be enough to prevent homelessness," in Section 1.

CM Marcano explained that this is a "yes, and..." He reiterated the importance of regional collaboration on projects where federal dollars and other jurisdictions are involved. He mentioned that Aurora is an outlier in its opposition to Permanent Supportive Housing. Mayor Coffman said that this is unnecessary and that other organizations are doing Permanent Supportive Housing.

Discussion on the Resolution

CM Marcano expressed his disappointment with the continuous abuse of calling for the question. He said that they should be as clear as possible with their intent when crafting resolutions. They need to signal to partners that they are willing to collaborate and that they have a clear idea of the potential of the Campus. He expressed his opposition to the resolution as it is not a wise use of resources, and they will not be able to garner regional support. He mentioned that this is signaling that they are opposed to following successful policy and utilizing evidence to address issues in the city.

CM Jurinsky commented on being accused of abuse by someone joining the meeting virtually while other Council members showed up in City Hall. CM Marcano explained that he is recovering from surgery.

Mayor Pro Tem Bergan commented that they have had amendments to resolutions, but not this many. CM Marcano said that the resolution should have been brought to a

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

policy committee or Mayor Coffman could have accepted his multiple offers to meet up and discuss the resolution.

Mayor Coffman explained that he was able to review CM Marcano's amendments beforehand and added in ones that he agreed with. He said that the resolution is a major policy initiative, and it allows Aurora to lead in a different direction than previous failed attempts. He added that it will be a tough-love approach in moving people into self-sufficiency through work and dealing with addiction and mental health challenges. He mentioned that not all people experiencing homelessness are in encampments, and some are couch surfing or do not have stable housing. He highlighted that this would move Aurora in a different direction and become a leader in addressing homelessness. He urged a yes vote on the resolution.

CM Coombs expressed her opposition to the resolution and stated that they should start within Aurora if they want to lead.

Motion by Bergan, second by Coffman to approve the Bergan amendment which adds "it would be operated by a non-profit."

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

Motion by Marcano, second by Coombs to approve the Marcano Amendment which replaces self-sufficiency with self-reliance.

Voting Aye: Bergan, Coombs, Lawson, Marcano, Medina, Murillo

Voting Nay: Gardner, Jurinsky, Sundberg, Zvonek

Motion by Marcano, second by Coombs to approve the Marcano amendment which revises the 4th Whereas Clause.

Voting Aye: Coombs, Marcano, Medina, Murillo

Voting Nay: Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Motion by Marcano, second by Coombs to approve Marcano Amendment 8 which adds "foster and strengthen intergovernmental collaboration with the Federal government, the State government, County governments, as well as other Municipal governments, in the

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

development of the necessary infrastructure to address homelessness as expeditiously and effectively as possible," to Section 1.

Voting Aye: Coombs, Lawson, Marcano, Medina, Murillo

Voting Nay: Mayor Coffman, Bergan, Gardner, Jurinsky, Sundberg, Zvonek

Motion by Marcano, second by Coombs to approve Marcano Amendment 9 which revises "co-locate necessary services" to "co-locate necessary services to the maximum extent possible" in Section 1.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Zvonek

Voting Nay: Sundberg

Motion by Marcano, second by Coombs to approve Marcano Amendment 10 which revises "provide a navigation center to offer short-term bridge housing along with supportive services while long-term housing is being arranged" to "provide a navigation center to offer transitional housing along with supportive services while long-term housing is being arranged being sought" in Section 1.

Voting Aye: Coombs, Marcano, Medina, Murillo

Voting Nay: Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Motion by Marcano, second by Coombs to approve the Marcano Amendment 11 that adds "provide Rapid Re-Housing (RRH) services to ensure a quick exit from homelessness for low-acuity individuals and families," to Section 1.

Voting Aye: Mayor Coffman, Coombs, Marcano, Lawson, Medina, Murillo

Voting Nay: Bergan, Gardner, Jurinsky, Sundberg, Zvonek

Motion by Jurinsky, second by Bergan to end debate on Marcano Amendment 13.

Voting Aye: Coffman, Bergan, Gardner, Jurinsky, Lawson, Marcano, Sundberg, Zvonek

Voting Nay: Coombs, Medina, Murillo

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Marcano, second by Coombs to approve the Marcano Amendment 13 that replaces "offer workforce development opportunities" with "provide opportunities for workforce development through job training and educational assistance in coordination with case management," in Section 1.

Voting Aye: Coombs, Marcano, Medina, Murillo

Voting Nay: Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Motion by Coffman, second by Zvonek to end debate on Marcano Amendment 14.

Voting Aye: Coffman, Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Voting Nay: Coombs, Medina, Marcano, Murillo

Motion by Marcano, second by Coombs to approve the Marcano Amendment 14 which replaces "Continuously measure success by more than meals served and beds provided and instead centered around the number of people who reach self-sufficiency," with "Continuously measure, for everyone enrolled in the program, the efficacy of the program as follows: their utilization of supportive services, their utilization of workforce development opportunities, their housing status and income sources for 36 months beginning from their move-in date, and their employment status and income level for 36 months beginning from their move-in date," in Section 1.

Voting Aye: Coombs, Marcano, Medina, Murillo

Voting Nay: Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Motion by Coffman, second by Zvonek to end debate on Marcano Amendment 15.

Voting Aye: Coffman, Bergan, Gardner, Jurinsky, Lawson, Marcano, Sundberg, Zvonek

Voting Nay: Coombs, Medina, Murillo

Motion by Marcano, second by Coombs to approve the Marcano Amendment 15 which replaces "Reliance on community support (individuals, business community, and foundations) rather than federal support if it comes with inflexible requirements," with "Develop an initiative to supplement Federal funding and City staffing and funding by generating financial and volunteer support from individuals, private businesses, non-governmental organizations, and philanthropic foundations," in Section 1.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Coombs, Marcano, Medina, Murillo

Voting Nay: Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Motion by Coffman, second by Jursinky to end debate on Marcano Amendment 17.

Voting Aye: Coffman, Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Voting Nay: Coombs, Medina, Marcano, Murillo

Motion by Marcano, second by Coombs to approve the Marcano Amendment 17 which adds "Develop a strategy to reach out to jurisdictions throughout the metropolitan region with the goal of building consensus on a shared regional strategy utilizing evidence-based best practices to reduce homelessness, sharing resources, and eliminating redundancies where appropriate to maximize the effectiveness of our collective efforts," to Section 1.

Voting Aye: Coombs, Marcano, Medina, Murillo

Voting Nay: Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Motion by Coffman, second by Jursinky to end debate on Marcano Amendment 12.

Voting Aye: Coffman, Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Voting Nay: Coombs, Medina, Marcano, Murillo

Motion by Marcano, second by Coombs to approve the Marcano Amendment 12 which replaces "Incentivize participation in supportive services and require conditions for transitional housing," with "Provide Permanent Supportive Housing (PSH) services to ensure stability and supported recovery for individuals and families for whom Rapid Re-Housing alone would not be enough to prevent homelessness," in Section 1.

Voting Aye: Coombs, Marcano, Medina, Murillo

Voting Nay: Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Motion by Coffman, second by Zvonek to approve item 11a.

Voting Aye: Bergan, Gardner, Jurinsky, Lawson, Medina, Sundberg, Zvonek

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Nay: Coombs, Marcano, Murillo

Mayor Coffman called for a brief recess of Council to allow staff to provide call-in instructions.

11.b. **Citadel on Colfax BID 2023 Operating Plan and Budget**

R2022-200 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE CITADEL ON COLFAX BUSINESS IMPROVEMENT DISTRICT

Carol Toth, Manager of Accounting / Hanosky Hernandez, Senior Assistant City Attorney

Carol Toth, Manager of Accounting, provided a summary of the item.

Motion by Sundberg, second by Medina to approve item 11b.

Voting Aye: Bergan, Jurinsky, Lawson, Medina, Murillo, Sundberg, Zvonek

Absent: Coombs, Gardner, Marcano

11.c. **Painted Prairie No. 1 BID 2023 Operating Plan and Budget**

R2022-201 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE PAINTED PRAIRIE BUSINESS IMPROVEMENT DISTRICT NUMBER ONE

Carol Toth, Manager of Accounting / Hanosky Hernandez, Senior Assistant City Attorney

Carol Toth, Manager of Accounting, provided a summary of the item.

Motion by Sundberg, second by Medina to approve item 11c.

Voting Aye: Bergan, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

Absent: Coombs, Gardner

11.d. **Painted Prairie No. 2 BID 2023 Operating Plan and Budget**

R2022-202 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE PAINTED PRAIRIE BUSINESS IMPROVEMENT DISTRICT NUMBER TWO

Carol Toth, Manager of Accounting / Hanosky Hernandez, Senior Assistant City Attorney

Carol Toth, Manager of Accounting, provided a summary of the item.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Sundberg, second by Bergan to approve item 11d.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.e. **Porteos BID 2023 Operating Plan and Budget**

R2022-203 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE PORTEOS BUSINESS IMPROVEMENT DISTRICT

Carol Toth, Manager of Accounting / Hanosky Hernandez, Senior Assistant City Attorney

Carol Toth, Manager of Accounting, provided a summary of the item.

Council heard public in-person testimony.

Motion by Sundberg, second by Lawson to approve item 11e.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

CM Coombs made a motion to move item 13a ahead. Mayor Pro Tem Bergan commented that they are only doing this because they had to vote on several amendments in item 11a. CM Gardner expressed his opposition. He mentioned that he previously brought forward an item to address the issue of dealing with perfunctory resolutions.

Motion by Coombs, second by Murillo to move item 13a after 11e.

Voting Aye: Mayor Coffman, Coombs, Medina, Murillo, Zvonek

Voting Nay: Bergan, Gardner, Jurinsky, Lawson, Marcano, Sundberg

11.f. **Tower BID 2023 Operating Plan and Budget**

R2022-204 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE TOWER BUSINESS IMPROVEMENT DISTRICT

Carol Toth, Manager of Accounting / Hanosky Hernandez, Senior Assistant City Attorney

Carol Toth, Manager of Accounting, provided a summary of the item.

CM Coombs called for a point of order. She asked if all the remaining resolutions may be taken in a single vote since they all moved unanimously out of the Study Session. K. Rodriguez said that they were advised to vote on the items separately since they are budget items.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Sundberg, second by Lawson to approve item 11f.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.g. **Windler No. 1 BID 2023 Operating Plan and Budget**

R2022-205 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE WINDLER BUSINESS IMPROVEMENT DISTRICT NO.1

Carol Toth, Manager of Accounting / Hanosky Hernandez, Senior Assistant City Attorney

Carol Toth, Manager of Accounting, provided a summary of the item.

Motion by Sundberg, second by Coombs to approve item 11g.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.h. **Windler No. 2 BID 2023 Operating Plan and Budget**

R2022-206 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE WINDLER BUSINESS IMPROVEMENT DISTRICT NO.2

Carol Toth, Manager of Accounting / Hanosky Hernandez, Senior Assistant City Attorney

Carol Toth, Manager of Accounting, provided a summary of the item.

Motion by Sundberg, second by Jurinsky to approve item 11h.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.i. **Fitzsimons Business Improvement District - Operation Plan and Budget**

R2022-207 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE FITZSIMONS BUSINESS IMPROVEMENT DISTRICT

Chad Argentar, Senior Development Project Manager / Hanosky Hernandez, Senior Assistant City Attorney

Chad Argentar, Senior Development Project Manager, provided a summary of the item.

Motion by Medina, second by Jurinsky to approve item 11i.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.j. **Fitzsimons Business Improvement District – New Board Member Appointment**

R2022-208 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPOINTING A MEMBER OF THE BOARD OF DIRECTORS OF THE FITZSIMONS BUSINESS IMPROVEMENT DISTRICT

Chad Argentar, Senior Development Project Manager / Hanosky Hernandez, Senior Assistant City Attorney

Chad Argentar, Senior Development Project Manager, provided a summary of the item.

Motion by Jurinsky, second by Coombs to approve item 11j.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.k. **Havana Business Improvement District - Operation Plan and Budget**

R2022-209 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE HAVANA BUSINESS IMPROVEMENT DISTRICT

Chad Argentar, Senior Development Project Manager / Hanosky Hernandez, Senior Assistant City Attorney

Chad Argentar, Senior Development Project Manager, provided a summary of the item.

Motion by Gardner, second by Marcano to approve item 11k.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.l. **Parkside at City Centre BID 2023 Operating Plan and Budget**

R2022-210 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 OPERATING PLAN AND BUDGET FOR THE PARKSIDE AT CITY CENTRE BUSINESS IMPROVEMENT DISTRICT

Jennifer Orozco, Development Project Manager / Hanosky Hernandez, Senior Assistant City Attorney

Jennifer Orozco, Development Project Manager, provided a summary of the item.

CM Coombs asked if the funds being used for maintenance will be directed toward repairing any damage caused. She mentioned that the explosion caused damage to

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

other infrastructure and not just the utility room. J. Orozco said that the operating budget is small and is already spoken for budget audit and snowplow maintenance. She mentioned that the Metro District might provide additional funding.

Motion by Bergan, second by Gardner to approve item 11l.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.m. **First Amendment to Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road**

R2022-211 CONSIDERATION OF THE CITY COUNCIL TO APPROVE A RESOLUTION FOR THE FIRST AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY, AND ARAPAHOE COUNTY REGARDING DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

Swirvine Nyirenda, Planning Services Manager / Ian Best, Assistant City Attorney

Vern Adam, Engineering Services Manager of Aurora Water, provided a summary of the item.

Motion by Sundberg, second by Coombs to approve item 11m.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.n. **First Amendment to Drainage and Flood Control Improvements for Westerly Creek at Alameda and Dakota Avenue**

R2022-212 CONSIDERATION TO APPROVE A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA FOR AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE-HIGH FLOOD DISTRICT REGARDING FINAL DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR WESTERLY CREEK AT ALAMEDA AND DAKOTA AVENUE.

Swirvine Nyirenda, Planning and Engineering Services Manager, Aurora Water / Ian Best, Assistant City Attorney

Vern Adam, Engineering Services Manager of Aurora Water, provided a summary of the item.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

CM Sundberg asked how many entities will be sharing the $600,000 cost. V. Adam said that it would only be Mile High and the city of Aurora.

Motion by Sundberg, second by Coombs to approve item 11n.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.o. **Joint Water Authority Second Amendment to a Water Transmission Agreement**

R2022-213 CONSIDERATION TO APPROVE A RESOLUTION OF THE CITY COUNCIL FOR THE SECOND AMENDMENT TO EXTEND THE FIRST REVISED WATER TRANSMISSION SERVICE CONTRACT AMOUNT THE AURORA AND COLORADO SPRINGS JOINT WATER AUTHORITY

Alexandra Davis, Deputy Director of Water Resources, Aurora Water / Ian Best, Assistant City Attorney

Alexandra Davis, Deputy Director of Water Resources, provided a summary of the item.

Motion by Sundberg, second by Coombs to approve item 11o.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.p. **Colfax Sable Metropolitan District Board of Directors Appointment**

R2022-214 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO APPOINTING DIRECTORS TO THE BOARD OF DIRECTORS OF THE COLFAX SABLE METROPOLITAN DISTRICT

Cesarina Dancy, Senior Development Project Manager, Office of Development Assistance / Brian Rulla, Assistant City Attorney II

Cesarina Dancy, Senior Development Project Manager, provided a summary of the item.

Motion by Coombs, second by Lawson to approve item 11p.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.q. **The Point Metropolitan District Director Disqualification and Appointment**

R2022-215 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO APPOINTING DIRECTORS TO THE BOARD OF DIRECTORS OF THE POINT METROPOLITAN DISTRICT

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Cesarina Dancy, Senior Development Project Manager, Office of Development Assistance / Brian Rulla, Assistant City Attorney II

Cesarina Dancy, Senior Development Project Manager, provided a summary of the item.

Mayor Pro Tem Bergan asked if vacancies occurred due to disqualifications. C. Dancy said that there was a property transfer in 2019 and they were inadvertently disqualified. Council for the Metro District just saw the error recently.

Motion by Bergan, second by Marcano to approve item 11q.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.r. **Windler Business Improvement District No. 1 Board of Directors Appointments**

R2022-216 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPOINTING A MEMBER OF THE BOARD OF DIRECTORS OF THE WINDLER BUSINESS IMPROVEMENT DISTRICT NO 1

Cesarina Dancy, Senior Development Project Manager, Office of Development Assistance / Hanosky Hernandez, Senior Assistant City Attorney

Cesarina Dancy, Senior Development Project Manager, provided a summary of the item.

Motion by Sundberg, second by Lawson to approve item 11r.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.s. **Windler Business Improvement District No. 2 Board of Directors Appointments**

R2022-217 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPOINTING A MEMBER OF THE BOARD OF DIRECTORS OF THE WINDLER BUSINESS IMPROVEMENT DISTRICT NO 2

Cesarina Dancy, Senior Development Project Manager, Office of Development Assistance / Hanosky Hernandez, Senior Assistant City Attorney

Cesarina Dancy, Senior Development Project Manager, provided a summary of the item.

Motion by Sundberg, second by Medina to approve item 11s.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

11.t. **Cherry Creek School District and Aurora Police Department Intergovernmental Agreement**

R2022-218 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CHERRY CREEK SCHOOL DISTRICT AND THE CITY OF AURORA REGARDING SCHOOL RESOURCE OFFICERS

Daniel J. Oates, Interim Chief of Police / Megan Platt, Assistant City Attorney

Megan Platt, Assistant City Attorney, provided a summary of the item.

MPT asked how many school resource officers would be allocated between different schools. M. Platt answered that there will be eight in high schools, and as-needed services would be available for middle schools.

Motion by Bergan, second by Lawson to approve item 11t.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.u. **Intergovernmental Agreement with the City and County of Denver for the Colfax Bus Rapid Transit Project**

R2022-219 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN DENVER AND AURORA REGARDING FUNDING, DESIGN AND PRECONSTRUCTION OF THE EAST COLFAX AVENUE BUS RAPID TRANSIT PROJECT

Carlie Campuzano, Traffic Manager / Michelle Gardner, Senior Assistant City Attorney

Carlie Campuzano, Traffic Manager, provided a summary of the item.

Motion by Gardner, second by Coombs to approve item 11u.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.v. **Peoria Crossing Bridge Maintenance Intergovernmental Agreement**

R2022-220 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND THE CITY AND COUNTY OF DENVER REGARDING THE OWNERSHIP AND MAINTENANCE RESPONSIBILITIES FOR THE PEORIA CROSSING PROJECT

Matt Kozakowski, Transportation Project Delivery Manager / Michelle Gardner, Senior Assistant City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Matt Kozakowski, Transportation Project Delivery Manager, provided a summary of the item.

Mayor Pro Tem Bergan asked if the maintenance would include snow removal and trash services. M. Kosakowski confirmed this. He said that Denver is currently plowing the bridge and Aurora is conducting the street-sweeping.

Motion by Coombs, second by Medina to approve item 11v.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.w. **Rockinghorse Reimbursement Agreement**

R2022-221 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL OF A REIMBURSEMENT AGREEMENT BETWEEN THE CITY OF AURORA ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND NASH INSPIRATION, LLC

Sarah Young, Deputy Director of Planning and Engineering, Aurora Water / Ian Best, Assistant City Attorney

Vern Adam, Engineering Services Manager of Aurora Water, provided a summary of the item.

Motion by Sundberg, second by Bergan to approve item 11w.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.x. **Colorado State Forest Service Funding Agreement**

R2022-222 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND THE BOARD OF GOVERNORS OF THE COLORADO STATE UNIVERSITY SYSTEM, ACTING BY AND THROUGH COLORADO STATE UNIVERSITY FOR THE USE AND BENEFIT OF THE COLORADO STATE FOREST SERVICE

Alexandra Davis, Deputy Director of Water Resources, Aurora Water / Ian Best, Assistant City Attorney

Alexandra Davis, Deputy Director of Water Resources at Aurora Water, provided a summary of the item.

Motion by Coombs, second by Sundberg to approve item 11x.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.y. **Stewardship West Memorandum of Understanding**

R2022-223 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND STEWARDSHIP WEST

Alexandra Davis, Deputy Director of Water Resources, Aurora Water / Ian Best, Assistant City Attorney

Alexandra Davis, Deputy Director of Water Resources at Aurora Water, provided a summary of the item.

Motion by Sundberg, second by Coombs to approve item 11y.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.z. **Water Lease Intergovernmental Agreement with Board of Water Works of Pueblo**

R2022-224 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL WATER LEASE AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND THE BOARD OF WATER WORKS OF PUEBLO COLORADO

Alexandra Davis, Deputy Director of Water Resources, Aurora Water / Stephen Cann, Senior Assistant City Attorney

Alexandra Davis, Deputy Director of Water Resources at Aurora Water, provided a summary of the item.

Motion by Coombs, second by Sundberg to approve item 11z.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.aa. **Creation of Ad Hoc Citizen's Charter Review Task Force**

R2022-225 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING CITY COUNCIL'S DIRECTION TO THE CITY MANAGER TO HAVE APPROPRIATE CITY STAFF CREATE AN AD HOC CITIZEN'S CHARTER REVIEW TASK FORCE, EXISTING FOR FOUR MONTHS, WITH THE PURPOSE OF THE TASK FORCE BEING DETERMINING WHETHER ANY PROPOSED CHANGES TO THE CITY

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

CHARTER SHOULD BE RECOMMENDED TO THE AD HOC CHARTER REVIEW COMMITTEE OF CITY COUNCIL AND TO REVIEW AND PROVIDE FEEDBACK, IN A WRITTEN REPORT, TO THE AD HOC CHARTER REVIEW COMMITTEE OF CITY COUNCIL ON ANY PROPOSED CHARTER AMENDMENTS RECOMMENDED BY THAT TASK FORCE

Sponsor: Alison Coombs, Council Member

Dave Lathers, Senior Assistant City Attorney / George Koumantakis, Manager of Client Services, City Attorney

Councilmember Alison Coombs provided a summary of the item.

Motion by Coombs, second by Bergan to approve item 11aa.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.ab. **Dedicate the City Council Chambers in the Name of Former Mayor Paul Tauer, Sr.**

R2022-226 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA,

COLORADO, CHANGING THE OFFICIAL NAME DESIGNATION OF THE "AURORA CITY COUNCIL CHAMBERS" TO THE "PAUL TAUER AURORA CITY COUNCIL CHAMBERS" AND DIRECTING THE CITY MANAGER TO PREPARE AN APPROPRIATE DEDICATION PLAQUE FOR DISPLAY IN THE CHAMBERS AS WELL AS CHANGING CITY SIGNAGE AND DOCUMENTS TO REFLECT THE NEW DESIGNATION OF THE CHAMBERS. THIS RESOLUTION SUPERSEDES RESOLUTION R93-37 PERTAINING TO NAMING OF CITY PARKS AND BUILDINGS, BUT IN THIS INSTANCE ONLY

Sponsor: Curtis Gardner, Council Member Dave Lathers, Senior Assistant City Attorney

Councilmember Curtis Gardner provided a summary of the item.

Motion by Gardner, second by Sundberg to approve item 11ab.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.ac. **Rules of Order and Procedure: Backup Material For Council Member Sponsored Items**

R2022-227 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, TO AMEND THE RULES OF ORDER AND PROCEDURE FOR THE AURORA, COLORADO, CITY COUNCIL REGARDING BACKUP MATERIAL FOR COUNCIL MEMBER SPONSORED ITEMS

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Sponsored: Danielle Jurinsky, Council Member

Daniel L. Brotzman, City Attorney / Jack Bajorek, Deputy City Attorney

Councilmember Danielle Jurinsky provided a summary of the item.

Gardner Amendment

CM Gardner presented an amendment. CM Jurinsky considered this as a friendly amendment.

Discussion on the Resolution

CM Murillo expressed her support. She asked if there were anything in the resolution that would preclude staff from providing input regarding their concerns. CM Jurinsky said that they can circle back with staff if they feel that staff has not been able to fully explain something. J. Twombly said that the resolution does not present any issues for staff.

Motion by Jurinsky, second by Gardner to approve item 11ac.

Motion by Jurinsky, second by Gardner to approve the Gardner Amendment which requires any information or presentations presented at Study Session or Regular City Council Meetings be included in the backup packet to be provided before the meeting.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

Motion by Jurinsky, second by Zvonek to end debate.

Voting Aye: Mayor Coffman, Bergan, Gardner, Jurinsky, Lawson, Marcano, Medina, Sundberg, Zvonek

Voting Nay: Coombs, Murillo

Motion by Jurinsky, second by Gardner to approve item 11ac as amended.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.ad. **Resolution to Establish a Fitzsimons Innovation Community Subcommittee to Update the Master Plan and GDP**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

R2022-228 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPOINTING MEMBERS TO THE FITZSIMONS INNOVATION COMMUNITY MASTER PLAN AND GENERAL DEVELOPMENT PLAN SUBCOMMITTEE

Sponsor: Dustin Zvonek, Council Member

Brian Rulla, Assistant City Attorney / Rachel Allen, Client Group Manager, City Attorney

Councilmember Dustin Zvonek provided a summary of the item.

Mayor Pro Tem Bergan asks if the subcommittees would then come back to Council for information only when it concludes. CM Zvonek explained that it is highly likely that the recommendations for the updated master plan and mobility plan will require changes to the GDP that will need approval.

Motion by Zvonek, second by Jurinsky to approve item 11ad.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

Mayor Coffman called for a brief recess of Council to allow staff to provide call-in instructions.

12. **PUBLIC HEARING WITH RELATED ORDINANCE**

12.a. **Standards for Other Types of Signs**

2022-71 FOR AN ORDINANCE AMENDING CHAPTER 146 OF THE CITY CODE OF THE CITY OF AURORA, COLORADO, RELATING TO STANDARDS FOR OTHER TYPES OF SIGNS

Brandon Cammarata, Planning Manager / George Koumantakis, Manager of Client Services, City Attorney

Mayor Coffman opened the public hearing.

Brandon Cammarata, Planning Manager, provided a summary of the item.

Mayor Coffman closed the public hearing.

CM Zvonek explained that the City Code requires pennants to have a permit, have a limitation on how long they could be hung, and must be in good condition. Having these requirements, other than pennants being in good condition, is an undue burden on businesses. He mentioned that the pennants oftentimes are used to advertise sales and events. He added that they have received complaints from constituents regarding the need for code enforcement and having these requirements in place takes time away from code enforcement for other pressing matters. CM Coombs expressed her support. She commented that constituents expressed concerns regarding code changes that

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

would take code enforcement away from other issues that may seem trivial but are big concerns of residents like the placement of trash cans.

Motion by Zvonek, second by Jurinsky to approve item 12a.

Voting Aye: Bergan, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

13. **PUBLIC HEARING WITHOUT RELATED ORDINANCE**

13.a. **Public Hearing and Appeal of the October 12, 2022, Planning Commission's Approval of the Grand Avenue Townhome Site Plan with an Adjustment**

Stephen Rodriguez, Planning Supervisor / Daniel L. Money, Senior Assistant City

Attorney Outside Speaker: Nathan Adams, CEO of redT Homes

Mayor Coffman opened the public hearing.

Stephen Rodriguez, Planning Supervisor, provided a summary of the item.

CEO of redT Homes Nathan Adams and Project Manager Joshua Botts discussed the background of redT Homes and how the development met all the necessary criteria for application in Aurora.

The appellants expressed concerns regarding the high cost of homes provided by the development which could not be attained by low-income families, including the immigrant and refugee population, within the community. They stressed the importance of building affordable housing.

Council heard public in-person testimony.

Mayor Pro Tem Bergan asked if the applicant conducted their market studies and what their investment is in construction costs. She asked if they could lower the price point. N. Adams said that the total investment with be over $20 million to build 53 townhomes. He added that they spent $200,000 per door on land, architecture, tap fees, and infrastructure before they were able to build vertically. He said that the land cost was around $57,000 per door. If the price moves lower, they need construction costs to come down. Mayor Pro Tem Bergan asked if anybody showed interest in the vacant lot prior to redT Homes. S. Rodriguez said that they were not aware of any. N. Adams mentioned that the property was on the market for some time, and they were the only ones interested.

CM Gardner highlighted that the development meets all the criteria of the comprehensive plan. He asked if they have a legal requirement to approve it and what the potential liabilities would be if it were denied. D. Money explained that the Council must review the appeal based on the standards and criteria of the UDO, and the decision of the planning commission, and ensure that the development is compatible

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

with the neighborhood. He added that the zoning district in question is mixed-use and is designed for a diversity of housing types for a diversity of income. It is Council's role and prerogative how to apply the standards of the UDO. He further explained that the land is use-by-right, and if the city says that they cannot build on or use it, then it would set the city up for a potential lawsuit. This would have to be litigated in court and determined if the government did a takings.

CM Marcano asked what the estimated HOA dues would be. N. Adams said that they will intentionally be kept low, around $70 to $100 a month. He added that it may be on the lower end since they have an obligation to put one water line to each property. This fee includes snow removal and landscape maintenance. He stressed that the project has no swimming pools, gyms, or fitness centers. CM Marcano asked if they estimated the impact the development might have on comparable rent in the area or on property taxes. N. Adams said no since they are a for-sale development and are not looking at rents. He explained that they are adding inventory on the site. He added that they did not look at taxes since policymakers are the ones that set them.

CM Coombs mentioned that the cost of parking requirements often increases the cost of development. She asked for the estimated amount of cost per home and the cost to develop in line with the parking requirements of the city. N. Adams said that they are building a one-car garage and additional off-street space for most of the units to keep the cost down. Constructing a one-car garage costs $12,000. Some properties would have two-car garages. He explained that the only they could do to bring the cost lower is to build it to a LEED gold certification standard, which is non-negotiable for the company.

CM Coombs asked about the density of the site as it relates to parking requirements. N. Adams said that there are exactly two spaces per unit, totaling 106 parking spaces. He highlighted that this would seem to be the right amount for three and four-bedroom units. He added that they were intentional about adding multi-bedroom townhomes to appeal to people that are currently in the neighborhood.

CM Coombs pointed out that the area has more access to transit than the rest of the city. She asked if the developer looked at transit-oriented development and the impact that may have on parking requirements. N. Adams reiterated that they do not set the policy and only follow the parking requirement of the city. He said that they would love to see more people taking public transportation, but there are not a lot of people waiting for the bus on Colfax. CM Coombs said that people are using the bus along Colfax. She mentioned that they can get waivers associated with TOD, which the development would qualify for. Therefore, if they are looking for ways to encourage transit use, there is a policy in place to enable this and bring down the cost of development.

CM Coombs asked if the city looked at the site for land banking. J. Twombly said no. CM Coombs commented that this is an opportunity that would be beneficial for the city moving forward. She asked if they are permitted to utilize the housing plan in deciding whether to approve or deny the proposal. C. Money said that the judge would strictly go by code and other adopted city regulations, which this developed complies with and

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

where the housing plan would be taken into account. They would also decide based on conditions specifically applied to the development by the Planning and Zoning Commission or City Council and a prior decision affecting the property. He explained that it would depend on how it would be interpreted.

CMM Coombs mentioned that if they have data demonstrating a compelling government interest, then they could use this as an argument against being found to have engaged in illegal regulatory takings. The conducted housing study has demonstrated a cost burden for housing for the community, including this area. She asked if this could be used as a defense against any potential takings claim. D. Money said they would use all they can as a defense, should they go to court. He explained that if the government takes land or prevents its use, then the government must pay for it. The payment would be either through a lawsuit that has higher damages or through buying the land.

CM Gardner asked how removing all parking would impact the ability to obtain financing. N. Adams said that it would be difficult, but not impossible. He explained that they must raise equity and produce an economically viable project with a high probability of selling to get financing. He added that they are only near buses, but not light rail. CM Marcano mentioned that the Colfax Corridor has the most heavily utilized bus in the network. The Corridor is also about to become a Bus Rapid Transit (BRT) corridor, which will be a big asset to the city and the project. He asked if the developers currently own the land. N. Adams said yes.

CM Marcano asked if they are aware of how long previous owners owned it. N. Adams said they do not know, and it was not relevant to whether it made sense to develop on the site. CM Marcano explained that he wants to know if the previous owners were intending to develop the land or if they were hoping to sell it to development that would increase the cost in the community. N. Adams said that they do not have any insight. CM Marcano asked staff for records of the property. B. Cammarata said that the County Assessor would have the information.

Mayor Coffman mentioned that residents in the area expressed concern regarding four boarded-up homes that were continually broken into and were nests for illegal activity. They wanted something done with the property for their safety. Mayor Coffman pointed out that they are not tearing down low-income property and replacing it with higher income. They are simply redeveloping a vacant parcel that is crime infested. CM Sundberg requested the spreadsheet on the work done by Mr. Green on providing $3 million in rental assistance. He mentioned that Aurora has 20 affordable housing projects in the pipeline including Weatherstone, Elevate Aurora, etc. He pointed to a testimony from an apartment complex manager indicating that there is not a big disparity between current homes there that could sell for over $500,000. CM Sundberg mentioned testimonies indicating that the project could improve lighting, safety, speeding, and drug use in the area. He stressed that these improvements were also indicated by the developer. He thanked the developer for providing a service to the city.

Mayor Coffman closed the public hearing.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Mayor Pro Tem Bergan thanked the individuals that shared testimonies. She mentioned that she sat on a hearing for a developer trying to bring in affordable housing to CHFA to get state grants. However, these grants are few and far between and there are only so many per year that a developer can apply for across the state. She said that there are ways to work on getting affordable housing and reducing construction costs on some standards in the city. She stressed that the property is currently on vacant land with no interest from other developers to provide affordable housing. She said that it is heartbreaking to hear stories from residents, but it is a good project that will improve the neighborhood.

CM Gardner thanked the residents that provided their testimonies. He expressed frustration that the developers have been put through a lot by organizations that are not in Aurora. He stressed that the developers have the right to build, and Council does not have the legal right to turn it down. He stated that those from Aurora that were urged to speak were lied to by organizations and used as pawns to push rent control. He added that this was not an argument regarding affordable housing, gentrification, or displacement; rather, it was how the project complies with the UDO and the city's comprehensive plan. He stated that they will continue to support affordable housing projects that are appropriate for the city but will not be bullied by organizations from Denver.

CM Jurinsky stressed that there is a housing shortage at every price point and there are people that could afford $500,000 but have not been able to find a home due to bidding wars. She said that these new home builds would avoid these bidding wars. She mentioned that she received past criticism when she stood up to a developer who she felt was displacing people in businesses. However, she could not find how this project would displace anyone as it is a vacant lot. She expressed her support for the project.

CM Medina stressed how every change and development in the area, including The Stanley, affected people in the community. He referred to a study saying that The Stanley did not know how to reach out to the community and 90% of the people who lived a block away did not know that The Stanley existed. He stressed the importance of talking to the residents, including them in meetings, and reaching out to the immigrant and refugee populations. They should not assume that everybody speaks English, has access to a computer, or has time to go to meetings. He stated that he will look at ways to mitigate these issues in the future.

CM Jurinsky mentioned that they received an email stating that Nano has been involved with the developer for some time. Mayor Pro Tem Bergan said that the notice goes out to every neighborhood, registered neighborhood associations, residents within, and adjacent property owners. N. Adams said that they have engaged with Nano and Del Mar who were both previously in opposition. N. Adams met and compromised with them and changed their position to support them by allowing them to have a say in the development. He added that most of the people in opposition are from the East Colfax Collective, which is not a registered neighborhood organization. He mentioned that they refused to engage despite being given his direct contact details until they came into his office on Thursday of last week.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Mayor Pro Tem Bergan asked if they attended the meetings. N. Adams said that ECC did not attend any meetings. But they started the development process in 2021. CM Gardner referred to the memo from the police chief stating that there has been a 60% decrease in crime events, a 75% reduction in drug crimes, and a 60% reduction in motor vehicle thefts since they increased focus on crime in the area. He highlighted that this development would continue to turn crime around and make residents feel safer.

CM Marcano said that the amenities of the project are great and would love to see this development all over the city but for a reasonable price. He mentioned that it may be a little over-parked given the proximity to the busiest transit corridor in the metro. He stated that the median income in Aurora is $67,700 a year. To afford this, the minimum income required would be $140,000. He stressed how this development in the most diverse and lowest-income part of town would lead to displacement by raising property values in the area. He added that they would then end up with a larger public safety issue by not addressing the root cause of crime. CM Marcano stated that they should prioritize people living in the community and work with developers that would provide a hood housing product at an affordable rate. He said that they should utilize this vacant lot for community benefit and deter crime, but not by building million-dollar townhomes in an area with a $36,000 to $40,000 median income. CM Marcano pointed to the UDO which requires the application to mitigate any adverse impacts on the surrounding area to the maximum degree possible. He mentioned how the developers did not study how the project will impact existing residents and property owners and how it may trigger displacement.

CM Coombs mentioned that the proposal was submitted for late submission approval and was specifically asked to be moved to today's meeting despite numerous resolutions. She said that the mayor is the one that asked for this and is the only person that sees and sets the agenda. She highlighted how this impacted people's ability to stay and participate. She suggested opening the agenda-setting process. She added that one of the organizations involved in speaking for the appellant was specifically called out during the ARPA Grant Item. CM Coombs said that she hopes that this was not an effort at intimidation. CM Coombs pointed out that the top five professions in the area cannot afford a cost of a home in this development. She highlighted that construction is one of the most lucrative jobs among those professions and is prevalent in wage theft. She mentioned the importance of actual attainable missing middle housing which this development is not. She suggested looking into the housing study to acknowledge the reality in the city.

CM Murillo expressed her appreciation for CM Coombs for calling out the delayed vote on ARPA dollars that have already been vetted by staff for projects. She mentioned that the organization, despite being from Denver, also has Aurora members. She expressed her disappointment to the applicant referring to the appellant's comments as straight-out lies despite their testimonies being rooted in the impact of the project and not directed at the business. CM Murillo pointed out the positives of the development including being near BRT and being LEED certified. She stressed the importance of acknowledging the housing plan, affordability, and the reality of the people living in the area. She highlighted that people are not against development and a safe community. However, they want to see development that will have long-term benefits. CM Murillo

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

thanked the work of APD regarding the decrease in crime. However, she pointed out that these improvements were not due to housing development. She stressed the importance of pushing for safer communities regardless of the price of the homes. She thanked the organizations like the East Colfax Community Collective for empowering people and providing testimony.

Motion by Gardner, second by Zvonek to approve item 13a.

Motion by Sundberg, second by Jurinsky to end debate.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Voting Nay: Medina, Murillo

Motion by Gardner, second by Zvonek to approve item 13a.

Voting Aye: Mayor Coffman, Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Voting Nay: Coombs, Marcano, Medina, Murillo

14. **INTRODUCTION OF ORDINANCES**

14.a. **Gun Club Road Rights-Of-Way Vacation No. 2**

2022-72 INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, VACATING TWO PORTIONS OF THE PUBLIC RIGHT-OF-WAY FOR GUN CLUB ROAD, LOCATED EAST OF E-470, BETWEEN EAST 38TH AVENUE AND EAST 48TH AVENUE, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO (GUN CLUB ROAD RIGHTS-OF-WAY VACATIONS NO. 2)

Deborah Bickmire, Senior Planner / Daniel L. Money, Senior Assistant City Attorney

Deborah Bickmire, Senior Planner, provided a summary of the item.

Motion by Sundberg, second by Bergan to approve item 14a.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

14.b. **2022 Fall Supplemental Ordinance**

2022-73 FOR AN ORDINANCE OF THE CITY OF AURORA, COLORADO APPROPRIATING SUMS OF MONEY IN ADDITION TO THOSE APPROPRIATED IN ORDINANCE NOS. 2021-56, AND 2022-24 FOR THE 2022 FISCAL YEAR

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Jackie Ehmann, Budget Program Manager / Hanosky Hernandez, Senior Assistant City Attorney

Jackie Ehmann, Budget Program Manager, provided a summary of the item.

Motion by Gardner, second by Sundberg to approve item 14b.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

15. **FINALIZING OF ORDINANCES**

Ordinances on final reading which were introduced by unanimous vote of those present on the first reading may be taken under consideration and voted upon as a single item. Related ordinances may be acted upon as one item after t Harvest Mile Initial Zoning the titles are read in series by the City Clerk. Any member of the Council may request an item to be considered separately. Any item removed will be considered immediately following the adoption of the remainder of the Finalizing of Ordinances.

15.a. **Harvest Mile Initial Zoning**

2022-56 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ZONING APPROXIMATELY 308.6 ACRES OF LAND, MORE OR LESS, GENERALLY LOCATED NORTH AND SOUTH OF SMITH ROAD AND WEST OF POWHATON ROAD, COUNTY OF ADAMS, STATE OF COLORADO, TO BUSINESS/TECH ZONE DISTRICT AND AMENDING THE ZONING MAP ACCORDINGLY (HARVEST MILE INITIAL ZONING)

Aja Tibbs, Senior Planner / Dan Money, Senior Assistant City Attorney

15.b. **Best Box Self Storage – 26th Ave. Initial Zoning**

2022-57 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ZONING APPROXIMATELY FIVE- ACRES OF LAND, MORE OR LESS, GENERALLY LOCATED 400 FEET EAST OF THE NORTHEAST CORNER OF PICADILLY ROAD AND EAST 26TH AVENUE, COUNTY OF ADAMS, STATE OF COLORADO, TO BUSINESS/TECH ZONE DISTRICT AND AMENDING THE ZONING MAP ACCORDINGLY (26TH AVENUE INITIAL ZONING)

Erik Gates, Planner / Dan Money, Senior Assistant City Attorney

Outside speaker: Beau Reinberg, BCN Management Partners / Michael Cleary, Strategic Site Design LLC

15.c. **2023 Adopting Budget**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

2022-58 AN ORDINANCE OF THE CITY OF AURORA, COLORADO, ADOPTING AN OPERATING AND CAPITAL IMPROVEMENTS PROJECTS BUDGET FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

Greg Hays, Budget Officer / Hanosky Hernandez, Senior Assistant City Attorney

Greg Hays, Budget Officer, provided a summary of the item.

CM Coombs expressed her opposition. CM Murillo expressed her opposition due to decisions made regarding the DEI office and the independent monitor. CM Lawson mentioned that she will be supporting the budget for things made for the residents. However, she expressed her disappointment in having the independent monitor and DEI positions cut. CM Marcano expressed his opposition to the budget due to items that were cut.

Motion by Gardner, second by Sundberg to approve item 15c.

Voting Aye: Bergan, Gardner, Jurinsky, Lawson, Sundberg, Zvonek

Voting Nay: Coombs, Marcano, Medina, Murillo

15.d. **2023 Budget Appropriations**

2022-59 AN ORDINANCE OF THE CITY OF AURORA, COLORADO, APPROPRIATING SUMS OF MONEY TO DEFRAY EXPENSES AND LIABILITIES FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

Greg Hays, Budget Officer / Hanosky Hernandez, Senior Assistant City Attorney

Greg Hays, Budget Officer, provided a summary of the item.

Motion by Coombs, second by Gardner to approve item 15d.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

15.e. **Transportation Maintenance Fund Creation**

2022-60 FOR AN ORDINANCE OF THE CITY OF AURORA, COLORADO, CREATING THE TRANSPORTATION MAINTENANCE FUND

Greg Hays, Budget Officer / Hans Hernandez, Senior Assistant City Attorney

15.f. **2023 Tax Levy**

2022-61 FOR AN ORDINANCE ESTABLISHING THE TAX LEVY ON ALL TAXABLE PROPERTY WITHIN THE CORPORATE LIMITS OF THE CITY OF AURORA, COLORADO,

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

FOR THE TAX COLLECTION YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

Greg Hays, Budget Officer / Hanosky Hernandez, Senior Assistant City Attorney

15.g. **Water Rate Ordinance**

2022-62 CONSIDERATION OF THE CITY COUNCIL OF THE CITY OF AURORA TO APPROVE AN ORDINANCE AMENDING CERTAIN SECTIONS OF CHAPTER 138 OF THE CITY CODE OF THE CITY OF AURORA RELATING TO SERVICES FOR THE PROVISION OF WATER

Jo Ann Giddings, Deputy Director of Business Services, Aurora Water / Rachel Allen, Client Group Manager, City Attorney

Marshall Brown, General Manager of Aurora Water, provided a summary of the item.

CM Gardner expressed his opposition. Mayor Pro Tem Bergan asked what the consequences will be if they do not pass the water rate. M. Brown explained that they would rethink how to cover the operating costs and may cut into water reserves. They have to rethink operations that they do proactively to exceed regulatory requirements such as PFAS lead service line removals. He added that there would be consequences for the confidence of the public in the water system and they would have to send public notices out explaining the delay and deferral of some operations.

Mayor Pro Tem Bergan asked if they would still be required to raise rates next year by a higher amount. M. Brown confirmed this. He mentioned that the rate increases would compound the regulatory items. They could be delayed for a year or two, but they would eventually be required to comply which will destroy public confidence and still raise the rates. Mayor Pro Tem Bergan asked if the budget has been approved. M. Brown said yes.

Motion by Coombs, second by Marcano to approve item 15g.

Voting Aye: Bergan, Coombs, Marcano, Medina, Murillo, Sundberg

Voting Nay: Gardner, Jurinsky, Lawson, Zvonek

15.h. **General Improvement District 3-2008 (Meadow Hills Country Club) 2023 Operating Budget**

2022-63 AN ORDINANCE OF GENERAL IMPROVEMENT DISTRICT 3-2008 (MEADOW HILLS COUNTRY CLUB) ADOPTING AN OPERATING BUDGET, ESTABLISHING THE TAX LEVY, AND APPROPRIATING SUMS OF MONEY TO DEFRAY EXPENSES AND LIABILITIES FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Andrew Jamison, Debt and Treasury Supervisor, Finance / Hanosky Hernandez, Senior Assistant City Attorney

15.i. **General Improvement District 2-2011 (Aurora Conference Center) 2023 Operating Budget**

2022-64 AN ORDINANCE OF THE AURORA CONFERENCE CENTER GENERAL IMPROVEMENT DISTRICT (NO. 2-2011) ADOPTING AN OPERATING BUDGET, ESTABLISHING THE TAX LEVY, AND APPROPRIATING SUMS OF MONEY TO DEFRAY EXPENSES AND LIABILITIES FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

Andrew Jamison, Debt and Treasury Supervisor, Finance / Hanosky Hernandez, Senior Assistant City Attorney

15.j. **General Improvement District 1-2007 (Cherry Creek Racquet Club) 2023 Operating Budget**

2022-65 AN ORDINANCE OF GENERAL IMPROVEMENT DISTRICT 1-2007 (CHERRY CREEK RACQUET CLUB) ADOPTING AN OPERATING BUDGET, ESTABLISHING THE TAX LEVY, AND APPROPRIATING SUMS OF MONEY TO DEFRAY EXPENSES AND LIABILITIES FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

Andrew Jamison, Debt and Treasury Supervisor, Finance / Hanosky Hernandez, Senior Assistant City Attorney

15.k. **Cobblewood General Improvement District 1-2016 2023 Operating Budget**

2022-66 AN ORDINANCE OF COBBLEWOOD GENERAL IMPROVEMENT DISTRICT 1-2016 (COBBLEWOOD GENERAL IMPROVEMENT DISTRICT) ADOPTING AN OPERATING BUDGET, ESTABLISHING THE TAX LEVY, AND APPROPRIATING SUMS OF MONEY TO DEFRAY EXPENSES AND LIABILITIES FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

Andrew Jamison, Debt and Treasury Supervisor, Finance / Hanosky Hernandez, Senior Assistant City Attorney

15.l. **General Improvement District 1-2008 (Peoria Park) 2023 Operating Budget**

2022-67 AN ORDINANCE OF GENERAL IMPROVEMENT DISTRICT 1-2008 (PEORIA PARK) ADOPTING AN OPERATING BUDGET, ESTABLISHING THE TAX LEVY, AND APPROPRIATING SUMS OF MONEY TO DEFRAY EXPENSES AND LIABILITIES FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

Andrew Jamison, Debt and Treasury Supervisor, Finance / Hanosky Hernandez, Senior Assistant City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

15.m. **Pier Point 7 General Improvement District 2-2009 2023 Operating Budget**

2022-68 AN ORDINANCE OF PIER POINT 7 GENERAL IMPROVEMENT DISTRICT

2-2009 ADOPTING AN OPERATING BUDGET, ESTABLISHING THE TAX LEVY, AND APPROPRIATING SUMS OF MONEY TO DEFRAY EXPENSES AND LIABILITIES FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

Andrew Jamison, Debt and Treasury Supervisor, Finance / Hanosky Hernandez, Senior Assistant City Attorney

15.n. **2023 Ward Redistricting**

2022-69 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ADOPTING AN UPDATED MAP OF WARD BOUNDARIES PURSUANT TO THE MANDATE OF SECTION 54-5(B) OF THE CITY CODE

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

15.o. **Ward Realignment Recommendation Deadline**

2022-70 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTION 54-5 OF THE CITY CODE OF THE CITY OF AURORA, COLORADO, BY ADOPTING ADDITIONAL CLARIFYING LANGUAGE TO SUBSECTIONS (b) AND (c) TO DIRECT THE AURORA ELECTION COMMISSION TO COMPLETE ITS REVIEW OF WARD BOUNDARIES AND SUBSEQUENT RECOMMENDATIONS FOR REALIGNMENT OF WARD BUNDARIES, IF ANY, AND TO TRANSMIT THE SAME TO CITY COUNCIL NO LATER THAN THE FIFTEENTH (15TH) DAY OF OCTOBER IN THE YEAR PRECEDING THE YEAR IN WHICH THE REALIGNMENT SHALL TAKE EFFECT, CURRENTLY IN CALENDAR YEARS ENDING IN "3" AND "9"

Sponsor: Juan Marcano, Council Member Dave Lathers, Senior Assistant City Attorney

Motion by Sundberg, second by Marcano to approve items 15a, 15b, 15e, 15f, 15h through 15o.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

16. **PLANNING MATTERS**

17. **ANNEXATIONS**

18. **RECONSIDERATIONS AND CALL UPS**

19. **GENERAL BUSINESS**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

19.a. **Consideration to Appoint Two (2) Members to the Aurora Immigrant and Refugee Commission**

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

Motion by Bergan, second by Sundberg to appoint Carlos Diaz and Coralie Betrand-Guerrero to the Aurora Immigrant and Refugee Commission

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

19.b. **Consideration to Appoint One (1) Member to the Library Board**

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

Motion by Coombs, second by Lawson to appoint Hannah Poertner to the Library Board.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

19.c. **Consideration to Reappoint One (1) Member to the General Employees' Retirement Board**

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

Motion by Marcano, second by Bergan to reappoint Tom Tobiassen to the General Employees Retirement Board.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

19.d. **Consideration to Appoint One (1) Member to the Joint Water Authority**

Marshall Brown, General Manager, Aurora Water / Rachel Allen, Client Group Manager, City Attorney

Motion by Coombs, second by Marcano to appoint Mathew Allsopp to the Joint Water Authority.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

19.e. **Consideration to Appoint One (1) Member to the Homestake Steering Committee**

Marshall Brown, General Manager, Aurora Water / Rachel Allen, Client Group Manager, City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Coombs, second by Sundberg to appoint Mathew Allsopp to the Homestake Steering Committee.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

20. REPORTS

20.a. Report by the Mayor

None.

20.b. Reports by the Council

CM Lawson gave her condolences to Dr. Jules Smith of the Rising Star Missionary Baptist Church and Mr. Ernie Clark.

CM Jurinsky also gave her condolences. She wished everyone a Happy Thanksgiving.

CM Murillo extended her condolences. She mentioned that one of AFR's family members also passed away. She announced that her town hall would be moved to December 1st at the Moorhead Recreation Center. She wished everyone a Happy Thanksgiving.

CM Marcano thanked the residents who voted in the elections and the candidates who ran. He congratulated the winners and is optimistic about the collaborative opportunities Aurora has in the coming years with new state and county-level partners. He announced that the next Ward IV meeting would be on January 12th at the Colorado Early Colleges from 6:30 PM. Arapahoe County District 4 Commissioner would be in attendance to discuss her role on the county commission and collaboration between Arapahoe County and Aurora.

CM Coombs echoed the condolences. She added that Mr. Ernie Clark's volunteers and daughters intend to continue his legacy of providing bikes for the community. She announced that the Ward V Town Hall would be on November 15th at the Central Recreation Center and WebEx.

Mayor Pro Tem expressed her condolences to Mr. Clark. She announced that her Town Hall would be on November 16th with topics on crime, motor vehicle theft, and prosecuting crime. She wished everyone a Happy Thanksgiving.

Councilmembers Gardner, Zvonek, Sundberg, and Medina did not have reports.

21. ADJOURNMENT

Mayor Coffman adjourned the regular meeting of the City Council.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

MIKE COFFMAN, MAYOR

ATTEST:

KADEE RODRIGUEZ, CITY CLERK

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting

August 10, 2023

Members Present: Council Member Steve Sundberg (Chair), Council Member Alison Coombs (Vice Chair), Council Member François Bergan

Absent:

Others Present: Rachel Allen, Greg Baker, Todd Brewer, Marshall Brown, Michael Bryant, Steve Cann, James DeHerrera, Rory Franklin, Sonya Gonzalez, John Murphy, Swirvine Nyirenda, Cat Olukotun, Casey Rossman, Earl Wilkinson, Eric Schneider, Sam Scorza, Gail Thrasher, Sarah Young

---

1. Approval of Minutes

The July 19, 2023, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Report
B. Monthly Water Supply Update
C. Quarterly Financial Report

Summary of Issue and Discussion: Regarding the construction change order report, CM Sundberg asked, what was the material that would cause this type of erosion to the pipe referenced in the change order for this month? S. Nyirenda responded, corrugated metal pipe which was popular several years ago but is no longer being used due to corrosion issues.

Regarding the quarterly financial report, CM Sundberg asked, are the revenue decreases the result of a decrease in construction and connection fees? M. Brown responded yes. CM Coombs asked, is the rate revenue down because of lower demand? C. Olukotun responded, yes.

CM Coombs asked, how many full-time employees does the vacancy savings represent in regard to personnel services? M. Brown responded, we are slightly over 10%, so roughly 40 plus positions are currently open. CM Coombs asked, how is that impacting workloads for current employees? M. Brown responded, we are accruing additional overtime, primarily in treatment, field crews, construction and repairs, and inspections. The department is also utilizing outside contractors in the interim to fill some our positions. CM Coombs asked if it was an authority issue that Council can provide to fill those positions? M. Brown responded, no, we have the authority, it is mostly the job market affecting the utility and while we are competitive in pay, we are still trying to figure out ways of streamlining the hiring process. We are also hoping there

will be some improvements with vacancies once we move to the Southeast Area Maintenance Facility.

CM Bergan asked, with employees retiring, is there a way we can bring them back as contractors part-time? M. Brown responded, we have done that, most recently with Dan Mikesell who returned for nine months. Additionally, we have contracted with not just retirements but other employees that have left the city.

CM Sundberg asked if the Southeast Area Maintenance Facility cost is reflected in the second quarter financial report? M. Brown responded, the facility is out of the budget as it is near completion and was previously programmed in the capital improvements budget. The contract for the moving company went through council a few weeks ago which is the last of the major costs associated with construction. The cost of the facility was roughly $147,000,000.00 which was ideal timing wise, if we would have built in today's market it would have been closer to $250,000,000.00. S. Young added, the contractor, Saunders, worked proactively in ordering materials such as steel prior to fabrication to lock in prices which allowed us to come in on budget.

CM Bergan stated, constituents continue to ask her about rate increases with increased development while they are being asked to conserve water. M. Brown responded, the rate increases help us operate the water system. Conservation creates resiliency and sustainability for existing customers and helps to meet the needs of additional growth. A lot of our projects associated with water supply and resiliency are split between rate and fee revenue. CM Bergan stated, she has further discussed with constituents that while the population in Aurora has grown substantially, we have actually reduced the water supply need. M. Brown confirmed her statement and added, our growth is a far steeper curve than the increase in water use. We are also continuing to be aggressive in water supply acquisitions to meet future demands. Additionally, if development slows, we are still working on projects associated with growth so the rate payer, bond ratings, etc. allow us to issue debt which will be carried through non-developmental periods.

Outcome: The consent items were supported as presented.

Follow-Up Action: The consent items were supported as presented.

---

3. Major Drainageway Planning for East Toll Gate Creek Tributaries Intergovernmental Agreement

Summary of Issue and Discussion: S. Scorza, gave a presentation regarding an Intergovernmental Agreement between the City of Aurora, Mile High Flood District, and the Southeast Metro Stormwater Authority for the funding of major drainageway planning for the East Toll Gate Creek tributaries. The proposed work will include mapping, compilation of

existing data, field work, and development and evaluation of alternatives to provide the most feasible drainage and flood control master plan for the study area. The total cost of the project is $200,000.00 with Aurora Water contributing $90,000.00.

Outcome: The Committee supports the major drainageway planning for East Toll Gate Creek Tributaries intergovernmental agreement and forwarded to the next Study Session for consideration

Follow-Up Action: The Committee supports the major drainageway planning for East Toll Gate Creek Tributaries intergovernmental agreement and will forward to the next Study Session for consideration

---

4. Second Amendment to an Intergovernmental Agreement for Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road

Summary of Issue and Discussion: S. Scorza gave a presentation discussing the second amendment to an intergovernmental agreement between the City of Aurora, the Mile High Flood District, the Southeast Metro Stormwater Authority, and the Cherry Creek Basin Water Quality Authority identifying ways to mitigate erosion occurring between the Cherry Creek Soccer Complex and the confluence with Piney Creek. The total cost of the project is $2,203,828.30 with Aurora Water's total contribution at $740,258.84.

CM Sundberg asked, will this restoration include the area just South of the reservoir where the road has been washed out in a couple of places? S. Scorza responded, this project is further upstream. That specific area is entirely within Cherry Creek Basin Water Quality Authorities jurisdiction. S. Young added, there are future discussions planned with Mile High Flood District and the Cherry Creek Basin Water Quality Authorities to discuss what to do in that area not only to protect the Rampart Pipeline but mitigate the amount of sediment going into the reservoir. There will be an interim fix that the Cherry Creek Basin Water Quality Authorities insurance will pay for, but they are looking at a permanent solution.

CM Coombs asked, was there flooding in the area of this project? S. Scorza responded, yes, while no structures have been impacted, there has been an increase in the degradation of the stream and sediment movement.

Outcome: The Committee supports the second amendment to an intergovernmental agreement for drainage and flood control improvements for Cherry Creek Restoration at Arapahoe Road and forwarded to the next Council Meeting for consideration.

Follow-Up Action: The Committee supports the second amendment to an intergovernmental agreement for drainage and flood control improvements for Cherry Creek Restoration at Arapahoe Road and will forward to the next Council Meeting for consideration.

---

5. Drainage and Flood Control Improvements for Unnamed Creek Upstream of S. Jericho Way Intergovernmental Agreement.

Summary of Issue and Discussion: S. Scorza gave a presentation discussing an intergovernmental agreement between the City of Aurora and the Mile High Flood District for the rehabilitation of the Unnamed Creek upstream of S. Jericho Way to reduce street flooding in the area, provide additional water quality volume, provide maintenance feasibility for the upstream forebays, reduce sediment buildup, and enhance the community. The total cost of the project is $1,100,000.00 with Aurora Water contributing $700,000.00.

CM Sundberg asked, why can't Mile High Flood District contribute more equitably? S. Scorza responded, since this project is moving from a maintenance project to a capital project, Mile High Flood district is reappropriating the maintenance funds over to capital projects. Next year, they will contribute additional funds through the approval of their board.

CM Bergan asked, how does the Mile High Flood District get their revenues? S. Young responded, through mill levy collected by county then the funds are split up between the jurisdictions within those counties.

Outcome: The Committee supports the intergovernmental agreement for drainage and flood control improvements for Unnamed Creek upstream of S. Jericho Way and forwarded to the next Study Session for consideration.

Follow-Up Action: The Committee supports the intergovernmental agreement for drainage and flood control improvements for Unnamed Creek upstream of S. Jericho Way and will forward to the next Study Session for consideration.

---

6. 2024 Proposed Fee Increase Presentation

Summary of Issue and Discussion: C. Olukotun gave a presentation on the proposed 2024 connection fee increases.

CM Bergan asked, if the average summer usage were tiered in the presentation as the difference seems lower that previously stated. CM Coombs asked if CM Bergan was accounting for storm and wastewater fees as the displayed chart only accounted for water. M. Brown added, the storm and wastewater would be in addition to the water increase. CM Bergan stated she realized she was only looking at the water increase and not accounting for storm and wastewater.

Regarding the scenarios in the presentation, CM Bergan asked, in scenario one and two, is 7,000 square feet single-family homes what we are seeing come from developer plans? M. Brown stated, there is variability in the plans coming in, however, 7,000 square feet is the average lot size the Dever-Metro area has settled on for comparison. This gives us a more accurate way to compare against surrounding utilities. CM Bergan stated, we will hear from the development

community that the fee increases will affect the price of housing. M. Brown stated, correct, however, in comparison, the only other utility below Aurora is Denver and that is because they are not currently pursuing water rights which would increase their fees. Additionally, they are not seeing the same amount of development that is driving water use demands.

CM Bergan asked, so when developers are saying our connection fees are higher, that is not correct? M. Brown responded, it is not correct in the single family residential space which is what most of our development is. We are also cheaper than other utilities for low water commercial use and very competitive in the multifamily, however, high-use development connection fees are significantly higher in Aurora.

CM Coombs asked, if Denver is developing in such a way that they get water savings, what would Aurora's development look like from a physical standpoint that would give us water savings instead of increased water use? M. Brown responded, the urban redevelopment space is where they are redeveloping spaces with a lot of outdoor irrigation into more efficient areas with more waterwise landscaping and multi-story buildings which results in water savings. Aurora does not have much redevelopment going on, so we do not have the same opportunities this year for water savings that Denver does.

CM Coombs asked if there was anything we can do to be more competitive in the multi-family space? And can we put together some multi-family scenarios to understand how we can be more competitive? M. Brown responded, yes, we can put some examples together, we will also analyze how the conservation ordinance that has been implemented affects those types of developments since they have separate meters for indoor use and irrigation. With those changes, it is likely we will be cheaper than surrounding utilities except for Denver.

CM Sundberg suggested that when this is presented at Study Session to highlight the inevitable cost increases of energy, natural gas, etc. CM Sundberg reiterated the importance of highlighting cost increases and highlighting the comparison of our costs to surrounding utilities. CM Bergan added, it would also be good to present on where we have tried to create savings and efficiencies in the system. Additionally, the misconception that residents are responsible for paying for new development. M. Brown stated that we will be sure to highlight those areas and also include that 2% of the 2023 5% increase were due to federal mandates to keep drinking water free of PFAS and the costs associated with the removal which can reach roughly $2,000,000.00 a year.

Outcome: The Committee supports the 2024 Proposed Fee Presentation and forwarded to the next Study Session for consideration.

Follow-Up Action: The Committee supports the 2024 Proposed Fee Presentation and will forward to the next Study Session for consideration.

---

7. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: CM Sundberg reminded the committee of the water tour on August 15 and August 16.

Regarding the credit card fee presentation from the July Water Policy Committee meeting, M. Brown stated that the debit card payments for water bills is charged as a credit card not an ACH payment since the payments are managed by VISA. We will continue to encourage residents to switch to ACH payments that do not go through a bank card to avoid the processing fee.

CM Bergan suggested a presentation on innovation for the next Water Policy Committee meeting.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

8. Confirm Next Meeting

The next meeting is scheduled for September 20, 2023, 10:30 a.m. via WebEx.

X Steve Sundberg (Oct 22, 2023 10:51 MDT)

Steve Sundberg
Chair, Water Policy Committee

11.a.4 **Second Amendment to Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road**

R2023-97 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE SECOND AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY, AND ARAPAHOE COUNTY REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

11.a.5 **Senac Site Historic Landmark Nomination**

R2023-98 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, TO APPROVE DESIGNATING THE SENAC SITE LOCATED AT 5800 SOUTH POWHATAN ROAD, AURORA RESERVOIR VICINITY, AURORA, COLORADO, AS A LOCAL HISTORIC LANDMARK

T. Scott Williams, Museum Supervisor, Library and Cultural Services / Tim Joyce, Assistant City Attorney

Outside Speakers: Dr. Gordon Tucker Jr. and Todd McMahon, Historic Preservation Commission Members

11.a.6 **Property Acquisition for the Parker Quincy Smoky Hill Improvements Project**

R2023-99 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR THE ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE PARKER QUINCY SMOKY HILL IMPROVEMENTS PROJECT IN THE AMOUNT NOT TO EXCEED $766,000 PLUS INCIDENTAL EXPENSES AND CLOSING COSTS

Hector Reynoso, Real Property Services Manager / Michelle Gardner, Senior Assistant City Attorney

- ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

11.b **Finalizing of Ordinances**

11.b.1 **Tower Crossings South Zoning Map Amendment**

2023-36 CONSIDERATION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, REZONING A PARCEL OF LAND MEASURING 22.4 ACRES MORE OR LESS AT THE SOUTHEAST CORNER OF TOWER RD AND E 32ND PKWY FROM BUSINESS/TECH DISTRICT (I-1) TO MIXED-USE CORRIDOOR (MU-C) AND AMENDING THE ZONING MAP ACCORDINGLY (TOWER CROSSINGS SOUTH ZONING MAP AMENDMENT)

Erik Gates, Planner, Planning and Development Services / Rachel Allen, Client Services Manager, City Attorney

11.b.2 **2023 IT Lease Purchase Authority**

2023-37 FOR AN ORDINANCE AUTHORIZING THE CHIEF INFORMATION TECHNOLOGY OFFICER TO ACQUIRE CERTAIN TANGIBLE AND INTANGIBLE INFORMATION TECHNOLOGY PROPERTY DURING THE 2023 FISCAL YEAR, EITHER BY PURCHASE OR PURSUANT TO THE TERMS OF LEASE-PURCHASE AGREEMENTS TO BE ENTERED INTO BETWEEN THE CITY, AS LESSEE, AND LEASE INVESTORS, VENDORS OR THE AURORA CAPITAL LEASING CORPORATION, EACH AS LESSOR, AUTHORIZING OFFICIALS OF THE CITY TO TAKE ALL ACTION NECESSARY TO CARRY OUT THE TRANSACTIONS CONTEMPLATED HEREBY

Scott Newman, Chief Information Officer / Hanosky Hernandez, Senior Assistant City Attorney

11.b.3 **Single Subject Ballot Initiatives**

2023-38 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTIONS 54-121 AND 54-131 OF THE CITY CODE PERTAINING TO BALLOT INITIATIVES

Sponsor: Curtis Gardner, Mayor Pro Tem

Dan Brotzman, City Attorney / Jack Bajorek, Deputy City Attorney

Outside Speakers: Julie Gamec and Alicia Khine, THK Associates

Motion by Gardner, second by Lawson to approve the Consent Calendar - Resolutions and Ordinances.

- ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

12. **PUBLIC HEARINGS**

Public hearings with or without related ordinances

12.a **Unified Development Ordinance (UDO) Amendments to Clarify Parks and Opens Spaces**

2023-40 A PUBLIC HEARING AND CONSIDERATION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING VARIOUS SECTIONS OF CHAPTER 146 OF THE CITY CODE OF THE CITY OF AURORA, COLORADO TO PROVIDE CORRECTIONS, CLARIFICATIONS AND UPDATES TO THE LAND USE REGULATIONS OF THE UNIFIED DEVELOPMENT ORDINANCE (UDO)

Nicole Ankeney, Planning, Design and Construction Manager of Parks, Recreation and Open Space / Michelle Gardner, Senior Assistant City Attorney

Mayor Coffman opened the public hearing.

Nicole Ankeney, Manager of Planning, Design, and Construction, provided a summary of the item.

Mayor Coffman closed the public hearing.

Motion by Bergan, second by Marcano to approve 12.a.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

12.b **Unified Development Ordinance (UDO) Amendments to Update Various Sections in the Landscape, Dimensional, and Parking Standards**

2023-41 A PUBLIC HEARING AND CONSIDERATION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING VARIOUS SECTIONS OF CHAPTER 146 OF THE CITY CODE, TO ADDRESS LANDSCAPE, DIMENSIONAL AND PARKING STANDARDS WITHIN THE CITY

Brandon Cammarata, Planning Manager, Planning and Development Services / Rachel Allen, Client Services Manager, City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting

June 12, 2024

Members Present: Council Member Steve Sundberg (Chair), Council Member Stephanie Hancock (Vice Chair), Council Member François Bergan

Absent:

Others Present: Rachel Allen, Greg Baker, Ian Best, Marshall Brown, Melina Bourdeau, Stephen Cann, Alexandra Davis, Denver Gazette, Rory Franklin, James DeHerrera, Sonya Gonzalez, Kathy Kitzmann, Luz Lopez, Brenda Mendoza-Ortega, John Murphy, Swirvine Nyirenda, Cat Olukotun, Casey Rossman, Eric Schneider, Sam Scorza, Oona Sullivan, Cheinette Van Wyk, Earl Wilkinson, Jenny Wynn, Tim York, Sarah Young

---

1. Approval of Minutes

The May 15, 2024, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Report
B. Monthly Water Supply Update
C. Quarterly Financial Update

Summary of Issue and Discussion: CM Began asked, why is Twin Lakes so low? M. Brown responded, this time of year, the higher reservoirs have lower levels because we move the water down lower in the system to increase our capacity to catch runoff. CM Bergan asked, are the fires up in that area impacting the reservoirs? M. Brown stated there was not an imminent threat on infrastructure as of now however, we may see some debris from the fire runoff into the water supply.

Outcome: The consent items were supported as presented.

Follow-Up Action: None.

---

3. Third Amendment to a Intergovernmental Agreement Regarding Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road

Summary of Issue and Discussion: S. Scorza gave a presentation regarding an intergovernmental agreement between the Mile High Flood District (MHFD) and Aurora Water to identify ways to

mitigate erosion in the remaining portions of the channel. Future amendments will be required to complete mitigation design, and to construct identified projects.

Outcome: The Committee supports the Intergovernmental Agreement Amendment regarding Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road and forwarded to the next Council meeting.

Follow-Up Action: The Intergovernmental Agreement Amendment regarding Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road will be forwarded to the next Council meeting.

---

4. Fifteenth Amendment to a Intergovernmental Agreement Regarding Drainage and Flood Control Improvements for First Creek Detention Upstream of I-70

Summary of Issue and Discussion: S. Scorza gave a presentation regarding an intergovernmental agreement between the Mile High Flood District (MHFD) and Aurora Water to develop a final design of the First Creek Detention Pond including land acquisition, mapping, compilation of existing data, necessary field work, development of final design, and services during construction.

CM Bergan asked, why is there such a large increase in funding for this amendment? S. Scorza responded, the increase is largely due to the surge inflation. CM Bergan asked, when is the estimated completion date? S. Scorza responded, design should be complete this year with construction beginning mid-2025. CM Bergan asked, is there a way we can lock in the rates and costs in a contract to avoid inflation? S. Scorza stated, the plan is to pay the contractor the increased price now to avoid further inflation of costs. M. Brown added, we try to lock in pricing when we can but do that where we can, but it is more difficult on a stormwater project because the price is largely based on labor and design costs rather than procuring materials. CM Bergan asked, is this pond bordering Denver and if so, are they contributing? S. Scorza responded, this project is within the City of Aurora so Denver is not contributing to this one.

Outcome: The Committee supports the Intergovernmental Agreement Amendment regarding Drainage and Flood Control Improvements for First Creek Detention Upstream of I-70 and forwarded to the next Council meeting.

Follow-Up Action: The Intergovernmental Agreement Amendment regarding Drainage and Flood Control Improvements for First Creek Detention Upstream of I-70 will be forwarded to the next Council meeting.

---

5. Metro Water Recovery, Denver Water, and Aurora Water Regional Water Reuse Feasibility Study Intergovernmental Agreement

Summary of Issue and Discussion: M. Brown gave a presentation on an Intergovernmental Agreement between Metro Water Recovery, Denver Water, and Aurora Water regarding a regional water reuse feasibility study which will identify and evaluate potential future regional water reuse opportunities and partnership solutions.

CM Bergan asked, why are we contributing to this study if we already have a plan for reuse? M. Brown responded, this study is to better understand our reuse needs in the northeast Aurora area in conjunction with Metro Water Recovery and Denver.

CM Sundberg asked, will this affect development in that area? M. Brown stated, it will eventually if we cannot develop a reuse plan.

Outcome: The Committee supports the Intergovernmental Agreement regarding a Regional Water Reuse Feasibility Study and forwarded to the next Study Session.

Follow-Up Action: The Intergovernmental Agreement regarding a Regional Water Reuse Feasibility Study will be forwarded to the next Study Session.

---

6. PFAS Infrastructure Grant

Summary of Issue and Discussion: L. Lopez gave a presentation on a Colorado Department of Public Health and Environment infrastructure grant for the design of a granular activated carbon or ion exchange facility to treat Perfluoroalkyl/Polyfluoroalkyl (PFAS) in the water prior to sending it to the Water Purification Facilities (where no PFAS removal is provided).

CM Bergan asked, is this only for the design? L. Lopez responded yes, for now, since we are not shovel ready. CM Bergan asked, once we are done with the planning then we can apply for the construction grant? L. Lopez responded yes, but it will be a grant that the city of Aurora will need to match funding on.

CM Sundberg asked, where will this facility be located? M. Brown responded, it could be located near the Cherry Creek wells by Coner Star or downstream prior to an existing water treatment process. L. Lopez added, the potential treatment locations are Griswold, Quincy Reservoir or Wemlinger

Outcome: The Committee supports the PFAS Infrastructure Grant Agreement and forwarded to the next Council meeting.

Follow-Up Action: The Agreement regarding a PFAS Infrastructure Grant will be forwarded to the next Council meeting.

---

7. Artificial Turf Presentation

Summary of Issue and Discussion: T. York gave a presentation on impacts to the use of artificial turf relating to Senate Bill 24-005 Article 99, "Prohibition of Nonfunctional Turf, Artificial Turf, and Invasive Plant Species". The presentation will also include Aurora's current allowances for artificial turf and required changes per SB 24-005.

CM Bergan asked, are sports areas still allowed to have turf? T. York responded, yes. CM Bergan asked, so nothing other than the percentage of shrubs has changed with the residential side? T. York responded, no, that was an Aurora guideline, there was nothing changed for residential at the state level. CM Bergan asked, do the sports fields not want artificial turf because of the potential chemical emissions? M. Brown responded, chemicals was one of the concerns as well as heat. CM Bergan asked, if the Homeowner's Associations (HOA's) and Metro Districts could still prohibit artificial turf. T. York responded yes, the Metro Districts and HOA's can still prohibit artificial turf in the front yard but they cannot prohibit water wise landscaping.

CM Bergan asked, are we going to send out communication to the development community that the new Unified Development Ordinance's that will take effect? M. Brown stated, we will time the communication closer to when the changes will occur which are required by the end of 2026.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

8. Grass Replacement Incentive Program Proposed Changes

Summary of Issue and Discussion: T. York gave a presentation on changes to the Grass Replacement Incentive Program (GRIP). The GRIP program provides financial incentive for the conversion of high-water use Kentucky bluegrass to water-wise landscape. Proposed changes will create an improved customer experience for our citizens, administrative efficiencies for staff, and programmatic equity across customer classes.

CM Bergan asked, how is the square footage of each yard being measured? T. York responded, with our free design program, we go and measure for the customer or we can utilize our GIS data. We are also working on a potential option for customers to be able to measure their own lawn and submit the measurements online.

CM Bergan asked, with the new calculations, will customers still be able to qualify for the full $4,000 rebate? T. York responded, it is dependent on how large your yard is. Since we are offering $3.00 per square foot, if your yard is 1,000 square feet, you would qualify for $3,000.

CM Sundberg asked, is the 500 square foot requirement still in place? T. York responded, yes, if the area is less than 500 square feet, the customer is required to convert the entire area to qualify.

CM Bergan asked, do we provide grass removal? T. York responded, we previously partnered with Resource Central who would offer turf removal and we would help subsidize it but the participation was very low so it didn't make financial sense to continue our partnership.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

9. 2025 Proposed Rates Presentation

Summary of Issue and Discussion: C. Olukotun gave a presentation on the proposed 2025 rate increases based on the most current financial plan. Aurora Water understands the significant impacts rate increases have on our customers, and therefore, the policy of the utility is, whenever possible, to have small incremental rate increases instead of infrequent large rate increases.

CM Bergan asked, are the operational costs just to maintain our system and not add to it and the costs to add to the system are paid by fees from developers? M. Brown responded, correct, however, projects that are a benefit to not only the customers but to growth will be split between rates and fees. CM Bergan asked, so looking at Wild Horse once the project is completed and paid off will that be removed from costs? M. Brown responded, we will likely be paying debt service on the Wild Horse project for a long period of time.

CM Sundberg asked, will the 2025 proposed rate increase line up with what was presented last year? C. Olukotun responded yes, however, the only change was to the sewer rate increases due to Metro Water Recovery increasing their rates.

CM Bergan asked, with the grant money that we will be receiving for PFAS, will that reduce our costs? M. Brown responded, the grant will only pay for 50% of the project and Aurora Water will be responsible for funding the other 50%. Additionally, a portion of the rate increase is due to the ongoing operational costs of treating PFAS. L. Lopez added, the grant process is competitive so there is a chance we will not receive the grant so want to budget accordingly. CM Bergan asked, will the PFAS settlement money help to offset the rate increases? M. Brown stated, since the settlement will be divided throughout the country, we will likely only receive $10 yes, but $15 million which will be spread out over several years which will not have a large impact on our rates.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

10. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: CM Bergan asked, will there be a WISE presentation coming to a future meeting? M. Brown replied, once we have completed our negotiations with Dominion, we will bring an update as well as a presentation on WISE.

CM Sundberg asked how the negotiations with Dominion were progressing. M. Brown stated, the discussion are centered around shifting their water our of the Rampart system and developing a scheduled frequency of water delivery. The 570 agreement volume will come out this fall, the 250 agreement volume will come out next spring and the 230 agreement water will come out in 2031. We are also awaiting a response from Dominion on our proposed drought restrictions when Aurora Water declares a drought state. We have also requested they make their WISE connection by October of this year because we will no longer be delivering any of the 570 agreement water through Rampart, they will have to take it through their new connection.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

11. Confirm Next Meeting

The next meeting is scheduled for July 17, 2024, 10:30 a.m. at the Southeast Area Maintenance Facility or via Teams

X S

Steve Sundberg
Chair, Water Policy Committee

Signature: Steve Sundberg (Jul 17, 2024 21:44 MDT)

Email: steve.sundberg@auroragov.org

MINUTES

Regular Meeting of the Aurora City Council

Monday, July 8, 2024

COUNCIL MEMBERS PRESENT:	Mayor Coffman	Angela Lawson
	Françoise Bergan	Ruben Medina
	Alison Coombs	Crystal Murillo
	Curtis Gardner	Steve Sundberg
	Stephanie Hancock	Dustin Zvonek
	Danielle Jurinsky	

---

1. CALL TO ORDER

Mayor Coffman reconvened the regular meeting of the City Council at 6:30 p.m.

2. ROLL CALL

Public call-in instructions were provided in both English and Spanish.

3. INVOCATION/MOMENT OF SILENCE

Mayor Coffman led in prayer for the July 8, 2024 meeting.

4. PLEDGE OF ALLEGIANCE

All standing.

5. EXECUTIVE SESSION UPDATE

Mayor Coffman provided an update on the Executive Session, stating personnel matters, property acquisition and security were discussed.

6. APPROVAL OF MINUTES

6.a June 10, 2024 Meeting Minutes

Moved by: Steve Sundberg

Second by: Stephanie Hancock

Does Council wish to approve the minutes of the meeting on June 10, 2024?

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Angela Lawson, Crystal Murillo, Steve Sundberg, and Dustin Zvonek

Absent: (1): Ruben Medina

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

6.b June 24, 2024 Meeting Minutes

Moved by: Françoise Bergan

Second by: Alison Coombs

Does Council wish to approve the minutes of the meeting on June 24, 2024?

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Angela Lawson, Crystal Murillo, Steve Sundberg, and Dustin Zvonek

Absent: (1): Ruben Medina

7. PROCLAMATIONS OR CEREMONIES

7.a Swearing-in Ceremony for Interim City Attorney Jack Bajorek

Shawn Day, Presiding Judge, Aurora Municipal Court

7.b Colombian Cultural Week

Mayor Coffman proclaimed the week of July 15 - 21, 2024 as Colombian Cultural Week.

Mayor Coffman read a land acknowledgement.

8. PUBLIC INVITED TO BE HEARD

(non-agenda related issues only)

Council heard public testimony on non-agenda related items.

9. ADOPTION OF THE AGENDA

The agenda was adopted as amended.

Amendment:

Moved by: Stephanie Hancock

Second by: Françoise Bergan

Does Council wish to adopt the agenda with the proposed amendment to remove items 11.a.4, 11.a.5, 11.a.10 and 11.a.11?

Voting Aye: (8): Mayor Coffman, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Angela Lawson, Steve Sundberg, and Dustin Zvonek

Voting Nay: (2): Alison Coombs, and Crystal Murillo

Absent: (1): Ruben Medina

Moved by: Danielle Jurinsky

Second by: Dustin Zvonek

Does Council wish to support the motion to end the debate?

Voting Aye: (7): Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Angela Lawson, Steve Sundberg, and Dustin Zvonek

Voting Nay: (3): Mayor Coffman, Alison Coombs, and Crystal Murillo

Absent: (1): Ruben Medina

10. CONSENT CALENDAR - MOTIONS

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Dustin Zvonek

Second by: Stephanie Hancock

Does Council wish to conduct the meeting virtually?

Voting Aye: (8): Mayor Coffman, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Angela Lawson, Steve Sundberg, and Dustin Zvonek

Absent: (3): Alison Coombs, Ruben Medina, and Crystal Murillo

Moved by: Françoise Bergan

Second by: Dustin Zvonek

Does Council wish to approve the Motions Consent Calendar as presented?

Voting Aye: (8): Mayor Coffman, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Angela Lawson, Steve Sundberg, and Dustin Zvonek

Absent: (3): Alison Coombs, Ruben Medina, and Crystal Murillo

10.a Motions

10.b Planning Matters

10.c Appointments to Boards and Commissions

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

10.c.1 Consideration to Appoint One (1) Member to the Aurora Fox Arts Center Board

Kadee Rodriquez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.2 Council Direct Appointment of One (1) Member to the Aurora Fox Arts Center Board

Sponsor: Danielle Jurinsky, Council Member

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

11. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Dustin Zvonek

Second by: Françoise Bergan

Does Council wish to approve the Resolutions and Ordinances Consent Calendar with Item 11.a.9 removed for discussion?

Voting Aye: (7): Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Angela Lawson, Steve Sundberg, and Dustin Zvonek

Absent: (3): Alison Coombs, Ruben Medina, and Crystal Murillo

11.a Resolutions

11.a.1 Fifteenth Amendment Regarding the Design and Construction of Drainage Flood Control Improvements for First Creek Detention Upstream of I-70

R2024-78 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE FIFTEENTH AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT REGARDING DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR FIRST CREEK DETENTION UPSTREAM OF I-70

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

11.a.2 Third Amendment to Drainage and Flood Control Improvements for Cherry Creek Restoration at Arapahoe Road

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

R2024-79 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE THIRD AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY, AND ARAPAHOE COUNTY REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

11.a.3 PFAS Infrastructure Grant

R2024-80 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL OF AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT WATER QUALITY CONTROL DIVISION REGARDING GRANT FUNDS TO PLAN, DESIGN, AND CONSTRUCT PUBLIC WATER INFRASTRUCTURE FOR TREATMENT OF PER- AND POLYFLUOROALKYL SUBSTANCES (PFAS)

Cat Olukotun, Deputy Director of Business Services, Aurora Water / Ian Best, Assistant City Attorney

11.a.4 Intergovernmental Agreement (IGA) Between the City of Aurora and City & County of Denver for the Operations and Maintenance Plan for a Portion of 68th Avenue

R2024-81 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND THE CITY AND COUNTY OF DENVER FOR THE OPERATIONS AND MAINTENANCE PLAN OF A PORTION OF 68TH AVENUE

Haley Johansen, City Engineer, Public Works / Michelle Gardner, Senior Assistant City Attorney

11.a.5 TUMO Center

R2024-82 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ENDORSING AND SUPPORTING ARMENIANS OF COLORADO INC.'S EFFORTS TO ESTABLISH A TUMO CENTER IN AURORA, AND DIRECTING THE CITY MANAGER TO REPORT TO THE CITY COUNCIL ON SUCH PROSPECTS

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

Sponsor: Alison Coombs, Council Member / Mike Coffman, Mayor

Jason Batchelor, City Manager / Jack Bajorek, Deputy City Attorney

11.a.6 Transitioning Domestic Violence Cases Out of Aurora Municipal Court

R2024-83 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, DIRECTING THE CITY MANAGER, CITY ATTORNEY, COURT ADMINISTRATOR, AND PRESIDING JUDGE TO COLLABORATE WITH KEY STAKEHOLDERS TO DEVELOP A PLAN FOR TRANSITIONING THE PROSECUTION OF DOMESTIC VIOLENCE CASES OUT OF THE AURORA MUNICIPAL COURT

Sponsor: Dustin Zvonek, Mayor Pro Tem

Jason Batchelor, City Manager / Peter Schulte, Client Group Manager, City Attorney

11.a.7 Directing the City Attorney to Evaluate a Legal Challenge and Challenge Colorado House Bill 24-1437

R2024-84 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, DIRECTING THE CITY ATTORNEY TO EVALUATE A LEGAL CHALLENGE AND CHALLENGE COLORADO HOUSE BILL 24-1437, PROHIBITING FLAT FEE CONTRACTS FOR DEFENDING INDIGENT CLIENTS, ON THE GROUNDS THAT IT VIOLATES THE COLORADO CONSTITUTION INCLUDING HOME RULE AUTHORITY

Sponsor: Dustin Zvonek, Mayor Pro Tem

Jason Batchelor, City Manager / Peter Schulte, Client Group Manager, City Attorney

11.a.8 Tax Rebate Agreement – Project Waterfall

R2024-85 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AUTHORIZING THE EXECUTION OF THE TAX REBATE AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO ("CITY") AND PROJECT WATERFALL ("TAXPAYER")

Chad Argentar, Senior Project Manager, Planning and Business Development / Rachel Allen, Client Group Manager, City Attorney

11.a.9 Ballot Question – Ownership of Pit Bulls Ordinance

R2024-86 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, SUBMITTING TO A VOTE OF REGISTERED ELECTORS OF THE CITY AT THE SPECIAL MUNICIPAL ELECTION OF NOVEMBER 5, 2024, A BALLOT QUESTION PERTAINING TO THE OWNERSHIP OF PIT BULLS WITHIN THE CITY OF AURORA, COLORADO

Sponsor: Danielle Jurinsky, Council Member / Co-Sponsor: Mike Coffman, Mayor

Anthony Youngblood, Manager of Animal Services, Housing and Community Services; Angela Garcia, Senior Assistant City Attorney

CM Jurinsky stated the reason for pulling the item is because she has received a lot of emails from the public stating they are worried with the way it is worded and concerned about it passing. She said it has come to her attention that it has to be worded this way.

Staff provided a brief summary and explanation of the item.

Moved by: Danielle Jurinsky

Second by: Françoise Bergan

Does Council wish to support Resolution R2024-86?

Voting Aye: (7): Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Angela Lawson, Steve Sundberg, and Dustin Zvonek

Absent: (3): Alison Coombs, Ruben Medina, and Crystal Murillo

11.a.10 Aurora Pride Sponsorship

R2024-87 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S DESIRE TO SPONSOR THE 2024 AURORA PRIDE EVENT AT THE AURORA RESERVOIR IN THE AMOUNT OF $15,000

Sponsor: Alison Coombs, Council Member

Alison Coombs, At-Large Council Member / Andrea Wood, Assistant City Attorney

11.a.11 Kilyn Lewis Resolution

R2024-88 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APOLOGY AND CONDOLENCES TO THE FAMILY OF KILYN LEWIS

Sponsor: Alison Coombs, Council Member

Alison Coombs, Council Member / Jack Bajorek, Deputy City Attorney

11.b Finalizing of Ordinances

Ordinances approved unanimously at first reading.

11.b.1 Hours of Operation for Retail Marijuana Stores

2024-31 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTION 146-3.3.5.S.3 OF THE

UNIFORM DEVELOPMENT ORDINANCE PERTAINING TO THE HOURS OF OPERATION FOR RETAIL MARIJUANA STORES

Sponsor: Curtis Gardner, Council Member

Brandon Cammarata, Planning Manager, Planning and Business Services / Lena McClelland, Assistant City Attorney

12. PUBLIC HEARINGS

Public hearings with or without related ordinances.

13. INTRODUCTION OF ORDINANCES

14. FINALIZING OF ORDINANCES

Ordinances not approved unanimously at first reading.

15. ANNEXATIONS

16. RECONSIDERATIONS AND CALL UPS

17. GENERAL BUSINESS

18. REPORTS

18.a Mayor

Mayor Coffman expressed that any loss of life is always a tragedy. He stated there is a process for an officer involved shooting and an ongoing investigation by the 18th Judicial District, Critical Response and investigation team as per state law. He said there is also an internal investigation by the Aurora Police Department on whether the officer adhered to the standards, training, and procedures. He said it is fair to allow those processes to occur before they comment on the case. He extended his condolences to the family.

18.b Council

CM Jurinsky wished her dad a happy 80th birthday.

CM Sundberg thanked the police department and said people in society realize now more than ever that they need the police department.

CM Hancock stated she and MPT Zvonek will be hosting a town hall at the Colorado Early Colleges on July 11th. She commented that she saw a lot online about Fredrick Douglas' speech on why slaves should celebrate the 4th of July, and she read a portion of his speech and stated it is not a holiday for black people or white people, but a holiday for all Americans. She expressed that she believes in the constitution and principles of this country and would be happy to help anyone who will not stand for the pledge, or acknowledge this country is great, pack their bags and leave, because this country is worth fighting for.

CM Lawson gave her FSIR legislative update, stated the Senate Appropriations Committee will begin markups for spending bills, and said the city is watching to see

if their congressional directive spending requests will make the cut this week. The city is also working with state partners to address issues for the next legislative sessions in 2025. The next FSIR meeting is July 19th, virtual, at 1 p.m.

CM Bergan thanked the Metro District of Flagstone for letting them have a meeting. She also attended the Aurora Highlands ribbon cutting of the 38th Avenue Interchange and bridge.

CM Gardner and MPT Zvonek did not have a report. CM Coombs, CM Medina, and CM Murillo were absent for reports.

19. ADJOURNMENT

Mayor Coffman adjourned the regular meeting of City Council.

MIKE COFFMAN, MAYOR

ATTEST:

KADEE RODRIGUEZ, CITY CLERK

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

Water Policy Committee (WPC) Meeting

April 16, 2025

Members Present: Council Member Alison Coombs (Chair), Council Member Françoise Bergan (Vice Chair), Council Member Ruben Medina

Absent:

Others Present: Abba Ahmed, Rachel Allen, Ian Best, Stephen Cann, Shonnie Cline, Alex Davis, James DeHerrera, Rory Franklin, Elizabeth Gillitzer-Gallardo, Sonya Gonzalez, Kathy Kitzmann, Jessica LaPierre, Luz Lopez, Brenda Mendoza Ortega, Adrian Morris, John Murphy, Christian Nelson, Swirvine Nyirenda, Casey Rossman, Sam Scorza, Matt Spacek, Oona Sullivan, Alex Weber, Earl Wilkinson, Sarah Young

---

1. Approval of Minutes

The March 19, 2025, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Report
B. Monthly Water Supply Update
C. Grants Update
D. Wild Horse Quarterly Update

Summary of Issue and Discussion: CM Bergan asked, on the water supply update, there is a chart on drought, and it looks like there is going to be drought in the areas surrounding us, is that just a prediction? J. Murphy responded, the brown color on the chart represents the persisting drought and the yellow represents where drought is expected to develop.

Outcome: The consent items were supported as presented.

Follow-Up Action: None.

---

3. 2025 Weather Modification Program Intergovernmental Agreement

Summary of Issue and Discussion: A. Ahmed gave a presentation on an Intergovernmental Agreement (IGA) between several water agencies, including the City of Aurora, to enable multiple water agencies to cost share weather modification (cloud seeding) services conducted under the Central Colorado Mountains River Basin (CCMRB) Weather Modification Program.

CM Coombs asked, where are the new partners included in the agreement, as they do not have a separate cost breakdown? Are they included in the larger organizations and what is their contribution? A. Ahmed responded, those partners are not part of the Front Range, they were added in the presentation to show the extent of the cloud seeding throughout Colorado.

CM Bergan stated, there was mention of three generators not working but there is some confusion because in the presentation it stated 23 manual generators and two remote generators. A. Ahmed responded, yes, there are five remote generators, but three were not mentioned in the presentation because they are not currently working. Overall, there are 23 non-remote generators and 5 remote generators. CM Bergan asked, are the remote generators more expensive? A. Ahmed responded, yes, because they are more efficient and we do not have to manually start them, they can be started remotely. CM Bergan asked, are there plans to add more of the remote generators? A. Ahmed stated the plan in the next couple of years is to have all 25 or 30 generators be remote. CM Bergan asked, are there any grants that we could apply for to help with cost? A. Ahmed responded yes, we have brought this to the Colorado Water Conservation Board, and they are currently researching available grants.

CM Medina asked, are there multiple people who are starting up the generators? And what is the cost to start all of them? A. Ahmed responded, it is usually farmers and ranchers that are trained to turn on the manual generators since they are typically placed on their land. However, sometimes this can be difficult which is why we are heading towards all remote generators.

Outcome: The Committee supports moving a Resolution for the 2025 Weather Modification Program Intergovernmental Agreement forward to the next Council meeting.

Follow-Up Action: The Resolution for the 2025 Weather Modification Program Intergovernmental Agreement will be forwarded to the next Council meeting.

---

4. Joint Wet Weather Monitoring and Discharge Permit Activities Intergovernmental Agreement

Summary of Issue and Discussion: J. LaPierre gave a presentation on an Intergovernmental Agreement (IGA) between the City of Aurora, the City of Denver and the City of Lakewood for wet weather monitoring. The weather monitoring involves collecting runoff at several automated stations in the metro area and analyzing the water quality for specific pollutants as agreed upon in the original MS4 permit.

Outcome: The Committee supports moving a Resolution for the Joint Wet Weather Monitoring and Discharge Permit Activities Intergovernmental Agreement forward to the next Council meeting.

Follow-Up Action: The Resolution for the Joint Wet Weather Monitoring and Discharge Permit Activities Intergovernmental Agreement will be forwarded to the next Council meeting.

---

5. Fourth Amendment to Drainage and Flod Control Improvements for the Cherry Creek Restoration at Arapahoe Road Intergovernmental Agreement

Summary of Issue and Discussion: S. Scorza gave a presentation on the fourth amendment to an Intergovernmental Agreement (IGA) between the City of Aurora, Mile High Flood District, Southeast Metro Stormwater Authority, the Cherry Creek Basin Water Quality Authority, and Arapahoe County. This amendment will aid in the identification of ways to mitigate erosion in the remaining portions of the channel located between the Cherry Creek Soccer Complex and the confluence with Piney Creek.

CM Bergan asked, how did we end up in a situation where we are paying a greater share? S. Scorza responded, this is a project that Aurora Water requested, and had it built into our five-year capital improvements plan, the other contributors are just now catching up with their contributions.

Outcome: The Committee supports moving a Resolution for the Fourth Amendment to drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road Intergovernmental Agreement forward to the next Council meeting.

Follow-Up Action: The Resolution for the Fourth Amendment to drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road Intergovernmental Agreement will be forwarded to the next Council meeting.

---

6. East Cherry Creek Valley Master Sewer Intergovernmental Agreement

Summary of Issue and Discussion: J. DeHerrera gave a presentation on a Master Sewer Intergovernmental Agreement (IGA) between the City of Aurora and the East Cherry Creek Valley Water and Sanitation District (ECCV). This IGA has been drafted to clarify each party's obligations including clarity and consistency, capacity and cost sharing, contract administration, support of future development, and anticipated infrastructure upgrades.

Outcome: The Committee supports moving a Resolution for the East Cherry Creek Valley Master Sewer Intergovernmental Agreement forward to Study Session.

Follow-Up Action: The Resolution for the East Cherry Creek Valley Master Sewer Intergovernmental Agreement will be forwarded to the next Study Session.

---

7. Kings Point Intergovernmental Agreement

Summary of Issue and Discussion: J. DeHerrera gave a presentation on an amendment to Intergovernmental Agreement (IGA) between the City of Aurora and the East Cherry Creek Valley Water and Sanitation District (ECCV). This amendment will reflect changes made in the new Master Sewer Agreement as previously mentioned which includes the joint use of sewer infrastructure to support the Kings Point development.

CM Bergan asked, since Prairie Point was not required to install a lift station, how does that work in terms of the developer cost? J. DeHerrera responded, there was an agreement signed in 2019 with the developer that they will be responsible for the costs associated with the upsizing of the line eventually. CM Bergan asked, will King's Point South require a lift station? J. DeHerrera responded, King's Point South goes to the West and so they may require a lift station. S. Young added, King's Point South is divided between a couple of basins that gravities toward the West side of King's Point which will require a lift station eventually.

Outcome: The Committee supports moving a Resolution for the Kings Point Intergovernmental Agreement forward to Study Session.

Follow-Up Action: The Resolution for the Kings Point Intergovernmental Agreement will be forwarded to the next Study Session.

---

8. Wild Horse Project History

Summary of Issue and Discussion: S. Young gave a presentation on the history of the Wild Horse Project program which includes early planning efforts, and the work planned through 2025.

CM Bergan asked, the fact that all this work has already been done with the modeling over several years of the Wild Horse North site and it has remained our best option, why are we having to do another study on the Wild Horse South alternative? S. Young responded, the NEPA process itself, which is a comparison of resources between the selected alternatives, has not yet started. So, the information we are collecting is basically showing the baseline data. For example, the Gold Eagles nests in the North Wild Horse site in comparison to the nests in the South Wild Horse site and how they will be impacted.

CM Bergan asked, have we learned anything that we should have done sooner in the process, so we did not end up in the current situation? S. Young responded, one option would have been a Request for Proposal (RFP) process to bring all the technical experts that we now onboard sooner and have them develop a massive package of information to present to the Bureau of Land Management (BLM) for their review rather than piecemealing the process. The timeline may have been the same though and this way we have built a good relationship with BLM throughout the process. It's hard to say which would have been better. CM Bergan asked, wouldn't it have saved time to have all the experts exploring the alternatives at the same time? S. Young responded, we weren't sure which alternatives were going to be selected to move forward for further evaluations. That step was required first.

CM Coombs asked, we know that we need this reservoir by 2045, are there any other benefits to completing the reservoir early besides the continued increase in costs of supplies? S. Young responded, the increase in costs is the main reason for completing the reservoir as soon as

possible. Additionally, with the continuing changes in the NEPA process, we are looking to get full approval in one presidential administration if possible.

CM Bergan asked, do we know the difference in cost between what we anticipated four to five years ago and what is now anticipated? S. Young responded, due to the market volatility over the past few years, our project engineers were unable to properly predict the cost of the project which is why we secured a Construction Manager/General Contractor (CMGC) to give us a better idea of costs. Currently, we are looking at over a billion dollars for the construction of Wild Horse and anticipating a 5% increase in costs year over year.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

9. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: None.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

10. Confirm Next Meeting

The next meeting is scheduled for May 21, 2025, at 10:30 a.m. at the Southeast Area Maintenance Facility or via Teams.

X Alison L Coombs (Jun 4, 2025 20:32 MDT)

Alison Coombs
Chair, Water Policy Committee

MINUTES

Regular Meeting of the Aurora City Council

Monday, May 5, 2025

COUNCIL MEMBERS PRESENT:	Mayor Coffman	Amsalu Kassaw
	Françoise Bergan	Angela Lawson
	Alison Coombs	Ruben Medina
	Curtis Gardner	Crystal Murillo
	Stephanie Hancock	Steve Sundberg
	Danielle Jurinsky	

---

1. CALL TO ORDER

Mayor Coffman reconvened the regular meeting of the City Council at 6:45 p.m.

2. ROLL CALL

3. INVOCATION/MOMENT OF SILENCE

Mayor Coffman led in prayer for the May 5, 2025 meeting.

4. PLEDGE OF ALLEGIANCE

(All Standing)

Mayor Coffman read a land acknowledgement.

5. EXECUTIVE SESSION UPDATE

Mayor Coffman provided an update on the Executive Session, stating litigation was discussed.

6. APPROVAL OF MINUTES

6.a April 21, 2025 Meeting Minutes

Moved by: Steve Sundberg

Second by: Amsalu Kassaw

Does Council wish to approve the minutes of the April 21, 2025 meeting?

Voting Aye: (11): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

7. PROCLAMATIONS OR CEREMONIES

8. ADOPTION OF THE AGENDA

Moved by: Amsalu Kassaw

Second by: Angela Lawson

Does Council wish to adopt the agenda as presented?

Voting Aye: (11): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

9. CONSENT CALENDAR - MOTIONS

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to approve the Motions Consent Calendar as presented?

Voting Aye: (11): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

9.a Motions

9.b Planning Matters

9.c Appointments to Boards and Commissions

9.c.1 Consideration to Appoint One (1) Youth Member to the Aurora Youth Commission

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

9.c.2 Consideration to Remove One (1) Adult Member from the Aurora Youth Commission

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

9.c.3 Consideration to Appoint One (1) Member to the Human Relations Commission

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Alison Coombs

Second by: Ruben Medina

Does Council wish to approve the Resolutions and Ordinances Consent Calendar with Items 10.a.5 and 10.a.6 removed for discussion?

Voting Aye: (10): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

10.a Resolutions

10.a.1 Buckley Space Force Unmanned Aircraft Systems (UAS) Intergovernmental Agreement (IGA)

R2025-42 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEEMENT BETWEEN THE AURORA POLICE DEPARTMENT, THE FBI, AND BUCKLEY SPACE FORCE BASE, COLORADO

Chris Juul, Deputy Chief, Police / Megan Platt, Deputy City Attorney

10.a.2 Adams County Cooperative Agreement

R2025-43 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEEMENT BETWEEN THE AURORA POLICE DEPARTMENT AND ADAMS COUNTY ADULT PROTECTIVE SERVICES

Todd Chamberlain, Chief, Police / Megan Platt, Deputy City Attorney

10.a.3 38th Avenue Reimbursement Agreement

R2025-44 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING AN AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO, AND MAJESTIC COMMERCENTER II, LLC, A DELAWARE LIMTED LIABILITY COMPANY REGARDING ROADWAY CONSTRUCTION AND COST REIMBURSEMENT

Waiver of reconsideration requested, since the funding for the reimbursement has been approved through the council budgeting process, and the waiver will allow the project to move to construction expeditiously.

Haley Johansen, City Engineer, Development Services / Brian Rulla, Assistant City Attorney

10.a.4 Firefighter Trust Legislation SB24-089

R2025-45 A RESOLUTION OF THE AURORA CITY COUNCIL ADOPTING AND ENTERING INTO THE TRUST AGREEMENT FOR THE COLORADO FIREFIGHTER HEART, CANCER, AND BEHAVIORAL HEALTH BENEFITS TRUST AND TAKING OTHER ACTIONS IN CONNECTION THEREWITH

Renee Pettinato Mosley, Senior Manager of Risk, Finance / Kim Skaggs, Assistant City Attorney

10.a.5 Rules of Order and Procedure: Amendment Concerning Council Member Testimony

R2025-46 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, TO AMEND THE RULES OF ORDER AND PROCEDURE FOR THE AURORA, COLORADO, CITY COUNCIL CONCERING PUBLIC COMMUNICATION

Sponsor: Angela Lawson, Council Member

Liz Rogers, Intergovernmental Relations Manager, General Management / George Koumantakis, Deputy City Attorney

CM Lawson explained that this resolution would put some type of parameter into the rules regarding testimony of council members when they go to legislature to testify. She stated that as the FSIR Chair for the past 9 years, she has seen inconsistencies on how individuals are testifying. She shared that some people on Council may do this because they do not like the chair or what came out of the committee in terms of positions. She said even if a council member does not like the person, decisions, or positions that came from legislative actions, they still need to respect the actual committee. She gave an example that some people have testified and said they were testifying in their individual capacity and on behalf of their constituents and not on behalf of City Council or the legislative committee. CM Lawson asked the city attorney if that makes the line gray of where a council member is crossing the line.

G. Koumantakis responded that if this resolution passes, yes, that would cover what she is concerned about. He expressed that the way Council rules are now, it has the potential to mislead the legislators they are testifying in front of to make them believe that all constituents have concerns about that specific legislation.

She asked how it is presenting if they state they are there in an individual capacity as an Aurora City Council Member representing their ward and urging a certain vote.

G. Koumantakis answered that if the FSIR Committee and Council as a whole has taken a different position, the Council Member would be in direct violation of the Council rules.

CM Lawson explained that this resolution would add the parameter that when a council member is testifying, they can still say they are speaking in their individual capacity and expressing their own view, but not those of the City Council or their constituents. She added that will give future Chairs and Councils a basic idea of what they can do if they choose to go forward with any kind of censure.

CM Coombs stated that when she goes down to the legislature to take a position on an issue or an item, it has never been about a personal feeling toward the Chair or members of the committee, but often due to opposition to the positions taken. She said it is not personal and apologized if that has ever been the sentiment that has come across. She said she does not oppose all of this, but if she were to use the sample statement, which states that they are not speaking on the views of their constituents, that would be a lie, as she has conversations with constituents that support her same positions. She suggested to strike "or the Council Members constituents" and replace it with "and may not state that they are speaking for their constituents". She offered that as a friendly amendment.

CM Lawson accepted the friendly amendment.

CM Bergan understood what CM Coombs was saying, but she did not think that the word constituents should be used at all when testifying, and should just be testifying on their individual basis. She suggested saying their name and that's it, and that they should not wear their name badges that are given as City Council Members.

Mayor Coffman voiced that the purpose of the resolution is to just have clarifying language that when testifying on a position that is not the City's position or the FSIR Committee, that they clearly identify they are not representing the city. He said they can be silent on the constituent issue, as this is just to have a clean, concise statement that someone reads before testifying.

CM Murillo was not opposed to adding some clarity, but said it is confusing and a slippery slope on the last part. She expressed that she has always been very clear that she is there in an individual capacity, but she wondered if there are some unintended consequences. She stated that it is a fact that she is an Aurora City Council Member, and she does not claim to represent the full opinion of the City Council, but as a representative of her district, whether they say representing their constituents or not, she is concerned with the direction of this. She said her testimony has nothing to do with

trying to be contrary to the City's position, but if a community group in her community asks her to advocate for a particular bill and it aligns with her beliefs, she will go and do what they ask her to do, so she is worried that this is a gag order and unintended consequences to impede on her ability for freedom of speech and being able to identify herself. She expressed that she does not understand why she cannot say she is speaking in her individual capacity, that she is a city council member, and that she does advocate for a certain position.

CM Lawson responded that she does not think it feels like a gag order. She said she has testified at the legislature before and people have asked her to testify on certain positions and it is not for the city, but she only says, "I am Angela Lawson", and does not go in to say she is a council member. She added that she has testified on behalf of the City because she is the FSIR Chair, but when going down there individually, she has never said she is a council member and only says her name, that she is there in her own capacity, and representing a position on a bill. She voiced that she is not trying to take anyone's rights away, and this is just something that causes a lot of confusion.

P. Schulte explained that under the First Amendment, this is not a gag order. He said that if their testimony and how they introduce themselves gives themselves a little bit more credibility than the average citizen, that is what this resolution is trying to prevent. He stated that a lot of the representatives and senators know who they are, but by stating they are there as an individual and not representing constituents or being a council member will put them on the same level playing field if the City has taken a position that is contrary to their position. He added that from a legal perspective, this is fine the way it is written, because they are not preventing anyone from going down on their individual capacity to speak on something, but you're not representing yourself as a council member.

CM Lawson asked if CM Coombs friendly amendment be a slippery slope.

P. Schulte answered no.

CM Coombs asked with the friendly amendment, wouldn't they also strike "or my constituents" from the example text, as they should not even be saying constituents at all whether it is don't or do.

P. Schulte responded that it would be acceptable. He asked CM Coombs to read into the record what it would say without that.

CM Coombs read "I, Alison Coombs, am speaking in my individual capacity, expressing my own views and not those of the City Council."

P. Schulte said that would accomplish the goal of CM Lawson.

CM Murillo asked P. Schulte if he stated that the intent was to limit the power of the individual council member.

P. Schulte clarified that what he said was that if they are speaking as a council member, they are potentially giving themselves more credibility than a regular citizen.

CM Murillo responded that she is a council member and was elected, so she does not understand why that would be a problem.

P. Schulte said he understood but he is talking from a legal perspective, not a political perspective.

CM Murillo stated that she is also talking about her obligation and duty to represent her community and to state facts.

P. Schulte responded that every time he has been at the legislature this year, everyone on the Council has been introduced as a council member and that is totally fine, but when someone gets introduced as a council member and they state the recommended sentence in this rule if it passes, they will be in compliance.

CM Murillo voiced she is concerned that if she states she is an Aurora City Council Member, will she be censured or have a gag order to express her opinion on a bill.

CM Lawson expressed that it gives an option, but that does not mean that they can censure them.

CM Murillo said there is a lot of emphasis on individuals, so it feels suspect to think this is more than focusing on specific individuals. She explained that what concerns her is, like they have now, a majority has green lit a lot of questionable actions by colleagues and have not chosen to censure or create any type of punishment for an opinion that they agree with, and are going to drown out the minority perspective. She added that she is very concerned that this will set up a precedent of a slippery slope or could be used as a gag order, which feels highly undemocratic. She supported adding clarity, but she wanted to know if she will be able to state that she is an Aurora City Council Member when giving testimony, as that is why people ask her to give testimony and her opinion, because she is not an average person with perspective and represents constituents.

CM Lawson called for the question to end debate.

CM Murillo asked for a point of order.

CM Coombs called for a point of order.

CM Lawson expressed that she already called to end debate.

P. Schulte explained that he cannot answer any more questions, as the call for the question has already been made, and CM Lawson was recognized by the mayor, with the motion pending. He said if the motion fails, then he can answer questions, but the motion to end debate stops everything and that is where they are right now, and it is non-debatable.

CM Murillo asked her colleagues to support that so they can get some clarification, as this is embarrassing and disrespectful.

Moved by: Angela Lawson

Second by: Amsalu Kassaw

Does Council wish to support the approval of the Rules of Order and Procedure: Amendment Concerning Council Member Testimony with the friendly amendment?

Friendly Amendment: Strike on behalf of constituents under Public Communication and example statement

Voting Aye: (8): Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, and Steve Sundberg

Voting Nay: (2): Alison Coombs, and Crystal Murillo

Moved by: Angela Lawson

Second by: Françoise Bergan

Does Council wish to approve the motion to end the debate?

Voting Aye: (9): Mayor Coffman, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, and Steve Sundberg

Voting Nay: (2): Alison Coombs, and Crystal Murillo

CM Coombs stated that she voted no to her amendment because an answer was not given on if it was censurable to say they are a member of the city council and there in their individual capacity.

CM Murillo called for a point of order. She asked if yelling and screaming, throwing a temper tantrum part of the rules of the quorum.

10.a.6 Rules of Order and Procedure: Amendment Concerning Virtual Meetings

R2025-47 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, TO AMEND THE RULES OF ORDER AND PROCEDURE FOR THE AURORA, COLORADO, CITY COUNCIL CONCERNING VIRTUAL ATTENDANCE AT CITY COUNCIL MEETINGS;

CAMERAS AND RECORDING DEVICES IN THE CHAMBERS; AND ONE PERSON AT THE PODIUM

Sponsor: Françoise Bergan, Council Member

Jason Batchelor, City Manager / Andrea Wood, Assistant City Attorney

CM Bergan offered a motion to amend 10.a.6 to strike Section 2(a) that is regarding the videotaping.

Staff gave a brief presentation on the item.

Council heard public comment on the agenda related item.

CM Bergan pointed out that whether it is a school board meeting or any other city council meeting that has happened, there has always been one person at the podium, as that is standard and respectful. She voiced that having multiple people is a safety issue. She explained that even though they have police officers in the chamber, they would have to watch multiple people at the podium versus the one person and watching the audience, which is why this is being brought forward. She noted that she did make the exception for a child being accompanied by a parent or an interpreter. She added that no one on this Council or previous Council has ever given notice when they have allowed virtual meetings, and the 24 hours does not make sense, because if someone is sick or their car breaks down within the 24 hours timeframe, they will be in violation of that rule, which is why she asking for it to be removed.

CM Coombs voiced that there was discussion already this evening about the balance of power and what is appropriate, and even with their state legislature at the well, there are multiple people there for support on a regular basis. She said what this is saying is that elected officials are entitled to that show of support physically, but people are not. She stated that a relevant point was made earlier about what the balance of power is between us as elected officials and the people that we represent. She added that it is believed that because we have the power to govern, that means we should have more power than the people who put us here, and that shows priorities, understanding of power, service and leadership, and responsibility being misguided, imbalanced, and pointed in the wrong direction, as there is no reason why the people in our community should not be able to show each other support in the same way elected officials do.

CM Medina said that he is not going to run and hide from community, because he is not afraid of community and is in the community all the time. He added that he is probably one of the only council members that does not have a podium at his council meetings purposefully because of the power dynamics. He explained that

everything he does is in a circle of chairs so that they are all equal and he allows people to speak whether they agree or disagree with him, as it is about them working collectively together to solve problems.

CM Hancock called for the question.

CM Murillo offered a friendly amendment to add an exception for people with disabilities or that have some sort of impairment that may need assistance.

CM Bergan asked if that would be someone with a physical disability, like someone with a wheelchair that needs assistance.

CM Murillo responded potentially, as there are also people with mental disabilities.

CM Bergan voiced that she would accept the amendment for only physical disabilities, as it would be difficult to discern any other type.

CM Murillo accepted that.

CM Hancock accepted that as well.

CM Coombs asked for clarification that they agreed to physical disability only rather than disability period.

Mayor Coffman answered that is correct.

CM Coombs added that is deeply problematic and probably discriminatory.

P. Schulte asked if they could make it any acceptable disability under the ADA.

CM Murillo expressed that she would support that if the sponsor would.

CM Bergan said no, as she cannot be going into the unknown at this point and agreed to just the friendly amendment of physical disability.

CM Murillo asked if this would apply to the listening sessions since they have removed them from the agenda.

P. Schulte answered that it does apply to the listening sessions and the council meetings.

CM Murillo inquired how a violation would be enforced.

P. Schulte responded that because they have security officers that work for the City that are able to enforce house rules, they could stand by and not let people pass them, and if they get assaulted or pushed away, the police could arrest those individuals.

CM Hancock called for the question.

Moved by: Françoise Bergan

Second by: Stephanie Hancock

Does Council wish to support the approval of the resolution for Rules of Order and Procedure: Amendment Concerning Virtual Meetings as amended?

Friendly Amendments:

- Remove Section 2
- Add exception for individuals with physical disabilities

Voting Aye: (6): Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, and Steve Sundberg

Voting Nay: (4): Alison Coombs, Angela Lawson, Ruben Medina, and Crystal Murillo

Moved by: Stephanie Hancock

Second by: Françoise Bergan

Does Council wish to approve the motion to end the debate?

Voting Aye: (8): Mayor Coffman, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, and Steve Sundberg

Voting Nay: (3): Alison Coombs, Ruben Medina, and Crystal Murillo

10.a.7W2 Dillon Companies, LLC Incentive

R2025-48 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE ECONOMIC DEVELOPMENT INCENTIVE AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO ("CITY") AND DILLON COMPANIES, LLC

Sponsor: Steve Sundberg, Council Member

Tom Oldenburg, Project Manager, Planning and Business Development / Rachel Allen, Deputy City Attorney

10.a.82025 Central Colorado Mountains River Basin Weather Modification Intergovernmental Agreement (IGA)

R2025-49 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE CENTRAL COLORADO MOUNTAINS RIVER BASIN WEATHER MODIFICATION PROGRAM COST-SHARING AGREEMENT

Alexandra Davis, Assistant General Manager of Water Supply and Demand, Aurora Water / Ian Best, Assistant City Attorney

10.a.9 Fourth Amendment to Drainage and Flood Control Improvements Intergovernmental Agreement (IGA) for Cherry Creek Restoration at Arapahoe Road

R2025-50 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE FOURTH AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY, AND ARAPAHOE COUNTY REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

10.a.10 Joint Wet Weather and Discharge Permit Activities Intergovernmental Agreement (IGA)

R2025-51 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES

Todd Brewer, Deputy Director of Water Quality and Treatment, Aurora Water / Ian Best, Assistant City Attorney

10.b Finalizing of Ordinances

Ordinances approved unanimously at first reading.

11. PUBLIC HEARINGS

Public hearings with or without related ordinances.

11.a Urban Cottages Jewell - Zoning Map Amendment

2025-06 A PUBLIC HEARING AND CONSIDERATION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 3.91 ACRES OF LAND TO MEDIUM-DENSITY RESIDENTIAL DISTRICT (R-2), LOCATED SOUTH OF THE

INTERSECTION OF EAST JEWELL AVENUE AND SOUTH JOLIET STREET (URBAN COTTAGES ON JEWELL REZONE)

This item was continued to the July 14, 2025 City Council Meeting

Rachid Rabbaa, Planner III, Planning and Business Development / Lena McClelland, Assistant City Attorney

11.b Amendments to Crestone Peak Resources Operator Agreement

R2025-52 A PUBLIC HEARING AND CONSIDERATION OF A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT FOR REVISIONS TO EXHIBITS A AND B OF THE CRESTONE PEAK RESOURCES OPERATOR AGREEMENT

Jeffrey Moore, Manager, Energy and Environment Division / David Scott, Assistant City Attorney

Outside Speaker: Dan Harrington, Asset Development Manager, Civitas Resources

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

Mayor Coffman closed the public hearing.

Moved by: Alison Coombs

Second by: Angela Lawson

Does the Council wish to support the approval of the resolution to revise Exhibits A and B of the Crestone Peak Resources Operator Agreement?

Voting Aye: (10): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

11.c Quiktrip 4263 Site Plan Appeal

A PUBLIC HEARING AND CONSIDERATION WITHOUT RELATED ORDINANCE TO CONSIDER AN APPEAL BY THE APPLICANT REGARDING THE PLANNING AND ZONING COMISSION DECISION OF DENIAL FOR THE QUIKTRIP 4263 SITE PLAN AND CONDITIONAL USE

James Schireman, Planner I, Planning and Business Development / Lena McClelland, Assistant City Attorney

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

CM Hancock recused herself from any discussion, vote, or anything to do with the Quiktrip resolutions, as she participated in a quasi-judicial meeting where she made her position known.

The applicant asked for a continuance for two months, as they are going to engage more with the community and are working on a couple of modifications to the site plan.

Mayor Coffman closed the public hearing.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to continue this item to the July 14th, 2025 Council Meeting?

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

11.d Quiktrip 4263 Conditional Use Appeal

A PUBLIC HEARING AND CONSIDERATION WITHOUT RELATED ORDINANCE TO CONSIDER AN APPEAL BY THE APPLICANT REGARDING THE PLANNING AND ZONING COMISSION DECISION OF DENIAL FOR THE QUIKTRIP 4263 SITE PLAN AND CONDITIONAL USE

James Schireman, Planner I, Planning and Business Development / Lena McClelland, Assistant City Attorney

CM Hancock continued her recusal for this item.

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

The applicant concurred with a continuance to July 14th.

Mayor Coffman closed the public hearing.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to continue this item to the July 14th, 2025 Council Meeting?

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

CM Coombs asked about ex parte communications. She explained that a constituent called her wanting to talk about Quiktrip, but she did not respond to their call. She asked if she should refrain from doing that.

P. Schulte answered yes.

CM Coombs asked if a council member could attend public meetings as the applicant is engaged in their public meetings to hear the discussion that from those meetings and if they are allowed to be informed of when those meetings happen.

P. Schulte responded they should not attend those meetings because they are outside of this process.

CM Coombs asked if information could be provided to Council in advance about the public meetings and what took place in them so they can question and interrogate in that quasi-judicial capacity.

P. Schulte stated that if they do not get information about meetings that they appellant produces, they will have strong questions for them on July 14th, but it would be their obligation, as there are a variety of ways for them to bring evidence to the Council.

CM Coombs requested that they have robust information about the content of those meetings so they can have that conversation in the proper form.

12. INTRODUCTION OF ORDINANCES

12.a GERP Code Amendments Relating to Short-Term and Long-Term Disability

2025-42 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTIONS 102 AND 147 OF THE CITY CODE PERTAINING TO UPDATES TO THE GENERAL EMPLOYEES RETIREMENT PLAN

Nancy Wishmeyer, Controller, Finance / Hanosky Hernandez, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Alison Coombs

Second by: Angela Lawson

Does the Council support the approval of the GERP Code Amendment Relating to Short-Term and Long-Term Disability?

Voting Aye: (10): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Council took a brief recess.

12.b 2025 Spring Supplemental

2025-43 AN ORDINANCE OF THE CITY OF AURORA, COLORADO APPROPRIATING SUMS OF MONEY IN ADDITION TO THOSE APPROPRIATED IN ORDINANCE NOS. 2023-52, 2024-18, AND 2024-80 FOR THE 2024 FISCAL YEAR AND ORDINANCE NO. 2024-72 FOR THE 2025 FISCAL YEAR

Tyler Phillips, Budget Program Manager, Finance / Hanosky Hernandez, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

CM Gardner asked if the $5.4 million for the security expansion and fire alarm replacement has been funded or if it would require a transfer from the Capital Projects Fund. He noted he was disappointed that this question was also asked in the Management and Finance Meeting last month and it was not made clear.

Court administrator explained the request is not currently funded. She said there were some possible changes to it, where $1 million for the fire alarm system was maybe not needed, so that would reduce the request by $1 million, plus contingency. She noted that this came forward prior when the estimate was lower, and they wanted to bring it forward after they had more final numbers.

CM Coombs asked what the process for approving the rest of the items without that and how they would split that up.

J. Batchelor responded that it is broken down in the supplemental and listed as three projects under court admin, with the design listed as Project 1, ADA as Project 2, and the expansion for security and fire alarms listed as Project 3. So, if Council passes the Appropriation, they would probably see if they could find funding for that in the CPF, but alternatively, Council could say this is a discussion better had as part of the 2026 budget.

CM Gardner stated that to him this seems like more of a conversation they should be having as part of Build Up Aurora, as they are going through a process right now to look at capital needs in the City and public safety is going to be high on that list, and this should be prioritized with all of the other capital needs. He supported removing this item from the Spring Supplemental and pushing the discussion into the Build Up Aurora process.

CM Bergan asked how much it would be to just fund the fire alarms, as that seems to be a very important aspect to public safety.

J. Batchelor answered that it is something they are continuing to look at. He explained that the fire alarm system in the Courts Building is so old that it is connected to the police headquarters building and history museum, so they are all operating off of one fire alarm system, which does not meet current code. He added they are looking at if they should break out the fire alarm system for all three buildings and have that be a separate project from the expansion for the physical security of the Courts Building, but either way the expansion would probably trigger that requirement.

CM Bergan asked if they could bring the fire alarms to code without having to do the entire expansion.

J. Batchelor responded that they would essentially have two separate projects, one being a fire alarm project for the three buildings, which would be about $1 million, and the second being a physical expansion of the Courts Building for about $4.4 million.

CM Bergan expressed she was hoping they could use some potential ARPA dollars for the fire alarms, but it does not sound like that possible.

J. Batchelor explained the ARPA dollars are already fully committed.

Moved by: Alison Coombs

Second by: Angela Lawson

Does the Council wish to support the approval of the Spring Supplemental Ordinance as amended?

Amendment: Court Administration building expansion capital project 3 removed

Voting Aye: (9): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Voting Nay: (1): Danielle Jurinsky

12.c Stanley 98 Street Vacation 3.0

2025-44 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, REPEALING ORDINANCE NO. 2025-15 AS A DUPLICATE OF ORDINANCE NO. 2025-13 DUE TO AN ADMINISTRATIVE ERROR AND CORRECTING SAID ERROR WITH THIS ORDINANCE VACATING A PORTION OF A 16-FOOT WIDE ALLEY RIGHT-OF-WAY, N BLOCK 104 DEDICATED BY THE PLAT OF JOHNSON-HICKAM SUBDIVISION AT RECEPTION NUMBER 480782, SITUATED IN THE NORTHWEST 1/4 OF SECTION 35, TOWNSHIP 3 SOUTH, RANGE 67 WEST OF THE 6TH P.M. LOCATED NORTH OF EAST 25TH AVENUE,

AND BETWEEN JAMAICA STREET AND JOLIET STREET (STANLEY 98 STREET VACATIONS)

Ariana Muca, Planner III, Planning and Business Development / Lena McClelland, Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to support the approval of the Ordinance that would repeal Ordinance No. 2025-15 and vacate a portion of the 16' wide alley right-of-way between Jamaica St. and Joliet St.?

Voting Aye: (9): Françoise Bergan, Alison Coombs, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Absent: (1): Curtis Gardner

12.d Property Acquisitions - Aero 70 Project

2025-45 AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE AERO 70 PROJECT

Hector Reynoso, Real Property Services Manager, Public Works / Michelle Gardner, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to support the approval of the ordinance authorizing the use of eminent domain, pursuant to Aurora City Code Section 12-12, to acquire the necessary property interests for the construction of the Aero 70 Project?

Voting Aye: (9): Françoise Bergan, Alison Coombs, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Absent: (1): Curtis Gardner

13. FINALIZING OF ORDINANCES

Ordinances not approved unanimously at first reading.

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

14. ANNEXATIONS

15. RECONSIDERATIONS AND CALL UPS

16. GENERAL BUSINESS

16.a Determination of Final Candidates to be Interviewed for the Planning and Zoning Commission Vacancy

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

Mayor Coffman suggested going with the top two, Michael Riley and Johnny Watson.

CM Bergan commented that she would normally interview three, but the third person was at least 10 points behind the other two, so she recommended just interviewing the first two.

CM Coombs said that they had found themselves in a position before where they ended up not having any candidates they wanted to appoint based on fewer interviews, so she offered a friendly amendment to add the third candidate.

CM Bergan did not accept the friendly amendment.

Moved by: Françoise Bergan

Second by: Amsalu Kassaw

Who does Council wish to select as final candidates to interview for the appointment to the Planning and Zoning Commission vacancy?

- Johnny Watson
- Michael Riley

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Absent: (1): Curtis Gardner

16.b Discussion and Possible Action Regarding Future In-Person or Virtual Council Meetings

Peter Schulte, City Attorney

P. Schulte asked Council if they had any actions that they would like to be taken on the next meeting in regards to In-Person or Virtual Meetings.

CM Bergan noted that there will be a few people missing on the next meeting, so she recommended a virtual meeting.

CM Coombs asked if that would include removing all public comment or would they provide an avenue for that. She explained if it is only because people are going to be elsewhere, those people could just join virtually.

P. Schulte explained that if Council gave direction for public comment to be on the call-in line, they could do that, but with the motion as it sits right now, there would be no public comment on the 19th, and they would just go right into Study Session.

CM Bergan asked if they could add a call-in line for that particular meeting, as she would be amenable to that.

CM Jurinsky agreed with that.

CM Coombs asked for clarification if that would eliminate the public comment session or would they have that virtually.

P. Schulte explained that the motion on the floor is that the meeting would be virtual, and they would make sure to have the 40-minute public comment session from 6 to 6:40 via the call-in line.

Moved by: Françoise Bergan

Second by: Danielle Jurinsky

Does the Council wish to move the Council Meeting on May 19, 2025 to be Virtual, with call-in line for public comment listening session? (Requires 2/3 vote members present)

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Absent: (1): Curtis Gardner

17. REPORTS

17.a Mayor

The mayor had no report.

17.b Council

CM Coombs thanked Staff for their continued work on the Civic Engagement Academy, where she presented last Wednesday, and appreciated their thoughtful questions. She noted that May is Mental Health Awareness Month and Colorado has a program called I Matter, which provides six mental health sessions for all Colorado youth, and information on this can be found at imattercolorado.org. She stated that on May 17th, they have Water-wise Day, AFR, Rotary Fire Safety Field Day, and the opening reception for the Prehistoric Aurora Exhibit at the Aurora History Museum. She put a formal opinion on the record on whether or not the conduct of identifying oneself as a council member without saying "I represent" would be censurable

conduct. She added that by already saying they do not represent City Council it implies being a member of Council.

P. Schulte responded that each situation is going to be different, but if they call themselves a council member but still state they are representing themselves individually, he thinks that should be fine with the rule passed tonight, but they need to be clear, based on their testimony, that they are representing themselves and not the city in any way, and that would not be censurable.

CM Jurinsky attended the Aurora Economic Development Council's Accelerate trip and met with the Colorado Delegation to lobby on behalf of current frozen federal dollars, as there are several grants they are waiting on funding for and pled the case that we meet requirements of the current administration to receive our federal funding. She got two congressional members committed to helping us get our grant funding released.

CM Murillo announced her May Town Hall, which will be May 22nd, 6-7:30 p.m., at the MLK Library. She acknowledged that today is Cinco De Mayo and wanted to uplift the celebration of that and the role that our Mexican neighbors played in pushing against slavery back in the day, which is one of the biggest outcomes of Cinco De Mayo.

CM Sundberg reported that he recently participated in a couple of neighborhood cleanups, one at Murphy Creek and another along Colfax with Iron Sharp and a couple of police departments. He attended the Freedom Memorial Visitor Center groundbreaking, part of the Triple Creek Trailhead Art and Public Places process, Community College of Aurora luncheon, and the Energy and Environment Symposium in Rifle.

CM Medina attended the Colorado Association of Black Professional Engineers and Scientists yesterday, where they had students from 5th grade to high school that are interested in being project managers and looking into how to build affordable housing. He said they had a lot of projects around aerospace and engineering and other types of engineering aspects, and it was well attended. He announced his town hall, which is May 13th, 6:30-8 p.m., at the Central Library.

CM Hancock voiced that she also attended the Accelerate trip, as they advocated for the much-needed infrastructure funding needed in Aurora. She attended the Buckley Regional Military Affairs Council Meeting, where they reaffirmed their commitment to support the brave men and women who serve, along with their families. She noted that one of the biggest takeaways they got from the congressional delegation in DC was their support for the Space Force Guard and Reserve Units that are much needed. She was present at the groundbreaking ceremony for the Colorado Freedom Memorial Project. She said Dr. Brownlee and his remarkable team played a key role in the CCA College Beyond Walls Luncheon, and they are expanding out into a partnership with Commerce City. She expressed that the City of Aurora is doing many great things behind the scenes and in the public to ensure the city is the gold standard for what happens in communities across the country. She added that

people can download the Aurora Public Library Magazine online, as there are amazing opportunities for young people in it.

CM Lawson thanked everyone that attended and participated in her last town hall that was on Drug Takeback Awareness Day, where they had a lot of people that brought their unused medications. She announced her next town hall is May 13th, 6:30-8 p.m., at the Central Rec Center, and there will be another one on May 24th, at 10 a.m., at Heather Gardens.

CM Bergan stated she also attended the Accelerate Colorado Business Development trip, where they met with their congressional delegation, and got to meet with Congressman Crow, Congressman Neguse, Congressman Evans, Congresswoman Boebert, Congresswoman Pettersen, and Congressman Jeff Hurd, Senator Hickenlooper and Senator Bennett. She said they had good meetings with different departments, including Department of Transportation, Department of Energy, and Intergovernmental Affairs, and received insight from some news organizations. She also attended the Infrastructure Task Force Meeting, Fitzsimmons Redevelopment Authority, and the E-470 Roadway Committee Meeting.

CM Kassaw did not have a report. CM Gardner was absent.

18. ADJOURNMENT

Mayor Coffman adjourned the regular meeting of City Council.

MIKE COFFMAN, MAYOR

ATTEST:

KADEE RODRIGUEZ, CITY CLERK

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

CITY OF AURORA
Council Agenda Commentary

Item Title: Seventh Amendment to the 22nd Ave Outfall to Westerly Creek Improvement Project Intergovernmental Agreement (IGA)
Item Initiator: Clinton Weisz, Engineer II, Aurora Water
Staff Source/Legal Source: Andrea Long, Principal Engineer, Aurora Water / Ian Best, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

R2026-61 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE SEVENTH AMENDMENT TO AN AGREEMENT BETWEEN THE CITY OF AURORA ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR 22ND AVENUE OUTFALL TO WESTERLY CREEK
Andrea Long, Principal Engineer, Aurora Water / Ian Best, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Water Policy

Policy Committee Date: 5/20/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☒ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

On March 18, 2013, City Council approved the Westerly Creek (Upstream of the Dam) Master Plan Intergovernmental Agreement as item 10a.

On August 16, 2018, the Water Policy Committee supported forwarding the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek to Council Session.

On September 24, 2018, the City Council approved the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek as item 10d.

On June 3, 2019, the City Council approved the first Amendment to the Intergovernmental Agreement for Improvement to the 22nd Avenue Outfall to Westerly Creek as item 10d.

On June 24, 2020, the Water Policy Committee supported forwarding the second Amendment to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek to Council Session.

On July 20. 2020, the City Council approved the second amendment to the Intergovernmental Agreement for Improvement to the 22nd Avenue Outfall to Westerly Creek as item 10a.

On September 21, 2022, the Water Policy Committee supported forwarding the third Amendment (erroneously titled the fourth Amendment) to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek to Council Session.

On October 24, 2022, the City Council approved the third Amendment (erroneously titled the fourth Amendment) to the Intergovernmental Agreement for Improvement to the 22nd Avenue Outfall to Westerly Creek as item 11c.

On April 19, 2023, the Water Policy Committee supported forwarding the fourth Amendment to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek to Council Session.

On May 8, 2023, the City Council approved the fourth Amendment to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek as item 11.a.2.

On March 20, 2024, the Water Policy Committee supported forwarding the fifth Amendment to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek to Council Session.

On April 8, 2024, the City Council approved the fifth Amendment to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek as item 11.a.1.

On June 18. 2025, the Water Policy Committee supported forwarding the sixth Amendment to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek to Council Session

On July 28, 2025, the City Council approved the sixth Amendment to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek as item 10.a.4.

On May 20, 2026, the Water Policy Committee supported forwarding the seventh Amendment to the Intergovernmental Agreement for Improvement to 22nd Avenue Outfall to Westerly Creek to the June 8, 2026 Council meeting.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Background:
This project is a resulting recommendation of the Westerly Creek (Upstream of the Dam) Master Plan (2010). This "Amendment to Agreement Regarding Final Design, Right-of-Way Acquisition and Construction of Drainage and Flood Control Improvements for 22nd Avenue Outfall to Westerly Creek" (the Amendment) is the seventh amendment to the agreement between the City of Aurora and Mile High Flood District (District).

Scope:
As the area along Westerly Creek between Montview Blvd to E 26th Ave was developing, it became clear that the 22nd Ave stormsewer and outfall must be upsized to reduce known flooding in the area. The scope was expanded to include stream improvements within the Westerly Creek stream corridor.

The project will incorporate water quality into the area, reduce the floodplain encroachment on adjacent properties, rehabilitate the eroding areas of the stream, and provide open space amenities for surrounding properties. Aurora Parks, Recreation and Open Space is cost participating in this project to fund the new regional trail along the corridor.

Cost:
The previous six amendments detail MHFD's funding share of $4,945,000, Aurora Water's share of $6,500,000 and Parks Recreation and Open Space's share of $3,410,000. This seventh amendment increases the funding from the District by $250,000, and Aurora Water by $560,000. Parks Recreation and Open Space's contribution is not increasing this year. Additionally, the amendment includes a transfer of $61,969.65 from Sand Creek – Baranmor Ditch. The project total increases to $15,726,969.65. The funding history has been summarized in the table below.

	Previous Contribution	Contribution through this Amendment	Total Contribution
District	$4,945,000.00	$250,000.00	$ 5,225,984.83
Aurora Water	$6,500,000.00	$560,000.00	$ 7,090,984.82
Aurora PROS	$3,410,000.00	$0.00	$ 3,410,000.00
Total	$14,855,000.00	$ 810,000.00	$15,726,969.65

Aurora's additional $560,000 will be funded from ORG 52364.

The total anticipated project cost is $16,714,423 but the project is currently running under budget. It is unknown if additional amendments and funding contributions will be needed.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☒ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Funding for this Intergovernmental Agreement Amendment is available in the Wastewater Fund capital budget in the amount of $560,000.

CC-52364 / FD-525 / PRJ-521806 / SC-64947 Westerly Creek Future Phs-SD

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does Council support a Resolution of the City Council supporting the seventh amendment to an Intergovernmental Agreement between the City of Aurora acting by and through its Utility Enterprise and the Urban Drainage and Flood Control District, d/b/a Mile High Flood District regarding final design and construction of drainage and flood control improvements for 22nd Avenue outfall to Westerly Creek?

LEGAL COMMENTS

The City is authorized to cooperate and contract with any political subdivision of the State of Colorado, to provide any function, service, or facility lawfully authorized to each of the contracting or cooperating units of government (Article XIV of the Colorado Constitution and C.R.S. 29-1-203). The City Charter authorizes the City by resolution to enter into contracts or agreements with other governmental units, including special districts, for the joint use of buildings, equipment or facilities or for furnishing or receiving commodities and services. (Charter Section 10-12). (Best).

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE SEVENTH AMENDMENT TO AN AGREEMENT BETWEEN THE CITY OF AURORA ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR 22ND AVENUE OUTFALL TO WESTERLY CREEK

WHEREAS, the City of Aurora, acting by and through its Utility Enterprise ("Aurora Water"), and the Urban Drainage and Flood Control District d/b/a Mile High Flood District ("District") have agreed to fund the design and construction of improvements for 22nd Avenue Outfall to Westerly Creek; and

WHEREAS, the project costs funded through this amendment include construction of the improvements for 22nd Avenue Outfall to Westerly Creek, final design services, delineation, description and acquisition of required rights-of-way and easements, and contingences mutually agreeable to Parties ("Project Costs"); and

WHEREAS, Aurora Water's contribution to the Project Costs through this amendment shall be $560,000; and

WHEREAS, a summary of contributions is set forth in the table below:

	Previous Contribution	Contribution through this Amendment	Transfer	Total Contribution
District	$4,945,000	$250,000	$30,984.83	$5,225,984.83
Aurora Water	$6,500,000	$560,000	$30,984.82	$7,090,984.82
Aurora PROS	$3,410,000	$0	$0	$3,410,000
TOTAL	$14,855,000	$810,000	$61,969.65	$15,726,969.65

; and

WHEREAS, the work performed pursuant to this amendment to the Intergovernmental Agreement is necessary for the health, safety, and welfare of the people of Aurora; and

WHEREAS, the City is authorized, pursuant to Article XIV of the Colorado Constitution C.R.S. 29-1-203, to cooperate and contract with any political subdivision of the State of Colorado, to provide any function, service, or facility lawfully authorized to each of the contracting or cooperating units of government; and

WHEREAS, Section 10-12 of the City Charter authorizes the City by resolution to enter into contracts or agreements with other governmental units, including special districts, for the joint use of buildings, equipment, or facilities or for furnishing or receiving commodities and services.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. The seventh amendment to the Intergovernmental Agreement between Aurora Water and the District regarding the final design, right-of-way acquisition and construction of drainage and flood control improvements for 22nd Avenue Outfall to Westerly Creek is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute the attached agreement in substantially the form presented at this meeting with such technical additions, deletions, and variations as may be deemed necessary or appropriate by the City Attorney.

Section 3. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Ian J Best RLA
_____
IAN BEST, Assistant City Attorney

AMENDMENT TO
AGREEMENT REGARDING
FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION
OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR
22nd AVENUE OUTFALL TO WESTERLY CREEK
CITY OF AURORA

Agreement No. 18-06.01G
Project No. 107146

THIS SEVENTH AMENDMENT TO AGREEMENT (hereinafter called "SEVENTH AMENDMENT"), by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT (hereinafter called "DISTRICT") and CITY OF AURORA (hereinafter called "CITY") and collectively known as "PARTIES";

WITNESSETH:

WHEREAS, PARTIES have entered into "Agreement Regarding Final Design, Right-of-Way Acquisition and Construction of Drainage and Flood Control Improvements for 22ND Avenue Outfall to Westerly Creek" (Agreement No. 18-06.01) dated October 30, 2018, as amended (hereinafter called "AGREEMENT"); and

WHEREAS, PARTIES now desire to construct improvements for 22nd Avenue Outfall to Westerly Creek (hereinafter called "PROJECT"); and

WHEREAS, PARTIES desire to increase the level of funding by $871,969.65; and

WHEREAS, DISTRICT's Board of Directors has authorized additional DISTRICT financial participation for PROJECT (Resolution No. 12, Series of 2026); and

WHEREAS, the City Council of CITY and the Board of Directors of DISTRICT have authorized, by appropriation or resolution, all of PROJECT costs of the respective PARTIES.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

1. Paragraph 4. PROJECT COSTS AND ALLOCATION OF COSTS is deleted and replaced as follows:

4. PROJECT COSTS AND ALLOCATION OF COSTS

A. PARTIES agree that for the purposes of this AGREEMENT, PROJECT costs shall consist of and be limited to the following:

1. Final design services;
2. Delineation, description and acquisition of required rights-of-way/ easements;
3. Construction of improvements;
4. Contingencies mutually agreeable to PARTIES.

B. It is understood that PROJECT costs as defined above are not to exceed $15,726,969.65 without amendment to this AGREEMENT.

PROJECT costs for the various elements of the effort are estimated as follows:

	ITEM	AS AMENDED	PREVIOUSLY AMENDED
1.	Final Design	$ 2,000,000	$ 1,400,000
2.	Right-of-way	$ -0-	$ -0-
3.	Construction	$ 13,376,969.65	$ 13,455,000
4.	Contingency	$ -0-	$ -0-
	Grand Total	$ 15,726,969.65	$ 14,855,000

This breakdown of costs is for estimating purposes only. Costs may vary between the various elements of the effort without amendment to this AGREEMENT provided the total expenditures do not exceed the maximum contribution by all PARTIES plus accrued interest.

C. At the request of COUNTY, the following COUNTY funds may be transferred to PROJECT from a separate special fund held by DISTRICT:
Transfer from: Sand Creek - Baranmor Ditch
Account No. 10-05-76111-107306 Agreement No.19-02.13 Amount: $61,969.65

D. Based on total PROJECT costs, the maximum percent and dollar contribution by each party shall be:

	Percentage Share	Previously Contributed	Additional Contribution	Transfer	Maximum Contribution
DISTRICT	33%	$4,945,000	$250,000	$30,984.83	$5,225,984.83
CITY					
Aurora Water	45%	$6,500,000	$560,000	$30,984.82	$7,090,984.82
PROS*	22%	$3,410,000	-0-	-0-	$3,410,000
TOTAL	100%	$14,855,000	$810,000	$61,969.65	$15,726,969.65

* Parks, Recreations, and Opens Space (PROS)

2. Paragraph 5. MANAGEMENT OF FINANCES

5. MANAGEMENT OF FINANCES

As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a local body's full share may come from its own revenue sources or from funds received from state, federal or other sources of funding without limitation and without prior DISTRICT approval.
Payment of each PARTY's full share (Aurora Water - $7,090,984.82; PROS - $3,410,000; DISTRICT - $5,225,984.83) shall be made to DISTRICT subsequent to execution of this AGREEMENT and within 30 days of request for payment by DISTRICT. The payments by PARTIES shall be held by DISTRICT in a special fund to pay for increments of PROJECT as

authorized by PARTIES, and as defined herein. DISTRICT shall provide a periodic accounting of PROJECT funds as well as a periodic notification to CITY of any unpaid obligations. Any interest earned by the monies contributed by PARTIES shall be accrued to the special fund established by DISTRICT for PROJECT and such interest shall be used only for PROJECT upon approval by the contracting officers (Paragraph 13).

Following completion of PROJECT if there are monies including interest earned remaining, which are not committed, obligated, or disbursed, each party shall be refunded proportional to the PARTY'S contribution; or, at PROJECT SPONSOR request, monies shall be transferred to another special fund held by DISTRICT.

3. All other terms and conditions of this AGREEMENT shall remain in full force and effect.

WHEREFORE, PARTIES hereto have caused this SEVENTH AMENDMENT to be executed by properly authorized signatories as of the date and year written below.

URBAN DRAINAGE AND
FLOOD CONTROL DISTRICT D/B/A
MILE HIGH FLOOD DISTRICT

By_____

Name Laura A. Kroeger

Title Executive Director

Date

_____ Checked By

_____ Checked By

CITY

By_____

Name_____

Title_____

Date_____

City of Aurora, Colorado
acting by and through its
Utility Enterprise

_____ _____
Mike Coffman, Mayor Date

Attest:

_____ _____
Kadee Rodriguez, City Clerk Date

Approved as to form for Aurora:

Ian J Best 5/6/2026 26.15
_____ _____ _____
Ian Best, Assistant City Attorney Date ACS #

State of Colorado)
) ss
County of Arapahoe)

The foregoing instrument was acknowledged before me this _____ day of _____, 20___, by Mike Coffman, Mayor, acting on behalf of the Utility Enterprise of the City of Aurora, Colorado.

Witness my hand and official seal. _____
Notary Public

My commission expires: _____

(Seal)

Mile High Flood District IGAs

Agreements between MHFD and Aurora 2026
22nd Avenue Outfall to Westerly Creek Improvement Project

22nd Avenue Outfall to Westerly Creek Improvement Project

THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT

RESOLUTION NO. 43, SERIES OF 2018
(Authorization to Participate in Drainage and Flood Control Improvements on the 22nd Avenue Outfall to Westerly Creek, City of Aurora, Adams County)

EXHIBIT A



- Westerly Creek Master Plan 2010
- Agreement Includes Final Design, ROW Acquisition, and Construction
- Project includes revitalization of Westerly Creek, Drainage and Flood Control, Water Quality, and Regional Trail Improvements

22nd Avenue Outfall to Westerly Creek Improvement Project

	Previous Contribution	Contribution through this Amendment	Total Contribution
District	$4,945,000.00	$250,000.00	$ 5,225,984.83
Aurora Water	$6,500,000.00	$560,000.00	$ 7,090,984.82
Aurora PROS	$3,410,000.00	$0.00	$ 3,410,000.00
Total	$14,855,000.00	$ 810,000.00	$15,726,969.65

- There are 3 contributing partners: Mile High Flood District, Aurora Water, and Parks Recreation and Open Space (PROS)
- Aurora Water's total contribution is approximately 45% of the total funds.
- PROS contributed $3,410,000 via previous amendments

22nd Avenue Outfall to Westerly Creek Improvement Project

Does the Water Policy Committee support moving this item forward to the June 8, 2026 Council meeting?

MINUTES

Regular Meeting – Aurora City Council
Monday, March 18, 2013

CALL TO ORDER – REGULAR MEETING

Mayor Pro Tem Berzins convened the regular meeting of City Council at 4:01 p.m.

ROLL CALL

PRESIDING:	Mayor Pro Tem Berzins
COUNCIL MEMBERS PRESENT:	Broom, Hunter Holen, LeGare, Mounier, Pierce, Roth
COUNCIL MEMBERS ABSENT:	Mayor Hogan, Cleland
OFFICIALS PRESENT:	City Manager Noe, Deputy City Attorney Hyman, Assistant City Manager/City Clerk Napper
COUNCIL MEMBERS ARRIVING AFTER ROLL CALL:	Markert, Peterson

Assistant City Manager/City Clerk Janice Napper announced the proposed items for discussion at executive session.

CONSIDERATION TO RECESS FOR EXECUTIVE SESSION

Motion by Hunter Holen, second by Pierce, to recess for executive session.

Voting Aye: Berzins, Broom, Hunter Holen, LeGare, Mounier, Pierce, Roth

The executive session was recorded pursuant to the requirements of state law.

1. **RECONVENE REGULAR MEETING OF MARCH 18, 2013 AND CALL TO ORDER**

Mayor Pro Tem Berzins reconvened the regular meeting of City Council at 7:30 p.m.

2. **ROLL CALL**

PRESIDING:	Mayor Pro Tem Berzins
COUNCIL MEMBERS PRESENT:	Broom, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth
COUNCIL MEMBERS ABSENT:	Mayor Hogan, Cleland
OFFICIALS PRESENT:	City Manager Noe, Deputy City Attorney Hyman, Assistant City Manager/City Clerk Napper

3. **INVOCATION** Pastor Eddie Fransua, Shuffle In Biker Church

4. **PLEDGE OF ALLEGIANCE TO THE FLAG**

5. **APPROVAL OF THE MINUTES OF THE MEETING OF MARCH 4, 2013**

Motion by LeGare, second by Roth, to approve the minutes of March 4, 2013 as presented.

Voting Aye: Berzins, Broom, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

♠ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Abstained: None

6. **CEREMONY**

No Ceremonies.

Council Member Markert expressed appreciation to the Metro Community Provider Network (MCPN), the federally qualified health center who serves Aurora citizens for healthcare issues, for presenting the city with the community partner award for the nexus program. The program allows the city to support the clinic by having medical care available for police pickups and people who need medical care in an emergency room or hospital.

7. **PUBLIC INVITED TO BE HEARD (non-agenda related issues only)**

a. Public Invited to be Heard on the 2014 Budget

Arnie Schultz, Aurora, Colorado, representing the Aurora Residents for Recreation (ARR), expressed appreciation to the city and city staff who supported the ARR, and discussed additional ways for citizens to support ARR.

8. **ADOPTION OF THE AGENDA**

The agenda was adopted as presented.

9. **CONSENT CALENDAR - 9a-9e**

General Business

a. Consideration to AWARD A SOLE SOURCE CONTRACT to Intrado Inc., Longmont, Colorado in the amount of $132,330.57 for annual maintenance of the City's 911 answering system through February 28, 2014.

b. Consideration to AWARD A SINGLE SOURCE CONTRACT to L.L. Johnson Distributing Company, Denver, Colorado in the not to exceed amount of $124,000.00 to cover the cost of Toro brand repair parts and services as required through March 31, 2014, for Golf and Fleet Services.

Motion by Pierce, second by Markert, to approve items 9a – 9b.

Voting Aye: Berzins, Broom, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

Final Ordinances

♠ c. **2013-07**
Consideration for ADOPTION OF AN ORDINANCE of the City Council of the City of Aurora, Colorado, amending Chapter 146 of the City Code of the City of Aurora, Colorado, by the addition of a new Section 146-406.5 to address the impact of the I-225 rail line project upon adjacent development.

Motion by LeGare, second by Markert, to approve item 9c.

Voting Aye: Berzins, Broom, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

♠ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

♠ d. **2013-08**
Consideration for ADOPTION OF AN ORDINANCE of the City Council of the City of Aurora, Colorado, authorizing the use of lease-purchase financing to acquire certain equipment during the 2013 fiscal year pursuant to the terms of an equipment Lease Purchase Agreement by and between the Aurora Capital Leasing Corporation, as lessor, and the City of Aurora, Colorado, as lessee; authorizing officials of the City to take all action necessary to carry out the transactions contemplated hereby; and related matters.

Motion by Markert, second by Broom, to approve item 9d.

Voting Aye: Berzins, Broom, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

♠ e. **2013-09**
Consideration for ADOPTION OF AN ORDINANCE of the City Council of the City of Aurora, Colorado, amending Subsection 130-522(b) of the City Code related to the New Job Reward program.

Motion by Roth, second by Hunter Holen, to approve item 9e.

Voting Aye: Berzins, Broom, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

10. **RESOLUTIONS**

♠ a. **R2013-13**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving the Intergovernmental Agreement between the City of Aurora, acting by and through its Utility Enterprise, the City and County of Denver, and Urban Drainage and Flood Control District regarding Westerly Creek.

Motion by Broom, second by Peterson, to approve item 10a.

Voting Aye: Berzins, Broom, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

11. **PLANNING MATTERS**

a. PUBLIC HEARING to consider an appeal of the Planning Commission's decision to deny a conditional use for a fueling station in a Planned Development Zone District for Maverik Country Store.

Mayor Pro Tem Berzins opened the public hearing on the item.

Libby Tart-Schoenfelder, Senior Planner II, Planning, gave a presentation of the item.

Council Member Markert asked if the fire department had reviewed the gate for safety concerns. Ms. Tart-Schoenfelder stated it was technically a private street and was at the prerogative of the neighborhood, however, she noted Life Safety has stated no concerns about the gate.

Council Member LeGare asked if the 24 hour operation was in the proposal to follow the Super Target model. Ms. Tart-Schoenfelder answered affirmatively. Council Member LeGare asked if the Super Target were to go to 24 hours and the Maverik store followed, and then the Super Target stopped being open 24 hours, would the Maverik store be required to change their hours as well. Ms. Tart-Schoenfelder answered no. Council Member LeGare noted environmental concerns related to gas and oil running into Piney Creek were expressed in the backup material and asked staff to speak to the extensive environmental regulations the Maverik store would be

Water Policy Committee (WPC) Meeting
August 16, 2018

Members Present: Council Member Bob Roth, Chair; Council Member Francoise Bergan, Vice Chair (called in); Council Member Johnny Watson

Members Absent:

Others Present: Leiana Baker, Marshall Brown, Alex Davis, Steve Fiori, Nancy Freed, Jo Ann Giddings, Pam Hensley, Don Langley (CWAC), John Murphy, Stephanie Neitzel, Kelley Neumann, Gail Thrasher, Sarah Young, Fernando Aranda

---

1. APPROVAL OF MINUTES

The July 12, 2018, meeting minutes were approved as presented.

2. CONSENT ITEMS

A. Monthly Water Supply Update
B. Construction Change Order Summary Report
C. Quarterly Financial Update

Summary of Issue and Discussion: Council Member Bergan asked, where does the excess water go if we have a really wet season and heavy snowfall? M. Brown replied, in really wet periods we lose out at the bottom end of the system. The Prairie Waters system is ramped up pretty high to protect some of the storage. If there is a lot of water available Prairie Waters can ramp down or offer those water supplies to south metro entities and take more water out of the system/storage, and sometimes we do leases to other entities. J. Murphy added, the reason we are in good shape this year is due to being in good shape at the start of the season.

Outcome: The Consent items were supported as presented.

Follow-Up Action: The Consent items were supported as presented.

---

3. IMPROVEMENTS TO 22ND AVENUE OUTFALL TO WESTERLY CREEK

Summary of Issue and Discussion: S. Young stated, flooding is known to occur on Dallas St. between E. 22nd and 23rd Avenue near the Stanley Marketplace. This project will mitigate the flooding by collecting excess street flows and conveying them directly to Westerly Creek via an outfall pipe in E. 22nd Avenue. New Type-R inlet and a new 48 inch reinforced concrete pipe (RCP) will convey flows westward to a new outfall at Westerly Creek. Aurora and Urban Drainage Flood Control District will jointly fund the project.

Council Member Watson asked, is the area south of Stanley Marketplace a flood impact area. S. Young replied, there are improvements upstream that would help some of the flooding issues. Council Member Watson asked, how is the amount of rainfall predicted. S. Young replied, there are two things regarding stormwater flooding, how much rain falls over a certain period of time and the duration. An example, is a two-inch, six hour rain storm is what we would consider a one

hundred year rainfall event. It means there is a one percent chance that this amount of rain would fall in that area.

Outcome: The Committee supports the Improvements to 22nd Avenue to Outfall to Westerly Creek, and forwarded the matter to Study Session for consideration.

Follow-Up Action: The Committee supports the Improvements to 22nd Avenue to Outfall to Westerly Creek, and will forward to Study Session for consideration.

---

4. IMPROVEMENTS FOR ROBINSON GULCH INTERGOVERNMENTAL AGREEMENT AMENDMENT

Summary of Issue and Discussion: S. Young stated, Urban Drainage and Flood Control District (UDFCD) funded the design for the maintenance of drainage and flood control improvements for the Robinson Gulch project in 2015. Final design plans are anticipated this fall and construction is anticipated to begin in 2018. Based on available funds through the UDFCD maintenance program, funding over several years is needed to accumulate this amount. Aurora's share of the $750,000 was split into three difference IGAs and payments.

Council Member Bergan asked, Aurora Parkway and Arapahoe Road recently flooded, is fixing that part of this project? S. Young replied, it's in the same area as Robinson Gulch, but those flooding issues are Capital Projects whereas this is a maintenance project. M. Brown added, it was a construction project and construction Best Management Practices affected the stormwater drainage. Stormwater quality measures were in place and reduced the storm drain capacity.

Outcome: The Committee supports the Improvements for Robinson Gulch Intergovernmental Agreement Amendment, and forwarded the matter to Regular Session for consideration.

Follow-Up Action: The Committee supports the Improvements for Robinson Gulch Intergovernmental Agreement Amendment, and will forward to Regular Session for consideration.

---

5. INTERGOVERNMENTAL AGREEMENT TO LEASE WATER TO PARK COUNTY

Summary of Issue and Discussion: A. Davis stated, Park County is currently operating a Substitute Water Supply Plan (SWSP) to replace water that the County takes from the river for road maintenance and dust suppression purposes. The SWSP for 2018 is in need of a small amount of water and the County has requested a temporary lease from the City for this purpose. The lease provides for up to a total of fifteen (15) acre-feet to be delivered from Spinney Mountain Reservoir by December 31, 2018, and the price is $300 per acre-foot.

Outcome: The Committee supports the Intergovernmental Agreement to Lease Water to Park County, and forwarded the matter to Regular Session for consideration.

Follow-Up Action: The Committee supports the Intergovernmental Agreement to Lease Water to Park County, and will forward to Regular Session for consideration.

6. HARLAND DITCH QUIT CLAIM DEED

Summary of Issue and Discussion: A. Davis stated, the City of Aurora owns the water rights from the Harland Ditch in Park County, Colorado, and as such has been listed in the Park County records as the owner of the Harland Ditch Right-of-Way. The Harland Ditch water rights were changed and are delivered for City use downstream of the Harland Ditch location. The City has no current or future need for the Harland Ditch Right-of-Way and no records of actually owning the Right-of-Way for the ditch. The current land owner has asked the City to allow him to use the Right-of-Way to access the land he owns. The City has issued a License Agreement to allow use of the ditch Right-of-Way, and is now cleaning up the title by issuing a Quit Claim Deed for the Harland Ditch Right-of-Way.

Outcome: The Committee supports the Harland Ditch Quit Claim Deed, and forwarded the matter to Regular Session for consideration.

Follow-Up Action: The Committee supports the Harland Ditch Quit Claim Deed, and will forward to Regular Session for consideration.

7. ORDINANCE AMENDING SECTIONS OF CHAPTER 138 AND 146 OF CITY CODE

Summary of Issue and Discussion: J. Giddings stated, the proposed 2019 budget includes the proposed rate and fee adjustments based on the latest financial plan. Proposed changes for 2019, are a 3% increase in Water, 4% increase in Sewer, and no increase in Storm. Developmental Fee increases are 4.7% Water, 6.4% Sewer, and 6.5% Storm. In addition to the fee adjustments, Aurora Water has been working to streamline fees paid by developers. Staff is asking to move the sewer interceptor fee, currently collected at platting, to be collected at the same time the connection fee is paid. Development fees are calculated using the costs developed in the master planning process performed by the Planning and Engineering division in Aurora Water. A large portion of the water development fee increase is due to the increase cost of acquiring and developing water. In addition to the increases, staff is proposing a change to the commercial connection fee for a 2-inch meter. The proposal is to have the connection fee determined by a calculation based on the specific site plan determining the actual projected water usage. These accounts will be subject to a capital recovery fee based on an agreed upon annual water usage.

Other ordinance updates include:
An update has been added defining regional infrastructure that may be eligible for developer reimbursement when a developer builds the infrastructure due to the developer needs outside of the timing in the Aurora Water capital budget (Section 138-153 and 138-261). Clarification of rates to be paid by customers that may be served directly by a service provider other than Aurora Water due to circumstances that make it more beneficial to serve the customers by another service provider. The rates paid will be established by the direct service provider (Section 138-223). For consistency purposes, adding the paragraph requiring the rate and connection fees for outside sewer customers to be 1 1/2 times the rates and fees for in city customers (Section 138-327). This is similar to the rates and fees for outside water service customers. A modification is being proposed for the use of independent water systems. As the City continues to grow and

change with more industrial uses and limited special purpose water needs, there may be opportunities that are beneficial to the City for outside independent water system usage with approval by the Aurora Water Director (Section 138-154). The current opportunity to pay an additional fee to decrease the amount of capital recovery fees paid and increase the annual water allocation usage is limited in code to one time only for the property. The proposed change is to allow an annual opportunity to pay additional fees to adjust the water usage allocation. This change will allow for more opportunity to pay additional fees in the future, and may better align the payment with actual water usage primarily as it relates to new commercial buildings (Section 138-221). Section 138-228 allows for an incentive payment to development of transportation oriented development is being deleted as this was a temporary incentive with an expiration of January 1, 2019. Proposed amendments to Section 138-442.5 are to clarify current requirements. Proposed change to Section 146-306 is to move the sewer development fee to the connection fee.

Council Member Bergan stated, the slide showing the monthly average water bill, should be sent with the customer's water bill, this would show that Aurora Water's average water bill is lower compared to other entities. Council Member Roth agreed. Council Member Watson asked, who are the two-inch meter size users? J. Giddings replied, it varies. M. Brown added, a lot of the commercial buildings are on a two-inch meter. Council Member Watson asked, why are the rates changing? M. Brown replied, rates pay for the cost to operate the system, fees pay for the cost to create the system. Our fee increases are driven mainly by the cost of acquiring and developing the water supply, and went to a volumetric based fee structure to account for that. The size of the pipe doesn't matter in our fee as much as how much we push through the pipes. That is why we have gone to the average daily use calculation. There is a water allocation that has been agreed upon for their annual use and if they exceed that allocation there is a capital recovery surcharge that is in addition to the normal rate. Council Member Watson stated, he has heard that Aurora has high tap fees. M. Brown replied, we are the only entity that has this fee structure. For residential, if you build a small house with a small water footprint in Aurora, you will pay a lower tap fee. Council Member Roth asked, can someone disprove the 36% impervious assumed for residential lots? M. Brown replied, this methodology would not include anything like that. The percentage is a community wide average. For commercial we are looking at a process to work with them on their design to calculate how much run-off is coming off the site. F. Aranda added, all of the increases that are being proposed are part of the master plan final study and are part of a multi-year phase in. M. Brown added, the fees have to keep up with the water prices and construction prices. Council Member Bergan asked, if we ask the developer to make a connection on a road is that what we are talking about? J. Giddings replied, it can be for new developer connections to services. Council Member Bergan asked, could it be lift stations? J. Giddings replied, yes. Council Member Bergan asked, if the developer isn't going to be reimbursed, why would they want to do it? M. Brown replied, if a developer comes in and needs a lift station but the lift station is only going to provide service to their neighborhood that would not be reimbursement eligible. That is why it says reimbursement eligible.

Outcome: The Committee supports the Ordinance Amending Sections of Chapter 138 and 146 of City Code, and forwarded the matter to Study Session for consideration.

Follow-Up Action: The Committee supports the Ordinance Amending Sections of Chapter 138 and 146 of City Code, and will forward to Study Session for consideration.

8. CHANGE IN METHODOLOGY TO STORMWATER MONTHLY FEES

Summary of Issue and Discussion: F. Aranda stated, that current available information through Geographical Information Systems (GIS) related to site specific impervious areas and the run-off impacts to the stormwater system provides for a more equitable way to allocate stormwater charges. Aurora Water Staff performed an analysis of a stormwater rate structure using GIS impervious data. This concept was presented to the Water Policy Committee (WPC) on May 10, 2018. The analysis showed the implementation of this structure would have a significant impact on some commercial properties. The Committee recommended updating the commercial class stormwater units as defined in the current City Code Section 138-397 in 2019, and allow for a two year implementation for customers with significant changes. The Committee also was supportive of going to an impervious rate structure starting in 2020.

Staff is recommending an implementation plan that will smooth some of the impacts as commercial properties transition from the current rate structure with updated units for all accounts and then moving into an impervious rate structure. The impervious rate structure is an industry best practice as a more equitable way to allocate storm charges.

Council Member Bergan asked, did we look at all the customers in Aurora and what would be the impact to them. F. Aranda replied, if they go full impervious it would have an impact. Council Member Bergan asked, is gravel is consider impervious? F. Aranda replied, from the satellite point of view – no. From the data received and analyzed it's not included. Something we want to look at because there is run off from gravel. M. Brown added, there is a correction factor that you would apply to gravel, it's partially impervious.

Outcome: When the methodology is complete this item will be presented to the Committee in approximately 2-3 months and then forwarded to Study Session.

Follow-Up Action: J. Giddings and F. Aranda will present the final methodology to the Committee in approximately 2-3 months.

---

9. MISCELLANEOUS MATTERS FOR CONSIDERATION

Summary of Issue and Discussion: None.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

10. CONFIRM NEXT MEETING

The next meeting is scheduled for Thursday, September 13, 2018, 3:30 p.m. in the Mt. Elbert Conference Room.

X

Council Member Roth
Chair - Water Policy Committee

MINUTES

Regular Meeting – Aurora City Council
Monday, September 24, 2018

CALL TO ORDER – REGULAR MEETING

Mayor LeGare convened the regular meeting of City Council at 5:00 p.m.

ROLL CALL

PRESIDING:	Mayor LeGare
COUNCIL MEMBERS PRESENT:	Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson
COUNCIL MEMBERS ABSENT:	Hiltz
OFFICIALS PRESENT:	City Manager Twombly, Interim City Attorney Brotzman, City Clerk Analyst Shafer
COUNCIL MEMBERS ARRIVING AFTER ROLL CALL:	None

City Clerk Analyst Shafer announced the proposed items for discussion at executive session.

CONSIDERATION TO RECESS FOR EXECUTIVE SESSION

Motion by Bergan, second by Watson, to recess for executive session.

Voting Aye: Mayor LeGare, Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

Abstaining: None

The executive session was recorded pursuant to the requirements of state law.

1. **RECONVENE REGULAR MEETING OF SEPTEMBER 24, 2018 AND CALL TO ORDER**

   Mayor LeGare reconvened the regular meeting of City Council at 7:30 p.m.

2. **ROLL CALL** Barb Shafer, City Clerk Analyst

COUNCIL MEMBERS PRESENT:	Mayor LeGare, Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson
COUNCIL MEMBERS ABSENT:	Hiltz

3. **INVOCATION** Pastor Scott Bloyer, Elevation Christian Church

4. **PLEDGE OF ALLEGIANCE TO THE FLAG** (all standing)

5. **APPROVAL OF THE MINUTES OF THE MEETING OF SEPTEMBER 4, 2018**

   Motion by Roth, second by Bergan, to approve the minutes of the meeting of September 4, 2018, as presented.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Mayor LeGare, Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

Abstaining: None

APPROVAL OF THE MINUTES OF THE MEETING OF SEPTEMBER 17, 2018

Motion by Bergan, second by Richardson, to approve the minutes of the meeting of September 17, 2018, as presented.

Voting Aye: Mayor LeGare, Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

Abstaining: None

6. **CEREMONY**

a. Colfax Marathon Awards

Mayor LeGare invited Andrea Dowdy, CEO, Colfax Marathon and the Aurora Fire Department running team to come forward. Ms. Dowdy presented awards to Mayor LeGare and Aurora Fire Department Teams #1 and #2 and expressed appreciation to the Aurora Police and Fire Departments, Kaiser Permanente and the City of Aurora for their efforts in creating another successful and safe marathon. Each guest expressed appreciation for the recognition.

7. **PUBLIC INVITED TO BE HEARD (non-agenda related issues only)**

a. Public Invited to be Heard on the 2019 Budget

Linnea Reed-Ellis and Michael Himawan, Aurora, Colorado, stated their opposition to the proposal that the time allowed in the Public Invited to be Heard segment of the City Council meeting agenda be limited.

Arnie Shultz, Aurora, Colorado, echoed the previous comments related to limiting the public speaking time in City Council meetings, expressed appreciation to the City for their efforts related to including recreation centers in the City budget and advocated for more effort in that regard.

Jon Barber, President, E-470 Neighbors Group, Aurora, Colorado, expressed concerns related to infrastructure and plans not keeping up with development in the City and discussed the related safety concerns.

Randall McCoy, Aurora, Colorado, discussed city, state and federal officials' suppression of citizens and his negative experiences with City of Aurora Police.

Bryan Lindstrom, Aurora, Colorado, expressed appreciation to the City Council for honoring the democratic process.

8. **ADOPTION OF THE AGENDA**

The agenda was adopted as presented with the adjustment of item 6a.

9. **CONSENT CALENDAR - 9a-f**

General Business

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

a. Consideration to AWARD A COMPETITIVELY BID CONTRACT to Coblaco Services, Inc., Aurora, Colorado in the amount of $133,975.00 for the Spinney Mountain Reservoir Dam Outlet Works Painting Phase 2 Project, Project No. 5647A. STAFF SOURCE: Steven Fiori, Project Delivery Service Manager, Aurora Water

b. Consideration to AWARD A COMPETITIVELY BID CONTRACT to American West Construction, LLC, Denver, Colorado in the amount of $539,475.00 for the Aurora Reservoir Dam Instrumentation Project, Project No. 5654A. STAFF SOURCE: Steven Fiori, Project Delivery Service Manager, Aurora Water

c. Consideration to EXTEND A SINGLE SOURCE CONTRACT to KG Lewis (formerly Lewis Fowler LLC), Englewood, Colorado in the amount of $150,210.00 for professional consulting services to support final implementation tasks for the City's workflow management software system through March 2, 2019. STAFF SOURCE: Aleta Jeffress, Chief Information Officer, Information Technology

d. Consideration to AWARD A SOLE SOURCE CONTRACT to Accela Inc., San Ramon, California in the total amount of $351,979.75 to provide annual maintenance and support for the Workflow Process Software System through September 29, 2019. STAFF SOURCE: Aleta Jeffress, Chief Information Officer, Information Technology

e. Consideration to APPROVE AN AGREEMENT between the City of Aurora and The Colfax Marathon Partnership. STAFF SOURCE: Terri Velasquez, Director, Finance

Motion by Gruber, second by Watson, to approve items 9a – 9e.

Voting Aye: Mayor LeGare, Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

Final Ordinances

♦ f. **2018-37**
Consideration of AN ORDINANCE FOR ADOPTION of the City Council of the City of Aurora, Colorado, adopting the 2018 Comprehensive Plan. STAFF SOURCE: Daniel Krzyzanowski, Senior Planner, Planning & Development Services

Motion by Bergan, second by Roth, to approve item 9f.

Voting Aye: Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

10. **RESOLUTIONS**

♦ a. **R2018-87**
Consideration to APPROVE A RESOLUTION of the City Council of Aurora, Colorado, Approving the Restaurant Program Grant Agreement/Letter of Understanding among the City of Aurora, Colorado, Byung Young Cho, Soon Ja Lee (Owners) and Mountain Pig, LLC and the Loan Agreement between the City of Aurora, Colorado and the Owners for the Development of the Mason Dumplings Restaurant. STAFF SOURCE: Timothy "Tim" Gonerka, Senior Project Manager, Planning & Development Services

Motion by Berzins, second by Roth, to approve item 10a.

Council Member Gruber asked staff the location of the restaurant.

Tim Gonerka, Senior Project Manager, Planning & Development Services, noted it was located at the corner of Dayton and Montview.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Council Member Gruber asked if the City has supported other restaurants located in Ward I. Mr. Gonerka answered affirmatively.

Council Member Murillo asked Mr. Gonerka to speak to the City's restaurant incentive program, noting it was a great program. Mr. Gonerka did so, noting it was a program approved by Council to incentivize restaurants to come into northwest Aurora specifically with the goal of creating restaurant venues in spaces where there were not any. Council Member Murillo reiterated it was a great program and discussed the Transforming Safety Initiative grant funding program that was designed to reduce crime via community development.

Voting Aye: Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ b. **R2018-88**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, for the termination of a Drainage Easement to allow for the dedication of a Drainage & Trail Easement over the Bolling Drive Tributary. ***(This Item Also Appears on the September 24, 2018 Study Session) (Due to this item being dual listed, the backup is included in item 2a of the Study Session Packet.)***
STAFF SOURCE: Hector Reynoso, Manager Real Property Services, Public Works

Motion by Roth, second by Watson, to approve item 10b.

Voting Aye: Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ c. **R2018-89**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving the Intergovernmental Agreement between Community College of Aurora and the City of Aurora for Joint use of facilities. STAFF SOURCE: Byron Fanning, Manager of Recreation Services, Parks, Recreation & Open Space

Motion by Gruber, second by Bergan, to approve item 10c.

Voting Aye: Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ d. **R2018-90**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving the Intergovernmental Agreement between the City of Aurora, Colorado, acting by and through its Utility Enterprise, and the Urban Drainage and Flood Control District, regarding final design, right-of-way acquisition, and construction of drainage and flood control improvements for 22nd Avenue outfall to Westerly Creek. STAFF SOURCE: Sarah Young, Water Planning Services Manager, Aurora Water

Motion by Berzins, second by Roth, to approve item 10d.

Voting Aye: Bergan, Berzins, Gruber, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

MINUTES

Regular Meeting – Aurora City Council
Monday, June 3, 2019

CALL TO ORDER – REGULAR MEETING

Mayor LeGare convened the regular meeting of City Council at 4:00 p.m.

ROLL CALL

PRESIDING:	Mayor LeGare
COUNCIL MEMBERS PRESENT:	Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson Murillo, Richardson, Roth, Watson
COUNCIL MEMBERS ABSENT:	None
OFFICIALS PRESENT:	City Manager Twombly, Interim City Attorney Brotzman, City Clerk Ruger
COUNCIL MEMBERS ARRIVING AFTER ROLL CALL:	None

City Clerk Ruger announced the proposed items for discussion at executive session.

CONSIDERATION TO RECESS FOR EXECUTIVE SESSION

Motion by Watson, second by Berzins, to recess for executive session.

Voting Aye: Mayor LeGare, Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

Abstaining: None

The executive session was recorded pursuant to the requirements of state law.

1. **RECONVENE REGULAR MEETING OF JUNE 3, 2019 AND CALL TO ORDER**

   Mayor LeGare reconvened the regular meeting of City Council at 7:30 p.m.

2. **ROLL CALL** Stephen Ruger, City Clerk

COUNCIL MEMBERS PRESENT:	Mayor LeGare, Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson
COUNCIL MEMBERS ABSENT:	None

3. **INVOCATION** Pastor Tom Tupito, Aurora First SDA

4. **PLEDGE OF ALLEGIANCE TO THE FLAG** (all standing)

5. **APPROVAL OF THE MINUTES OF THE MEETING OF MAY 20, 2019**

   Motion by Johnston, second by Roth, to approve the minutes of the meeting of May 20, 2019, as amended.

   Voting Aye: Mayor LeGare, Bergan, Berzins, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Abstaining: Gruber

6. **CEREMONY**

a. Swearing in of newly appointed Boards and Commission members – Presiding Judge Shawn Day

Judge Shawn Day administered the oath of office to the newly appointed board and commission members. City Council congratulated the members and thanked them for their service to Aurora.

Name	Board or Commission
Steven Gallegos	Career Service Commission
Brad Stratton	Open Space Board
Nadine Caldwell	Metro Wastewater
Dan Mikesell	Metro Wastewater
Jo Ann Giddings	Metro Wastewater

b. Proclamation declaring June 2019 Immigrant Heritage Month – Mayor LeGare

Mayor LeGare invited everyone involved with the proclamation to come forward. Mayor LeGare read the proclamation declaring June 2019 Immigrant Heritage Month. Everyone expressed appreciation for the proclamation.

7. **PUBLIC INVITED TO BE HEARD (non-agenda related issues only)**

Brandon Golston discussed the use and subsequent danger of Directed Energy Weapons including radio frequency and expressed the importance of instituting legislation in that regard.

Endale Getahun, KETO Ethiopian radio, expressed appreciation to the City Council for their support of the radio station. He discussed several challenges faced by the immigrant community throughout Aurora and the country.

Jonathan and Matthew Endale expressed appreciation on behalf of the Ethiopian community to the City Council for their support of the Ethiopian community and KETO radio station.

Doug Shriner, President, Murphy Creek III, expressed appreciation to City Council for denying the Murphy Creek East expansion proposal and for hearing the neighbors' related concerns.

Margaret Rash, Vice-President, Murphy Creek Metro District III, echoed Mr. Shriner's comments and discussed the residents' concerns in that regard.

Margaret Sobey echoed the previous comments related to her appreciation to City Council for their response to the Murphy Creek East expansion. She noted ways in which the applicant did not follow City procedure in that regard.

8. **ADOPTION OF THE AGENDA**

The agenda was adopted as presented.

9. **CONSENT CALENDAR - 9a-k**

General Business

a. Consideration to AWARD A COMPETITIVELY BID CONTRACT to W.L. Contractors, Inc., Arvada, Colorado in the amount of $3,644,762.00 for the 2019 Traffic Signal Construction Services Project, Project Number 19015. STAFF SOURCE: Anna Bunce, Traffic Manager, Public Works

b. Consideration to AWARD A SOLE SOURCE CONTRACT to GE Digital LLC (formerly GE Intelligent Platforms), San Ramon, CA in the total amount of $74,322.37 for the annual renewal of software maintenance on the Water SCADA Information Management System through June 2020. STAFF SOURCE: Marena Lertch, Manager Water Service Operations, Aurora Water

c. Consideration to EXTEND A COMPETITIVELY BID CONTRACT to EJ USA, Inc., Denver, Colorado in the not-to-exceed amount of $75,500.00 for the purchase of manhole products as required by the Water Department through March 31, 2020. (B-4215) STAFF SOURCE: Marena Lertch, Manager Water Service Operations, Aurora Water

d. Consideration to award a SINGLE SOURCE CONTRACT to Black & Veatch Corporation, Denver, Colorado in the amount of $344,820.00 for engineering planning, coordination and inspection services for Rampart Tunnel No. 2. STAFF SOURCE: Steven Fiori, Project Delivery Services Manager, Aurora Water

e. Consideration to AWARD A CHANGE ORDER TO THE COMPETITIVELY BID CONTRACT with Velocity Constructors, Inc., Denver, Colorado in the amount of $275,030.00, for the Griswold Water Purification Facility (WPF) Air Scour Improvements Project, Project No. 5618A. STAFF SOURCE: Steven Fiori, Project Delivery Services Manager, Aurora Water

Motion by Roth, second by Berzins, to approve items 9a – 9e.

Voting Aye: Mayor LeGare, Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

Final Ordinances

♦ f. **2019-19**
Consideration of AN ORDINANCE FOR ADOPTION of the City Council of the City of Aurora, Colorado, to Amend and Rename The Park Chambers Combined General and Preliminary Development Plan to The Aurora Ready Mix Crushing Facility general development plan in order to permit rock crushing operations on the site and update site conditions within the plan (READY MIX GDP AMENDMENT) STAFF SOURCE: Stephen E Rodriguez, Planning Supervisor, Planning & Development Services

Motion by Roth, second by Berzins, to approve item 9f.

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ g. **2019-20**
Consideration of AN ORDINANCE FOR ADOPTION of the City Council of the City of Aurora, Colorado, amending Section 134-422 relating to Authority for Administration of the Parking and Mobility Program. STAFF SOURCE: Tom Worker-Braddock, Senior Planner, Planning & Development Services

Motion by Roth, second by Bergan, to approve item 9g.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ h. **2019-21**
Consideration of AN ORDINANCE FOR ADOPTION of the City Council of the City of Aurora, Colorado, excluding certain property identified as PA 5A from the boundaries of the Porteos Business Improvement District. STAFF SOURCE: Mark Geyer, Project Manager, General Management

♦ i. **2019-22**
Consideration of AN ORDINANCE FOR ADOPTION of the City Council of the City of Aurora, Colorado, excluding certain property identified as PA 6A North from the boundaries of the Porteos Business Improvement District. STAFF SOURCE: Mark Geyer, Project Manager, General Management

♦ j. **2019-23**
Consideration of AN ORDINANCE FOR ADOPTION of the City Council of the City of Aurora, Colorado, excluding certain property identified as PA 6A South from the boundaries of the Porteos Business Improvement District. STAFF SOURCE: Mark Geyer, Project Manager, General Management

Motion by Gruber, second by Watson, to approve items 9h – 9j.

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ k. **2019-24**
Consideration of AN ORDINANCE FOR ADOPTION of the City Council of the City of Aurora, Colorado, vacating a portion of the public right-of-way for East Gibraltar Court, within the King's Point Master Plan Development, City of Aurora, County of Arapahoe, State of Colorado (EAST GIBRALTAR COURT STREET VACATION) STAFF SOURCE: Heather Lamboy, Planning Supervisor, Planning & Development Services

Motion by Bergan, second by Richardson, to approve item 9k.

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

10. **RESOLUTIONS**

♦ a. **R2019-34**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, authorizing the execution of the oil and gas operator agreement between the city of aurora, Colorado, and ConocoPhillips company, a Delaware corporation and its subsidiaries and Burlington resources oil & gas company LP, a Delaware limited partnership, (COLLECTIVELY "OPERATOR"), a Colorado Limited Liability Company. ***(Staff Requests a Waiver of Reconsideration)*** STAFF SOURCE: Christine McKenney, Client Group Manager, City Attorney

Mayor LeGare opened the public hearing on the item.

Elizabeth Paranhos, Attorney, stated she was outside counsel for the City of Aurora on Oil & Gas matters and provided a presentation on the item.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Council Member Johnston asked Ms. Paranhos if the comparison for the Colorado Oil & Gas Conservation Commission (COGCC) related to the previous COGCC whose mission it was to promote oil and gas development or the new COGCC whose mission was to regulate oil and gas that protected public health, safety, welfare and the environment. Ms. Paranhos stated any rules referenced were rules that were adopted by the prior COGCC.

Council Member Gruber asked if in addition to City staff, another attorney, Jeff Robbins, was a co-architect of the development agreements. Ms. Paranhos agreed Mr. Robbins represented the City prior to the operator agreement negotiations with ConocoPhillips. Council Member Gruber stated that was important to note because he and Council Member Johnston worked closely with Mr. Robbins during development of the item and presently, Mr. Robbins was named the Chairman of the COGCC. He pointed out his understanding that Mr. Robbins planned to take many of the things that have been discussed in that regard and make them state requirements, noting that meant Aurora was actually leading the COGCC in creating these requirements.

Council Member Johnston stated her appreciation that the City of aurora used outside counsel who was now the COGCC Chairman, however, she noted one could not assume what the COGCC was doing in terms of rulemaking and process at this point.

Council Member Bergan pointed out the agreement stated ConocoPhillips would abide by any new COGCC rules.

Ms. Paranhos concurred, noting ConocoPhillips would abide by any and all state and federal best practices.

Mayor Pro Tem Roth asked Ms. Paranhos if she was actively involved in putting together the Best Management Practices (BMP) for the City and County of Broomfield operator agreement. Ms. Paranhos answered affirmatively. Mayor Pro Tem Roth asked Ms. Paranhos if she was familiar with the structure and final product of the agreement. Ms. Paranhos answered affirmatively. Mayor Pro Tem Roth asked if the City's agreement was more robust in terms of air quality and groundwater monitoring than the City of Broomfield agreement. Ms. Paranhos answered affirmatively, noting ConocoPhillips agreed to install continuous air quality monitors at all phases of development and to pay for those monitors. Mayor Pro Tem Roth asked if that was so in any other agreement Ms. Paranhos was aware of. Ms. Paranhos answered no.

Council Member Johnston stated her understanding that Broomfield and other communities had a moratorium and asked if the City of Aurora was the only local government with an operator agreement that came so closely after the passage of SB 181. Ms. Paranhos stated the only other one she was aware of was Commerce City.

Council Member Watson referenced and read p. 273 of the staff report, noting it appeared the City of Aurora created more stringent rules than those found in SB 181.

Ms. Paranhos stated the bill itself did not set forth any specific rule requirements, noting it required the COGCC to significantly overhaul its regulations and to do specific types of rulemaking in the future. She stated her opinion that the agreement was in the spirit of SB 181.

Council Member Gruber asked Ms. Paranhos to describe the service site public participation process. Ms. Paranhos did so. Council Member Gruber stated Aurora residents would actively participate in the process as the item moved forward.

Ms. Paranhos concurred.

Council Member Hiltz asked if a penalty would be assessed to the City should a permit come in that required further review which thereby delayed approval. Ms. Paranhos noted a clear, relatively set schedule was made for permit review and confirmed there was some language in the agreement that allowed for that timeframe to be extended. Council Member Hiltz referenced the $1,000 per day penalty for a delay and asked if that was something the City was currently reimbursing to the operator or was that a new provision. Ms. Paranhos stated it was a new provision, noting it would be triggered if there were a delay in terms of denial of a permit application after everyone did what they were supposed to do

Council Member Gruber stated the reason operator agreements were reviewed in the first place was because there were a number of well sites being designed and the City had limited authority. He recalled City Council decided the City should work with the oil companies in terms of the City's preferred Best Management Practices and their request for accelerated support. He asked Ms. Paranhos to speak to that. Ms. Paranhos did so. Council Member Gruber pointed out the City received all of the benefits of the operator agreements with very stringent environmental protections and the understanding that any new changes developed by the state would be included.

Ms. Paranhos stated they were not the best environmental standards in the world but agreed they were certainly robust and did exceed state level requirements in Colorado.

Council Member Johnston stated she was a part of some of the earlier discussions and clarified she has often been supportive of operator agreements of Best Management Practices, she noted she has also been consistent in her concerns when highly industrial operations were going into residential zones. She stated this operator agreement did not relate to new construction only.

Council Member Hiltz stated concerns related to risk and liability were raised at the previous meeting related to an operator agreement. She asked how the situation developed from an agreement being sent back to staff to a new agreement being generated that included a new provision related to delay reimbursement where the City would absorb the risk.

Dan Brotzman, Interim City Attorney, stated the other extraction operator agreement did not move forward because it did not have acceptable remedy language which was not the case with the ConocoPhillips agreement. He noted the ConocoPhillips agreement did include a penalty that was significantly different from what was being proposed by the other operator.

Council Member Hiltz asked the specific remedy language in the prior ConocoPhillips agreement that caused the penalty language to be added. Mr. Brotzman stated they wanted to look at consequential damages for the infrastructure which related to hundreds of millions of dollars. He noted additionally, they indicated they would sue the City for all of the infrastructure costs for delaying the permit. Council Member Hiltz asked Mr. Brotzman if it was his legal opinion that this was the best way to minimize the risk. Mr. Brotzman answered affirmatively.

Council Member Watson read from the agreement, noting ConocoPhillips has agreed to limit its remedies against the City to delay reimbursement provisions.

Ms. Paranhos concurred, noting ConocoPhillips has agreed to not sue for any monetary damages related to delays.

Vanessa Thompson, Surface Land Supervisor, ConocoPhillips, gave a presentation on the item.

Council Member Lawson noted Ms. Thompson stated ConocoPhillips held 15 open house meetings in six years and asked Ms. Thompson to speak to what the neighborhood meetings looked like.

Max Blair, ConocoPhillips, did so.

Council Member Lawson asked if there was any type of follow-up with the residents that addressed their questions. Mr. Blair stated there was a mix of both direct conversations and ConocoPhillips reaching out.

Council Member Gruber asked Ms. Thompson to speak to the moratorium agreement entered into by ConocoPhillips and the City. Ms. Thompson did so, noting there were 10 well sites with submittals dating back to October 2018 with ConocoPhillips. Council Member Gruber asked if there has been a moratorium on ConocoPhillips since October. Ms. Thompson agreed it was fair to state there was a pause.

Council Member Watson asked if, in addition to the public meetings, tours of the site were offered. Ms. Thompson answered affirmatively.

Council Member Johnston clarified there has not been a moratorium and suggested it was irresponsible to state otherwise. She expressed appreciation to Ms. Thompson for her use of the term 'pause.' She also expressed appreciation for the tours that were offered and asked if there was a City process or meetings on the issue.

Jason Batchelor, Deputy City Manager, answered no, noting the operator agreements contemplated and included additional meetings around specific well sites as they moved through the permit process.

Mayor LeGare related the rules of order for speaking on the item. He asked those in support of the item present at the meeting to stand. He recognized approximately 160 people standing. He asked those in opposition to the item present at the meeting to stand. He recognized approximately 35 people standing.

Council Member Hiltz asked if the Mayor could ask how many people were present who were employed by the industry. Mayor LeGare answered no.

Valerie Rowe; Kevin Hougen; Terry Peltes; Chris McGowan; James Hopper; Rob Carroll; Ryan Seastrom; Michael Mead; Jessica Crespin; Jerry Cunningham; Dustin Dudley; Colton Loehr; Seth Lovelady; Amanda Martin; Scott Farkas; Brad Pierce; Polly Page; Jennifer Churchfield; Blaise Sims; John Wolfkill; Cameron Ming; Rita Connerly; Mark Archuleta; Doug Tisdale; Zach Neal; Daisie Young; Valerie Wells; and Ryan Foltz, spoke in favor of the item.

MAYOR LEGARE CALLED FOR A 13 MINUTE BREAK

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Richard Radar; Adam Fung; Ellen Woo; Sarah Brockway; Edith Henke; Aimee Potter, Larry Scrima; Sandy Toland; Sonia Skakich-Scrima; Kristen Mallory; Randee Webb; Pat Dunn; Arnie Schultz; Tim Rash; Lucy Molina; Margaret Rash; and Margaret Sobey, spoke in opposition to the item.

Council Member Gruber noted assumptions have been made that Emerge candidates should not vote in this instance because Emerge has a pillar specifically against oil and gas. He asked the City Attorney to speak to that concern.

Council Member Hiltz clarified Emerge did not have a pillar of anti or pro anything and she contended the narrative that Emerge candidates were not free-thinking was disrespectful and rude. She noted she did not have a problem sharing where her campaign funding came from.

Mr. Brotzman discussed the Council Rules of Procedure, Voting Conflicts of Interest, as it applied to the situation, noting all council members must vote unless there a personal interest in the item was realized.

Council Member Murillo stated her frustrations that her opinions, as a woman, were grouped together with other women simply because of their gender. She stated the same could not be said for the male council members based on their gender, political party or ethnicity.

Council Member Johnston referenced BMP 34 in Class II, Underground Injection Wells, and expressed her understanding that the injection well and injection well approval that, while it was outside of the City of Aurora, it was within Arapahoe County and was therefore included in the BMP.

Ms. Thompson stated it was not a ConocoPhillips-operated well but the operator had lengthy conversations with City staff prior to it being included in the BMP as an exception.

Council Member Johnston asked how many of the wells would be using the injection well. Mr. Blair stated that information was not available at this time as that well was proposed and not approved or in service yet and any comment in that regard would be speculation. Council Member Johnston asked Mr. Blair if he was aware that the proposed site for the injection well was within five miles of the Lowry Superfund site. Mr. Blair answered affirmatively. Council Member Johnston asked if ConocoPhillips was aware that there was 138 million gallons of toxic chemicals within the Superfund site.

Ms. Thompson confirmed the Superfund site has been evaluated and ConocoPhillips has been very careful with their well siting as a result.

Council Member Johnston asked if the applicant was aware that the US Geological Survey.gov stated seismic activity could be induced within 10 miles of an injection well site. Mr. Ming reiterated it was not a ConocoPhillips well therefore the concern was between Arapahoe County and the company attempting to permit the injection well.

Council Member Johnston stated it may not be a ConocoPhillips well but it was included in the operator agreement. She pointed out the 140 million gallons of toxic chemicals was a major concern of the Superfund site and ConocoPhillips has insisted the injection well be included in the agreement. She asked if ConocoPhillips was willing to remove it. Mr. Ming stated it was not up to ConocoPhillips to do so. He stated that was up to the county and the

company attempting to permit the well. Council Member Johnston stated ConocoPhillips could remove the BMP 24, Class II provision from the agreement and asked if they were willing to do so.

Ms. Thompson stated Expedition Water worked very closely with the City and the City agreed they were comfortable with the design of the well, noting ConocoPhillips could not speak specifically to the design of the well because it was not their well.

Council Member Johnston asked if ConocoPhillips would remove the injection well provision of BMP 34 from the operator agreement. Ms. Thompson clarified the ConocoPhillips team present at the meeting were not authorized to make those types of changes to the agreement, noting the agreement has been worked through carefully between the City and ConocoPhillips.

Mr. Ming suggested City staff might speak to the issue.

Ms. Paranhos did so, noting Aurora Water met with the company who planned to operate the injection well in Arapahoe County and Aurora Water was satisfied that the well would be operated in a safe manner and that any concerns related to earthquakes and aquifer contamination risks would be mitigated by the well construction. She stated that was why the provision that ConocoPhillips would use that particular injection well and not any other injection wells within a four-mile buffer of the City limits.

Council Member Johnston stated her understanding that the City took a position on the proximity which was four miles from the City's water infrastructure and that there was no Environmental Protection Agency (EPA) oversight for Class II underground injection wells and that that was under the Colorado Department of Public Health & Environment's (CDPHE) oversight. She asked if Expedition Water had any other injection wells near other Superfund sites. Ms. Paranhos stated she did not have that information.

Council Member Hiltz asked why hold a public hearing if changes could not made and if not at the meeting, when could those changes could be made. Mayor LeGare stated the public hearing was held to gain input on an Oil and Gas operator agreement that has been extensively worked on by City staff and the applicant. He pointed out that it was now up to City Council to determine whether or not the agreement was acceptable and then to vote accordingly. He asked the applicant representatives to restate their names for the record.

Vanessa Thompson; Maxwell Blair and Cameron Ming did so.

Council Member Bergan asked if the applicant held meetings in good faith to help locate the wells so that they did not impact development. Mr. Blair explained the well sites reflected in the operator agreement were a culmination of an arduous and extensive process.

Council Member Gruber asked the depth of the injection well. Mr. Ming reiterated it was not a ConocoPhillips well. Council Member Gruber pointed out the well was a distance away with a two mile depth.

Mr. Ming concurred.

Council Member Berzins noted there was a lot of testimony on both sides of the issue and asked the applicant and staff if there was anything either of them would like to address regarding the public comment.

Mayor LeGare acknowledged Mr. Batchelor's no gesture.

Ms. Thompson clarified ConocoPhillips was in compliance with the BMPs and the inspection provision in the operator agreement specifically, noting any safety event or other incident required immediate reporting by ConocoPhillips and the inspection was of a different nature.

Mr. Ming noted the location of ConocoPhillips pipelines was secret for safety reasons.

Mr. Blair noted that secrecy ensured the pipelines would be properly located and spotted if development occurred in any proximity to them.

Council Member Johnston expressed concerns that concerns related to permitting might be raised at the neighborhood meetings that would be held after the operator agreement was approved and asked how that would be addressed since the agreement stated 'the City shall not oppose or object in any form to any permits, applications or similarly related approvals related to the operator, oil, gas operations or any development of any new wells or well sites'. Ms. Thompson stated any comments from both the neighborhood meeting as well as the call for public comment as a result of the permit process would be administered back to ConocoPhillips and they would have a response requirement in order to further the permit process.

Council Member Murillo asked how many well pads versus wells were being proposed under the purview of the operator agreement. Ms. Thompson stated there were 45 well sites with a total potential well count of 310.

Council Member Lawson asked how a homeowner purchasing a home in the area would be notified of the pipeline location. Ms. Thompson stated the pipelines were located in a protected easement that were separate and apart from any home deeds. Council Member Lawson asked if the onus was on the homebuyer to find out if the pipeline was nearby. Ms. Thompson answered affirmatively.

Mr. Blair stated the pipeline would be well marked at any crossing and at intervals which provided an opportunity for homeowners to do research for their home when they purchased it.

Council Member Bergan asked if most of the well sites were located in undeveloped areas. Ms. Thompson answered affirmatively. Council Member Bergan asked the typical width of a utility easement. Ms. Thompson stated 50 feet.

Council Member Murillo asked the proposed increase of wells from what ConocoPhillips had currently. Ms. Thompson stated there were currently 25 constructed well pads with approximately 50 wells. Council Member Murillo noted that was a significant increase.

Mayor LeGare discussed the public hearing process and how it was changed through public notice to reflect that on the agenda. He closed the public hearing on the item.

Motion by Bergan, second by Gruber, to approve item 10a with a waiver of reconsideration.

Council Member Johnston clarified a waiver of reconsideration meant the item could not be reconsidered if new information were to be provided.

Council Member Bergan expressed appreciation to all those who attended the meeting. She stated she and her fellow council members wanted to protect the environment and the health of the community and therefore they took the issue very seriously, noting this has not been a brief process. She pointed out there were almost 50 BMPs for the agreement and any new regulations imposed by the state would be met by the operator. She suggested as such, other jurisdictions might view the City of Aurora as the model for how to do an operator agreement. She stated she would support the item.

Council Member Hiltz expressed appreciation to ConocoPhillips for taking the time and effort to learn the community needs and for going above and beyond since the May 20th meeting in their public outreach efforts. She stated she would not support the item because there was a lot that still needed to be considered and she felt there needed to be a longer public input process. She agreed there was a path forward but noted unfortunately this was not it.

Council Member Murillo stated it gave her great pause to know the operator agreement would be a legally binding contract where six times as many oil wells as there were currently. She pointed out the City had one opportunity to get it right and she did not feel the City has done its due diligence in terms of health and safety and public input in this instance. She stated she supported operator agreements in general because it was a way to create stability for the industry and to codify health and safety concerns. She noted she empathized with those who have a vested interest in ConocoPhillips however she did not think the City Council should be making decisions based on the perceived goodness of a company because this was policy. She stated she would not support the item for those reasons.

Mayor Pro Tem Roth noted in light of the transparency questions by the City, he spoke to the Colorado Municipal League's (CML) position on the item and the passing of SB 181.

Council Member Johnston addressed concerns related to SB 181. She stated CML's position on the bill was irrelevant to her because this was Aurora. She noted it was suggested the City might be held as a model for operator agreements and she expressed her hope that was not so because she did not think it was how public policy should be handled. She pointed out she represented the neighbors where the item was located and she could not support the item primarily because of the fast track and the location of the injection well site near the Superfund site. She expressed her disappointment and embarrassment that the City has not insisted on more robust feedback in this regard.

Voting Aye: Bergan, Berzins, Gruber, Richardson, Roth, Watson

Voting Nay: Johnston, Hiltz, Lawson, Murillo

♦ b. **R2019-35**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving an Amendment to the Intergovernmental Agreement between the City of Aurora, Colorado, acting by and through its Utility Enterprise, and the Urban Drainage and Flood Control District, regarding Final Design, Right-of-Way Acquisition and Construction of Drainage and Flood Control Improvements for Easterly Creek Stormwater Pond. STAFF SOURCE: Sarah Young, Deputy Director of Planning and Engineering, Aurora Water

Motion by Roth, second by Watson, to approve item 10b.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ c. **R2019-36**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving an amendment to the Intergovernmental agreement between the City of Aurora, Acting by and through its Utility Enterprise, and the Urban Drainage and Flood Control District regarding final design, right-of-way acquisition and construction of drainage and flood control improvements for First Creek Detention Upstream of I-70 in the City of Aurora. STAFF SOURCE: Sarah Young, Deputy Director of Planning and Engineering, Aurora Water

Motion by Berzins, second by Murillo, to approve item 10c.

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ d. **R2019-37**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving an Amendment to the Intergovernmental Agreement between the City of Aurora, Colorado, acting by and through its Utility Enterprise, and the Urban Drainage and Flood Control District, regarding final design, right-of-way acquisition, and construction of drainage and flood control improvements for 22nd Avenue outfall to Westerly Creek. STAFF SOURCE: Sarah Young, Deputy Director of Planning and Engineering, Aurora Water

Motion by Watson, second by Roth, to approve item 10d.

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ e. **R2019-38**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, for the Agreement Regarding Member Funding Transfers Pursuant to the Aerotropolis Regional Transportation Authority Establishment Agreement. ***(Staff Requests a Waiver of Reconsideration) (This item will also appear on the June 3, 2019 Study Session) (Due to this item being dual listed, the backup is included in item 4b of the Study Session Packet.)*** **STAFF SOURCE: Michelle Gardner, Senior Assistant City Attorney, City Attorney**

Motion by Gruber, second by Roth, to approve item 10e with a waiver of reconsideration.

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Lawson, Murillo, Richardson, Roth, Watson

♦ f. **R2019-39**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, supporting and declaring June 7, 2019 as national gun violence awareness day. Sponsor: Council Member Johnston

Misty Glover, Aurora Moms Demand Action for Gun Sense in America, discussed her disappointment in the proclamation request denial by Mayor LeGare and the increased and recent gun violence in Aurora. She pointed out victims deserved leadership that supported them and noted her intention to vote for people to do that.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting
June 24, 2020

Members Present: Council Member Marsha Berzins, Chair; Council Member Alison Coombs Vice Chair; Council Member Francoise Bergan

Others Present: Casey Rossman, Greg Baker, Leiana Baker, Jo Ann Giddings, Rory Franklin, John Murphy, Dan Mikesell, Marshall Brown, Stephanie Neitzel, Sarah Young, Alex Davis, Gail Thrasher, Christine McKenney, Nancy Freed, Fernando Aranda

---

1. Approval of Minutes
The May 27, 2020, meeting minutes were approved as presented.

2. Consent Items
A. Monthly Water Supply Update
B. Construction Change Order Summary Report

Summary of Issue and Discussion: Council Member Berzins asked, how is the water storage? M. Brown replied, it's in a decent place, may not be quite as high as previous years, but in good shape for fall and into the next year.

Outcome: The Consent items were supported as presented.

Follow-Up Action: The Consent items were supported as presented.

---

3. Westerly Creek at Stanley Intergovernmental Agreement (IGA)

Summary of Issue and Discussion: S. Young stated, his project is a resulting recommendation of the Westerly Creek (Upstream of the Dam) Master Plan. This "Amendment to Agreement Regarding Final Design, Right-of-Way Acquisition and Construction of Drainage and Flood Control Improvements for 22nd Avenue Outfall to Westerly Creek" (the Amendment) is the third amendment to the agreement between Mile High Flood District (MHFD) previously Urban Drainage and Flood Control District UDFCD).

The project began as an upsizing of the 22nd Avenue stormwater pipe and outlet structure to reduce flooding that is known to occur on Dallas Street near Stanley Marketplace. The scope of the project was expanded to include a required water quality project as well as improve the last remaining unimproved section of Westerly Creek.

The project was originally going to be managed by the City of Aurora and thus MHFD contributed funding to the City. However, due to the new complexity of the project, it was determined that MHFD is better suited to lead the design and construction. Aurora Water will return the 22nd Avenue outfall funding and contribute additional funding for the flood prevention, water quality and recreational aspects. The District will contribute an additional $400,000 to the project, the City of Aurora Parks, Recreation and Open Space Department has

pledged $200,000, and Aurora Water will return MHFD's original contribution of $500,000 and contribute an additional $2,000,000 to the project.

Council Member Bergan stated, if this is not a floodplain will it prevent flooding? S. Young replied, yes. This isn't an actual regulated floodplain. We are aware of flooding in the area and mapping is needed. Council Member Bergan asked, will this help residents with their flood insurance. S. Young replied, this project will help mitigate flooding it's not a regulated floodplain. Because the City is part of the FEMA Community Rating System with a good score (due to our proactive stormwater program), anyone who does purchase flood insurance can receive a discount.

Outcome: The Committee supports the Westerly Creek at Stanley IGA and forwarded to Study Session for consideration.

Follow-Up Action: The Committee supports the Westerly Creek at Stanley IGA and will forward to Study Session for consideration.

---

4. New Residential Water Rate

Summary of Issue and Discussion: F. Aranda stated, Aurora Water's current residential rate structure was implemented in 2007 (14 years ago). Since then, the rates have increased but the structure has remained the same. The residential water rate structure consists of a monthly fixed service charge and a monthly volumetric charge based on three tiers, Tier 1 is from 0 to 20,000 gallons, Tier 2 is from 21,000 to 40,000 gallons, and Tier 3 is all usage over 40,000 gallons. Aurora Water's Tier 1 is the most generous Tier 1 of all the utilities with a tier rate structure in the region. Staff is proposing a new rate structure that incorporates four Tiers. This will keep low water usage customer bills relatively the same as they are currently. Any increases in 2021 would be minimal and mainly impact high water usage customers.

This item was presented to the Water Policy Committee on May 27, 2020. The Committee asked staff to return to answer further questions. Staff has also presented more specific information on residential customer accounts across the City for Committee consideration.

Council Member Bergan asked, will water usage inside the home contribute to the increase? F. Aranda replied, yes. Council Member Coombs stated, Meadow Hills has larger lots that are required to irrigate. This will impact those residents, who are mostly retirees, and did not know they were facing these increases when they purchased their homes. M. Brown replied, we have had several discussions with the residents of Meadow Hills previously, but additional conversations may prove beneficial especially regarding water conservation and their larger lots. Conservation programs have been modified over the years, which may be more accessible to those residents. M. Brown suggested a separate meeting with Council Member Coombs to discuss these rebates and addressing the residents at their next town hall meeting. If they choose to keep the large areas of turf, the increase will likely affect them. Council Member Coombs agreed that a meeting regarding the water rebates and conservation for large landscaping will be helpful in addressing resident's concerns. Council Member Bergan stated, retirement communities in her Ward are on fixed incomes and would also benefit from a presentation at a town hall meeting for conservation programs and rebates. M. Brown replied, there have been communication with districts regarding conservation landscape and rebate programs and will

look at schedules to coordinate a time for which to meet with both Council Member Coombs and Council Member Bergen to discuss further. Council Member Berzins stated, wastewater keeps going up as well, and changing turf is expensive. Council Member Berzins stated that she is not for water rate increases but does understand the need for them and therefore supports moving the item forward to Study Session.

Outcome: The Committee supports the New Residential Water Rate and forwarded to Study Session for consideration.

Follow-Up Action: The Committee supports the New Residential Water Rate and will forward to Study Session for consideration.

---

5. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: Council Member Berzins thanked the Citizens' Water Advisory Committee for their service and participation in the meetings.

Council Member Bergan would like a presentation on xeriscape programs for the next Water Policy Meeting. T. York will present at the July 22 meeting.

Water Tour has been cancelled and a one-day water tour is being offered.

Nancy Freed asked, is the water rate discussion going to Council in August? M. Brown replied, yes in August. J. Giddings added, there are required changes to the ordinance and will be included in the budget in the fall.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

6. Confirm Next Meeting

The next meeting is scheduled for July 22, 2020, 9:00 a.m. via WebEx.

X _____

Council Member Berzins
Chair - Water Policy Committee

MINUTES

Regular Meeting – Aurora City Council
Monday, July 20, 2020

CALL TO ORDER – REGULAR MEETING

Mayor Coffman convened the regular meeting of City Council at 4:00 p.m.

ROLL CALL

PRESIDING:	Mayor Coffman
COUNCIL MEMBERS PRESENT:	Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo
COUNCIL MEMBERS ABSENT:	None
OFFICIALS PRESENT:	City Manager Twombly, City Attorney Brotzman, City Clerk Ruger
COUNCIL MEMBERS ARRIVING AFTER ROLL CALL:	None

City Clerk Ruger announced the proposed items for discussion at executive session.

CONSIDERATION TO RECESS FOR EXECUTIVE SESSION

Motion by Gruber, second by Coombs, to recess for executive session.

Voting Aye: Mayor Coffman, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

Abstaining: None

1. **RECONVENE REGULAR MEETING OF JULY 20, 2020 AND CALL TO ORDER**

   Mayor Coffman reconvened the regular meeting of City Council at 7:30 p.m.

2. **ROLL CALL** Stephen Ruger, City Clerk

   COUNCIL MEMBERS PRESENT: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Murillo Marcano

3. **INVOCATION/MOMENT OF SILENCE FOR 7/20** Barbara Dahl, City Clerk Analyst, and Mayor Coffman

4. **PLEDGE OF ALLEGIANCE TO THE FLAG** (all standing)

5. **APPROVAL OF THE MINUTES**

   No minutes were available.

6. **CEREMONY**

   None

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

7. **PUBLIC INVITED TO BE HEARD (non-agenda related issues only)**

Mayor Coffman asked if there were any objections to moving the public comment to the end of the meeting.

Council Member Marcano asked how many comments were submitted.

Stephen Ruger, City Clerk, stated approximately 86.

Council Member Marcano stated his objection to moving the public comment.

Motion by Bergan, second by Gruber, to suspend Council rules to move the public comment to the end of the meeting.

Mayor Pro Tem Johnston estimated the public testimony would take up to four hours and she expressed concerns related to those who wanted to have a discussion on the independent investigation. She pointed out Public Invited to Be Heard was for non-agenda items and she wanted people to testify on agenda items and speak to the City's business. She stated she put it on the study session agenda for the entire Council to discuss and noted that did not happen because of timing. She stated there was interest in what Council Member Lawson was going to do with her proposal, the independent study and more discussion was needed therefore she would support the suspension of rules for this time.

Mayor Coffman clarified the motion was for all Public Invited to Be Heard comments to be moved to the end of the meeting.

Mayor Pro Tem Johnston stated she would only support moving non-agenda items but not agenda items and asked Council Member Bergan to speak to her intention behind the motion. Council Member Bergan asked staff if those comments related to the independent investigation had been sorted from the non-agenda item comments.

Mr. Ruger stated thus far everything in the public comments pertained to non-agenda items.

Council Member Bergan stated her support for moving non-agenda related items to the end of the agenda.

Council Member Coombs stated this was an issue that has been discussed by Council on several occasions that has not yet been settled. She stated her concerns were for staff, particularly those who were present to provide presentations. She noted it was important to be very clear on processes and procedures so the community knew what to expect. She stated those decisions should be made before they were implemented because she had concerns related to making changes on the way the Council operated before alerting the community to those changes. She stated she would not support the motion because she did not feel the community was properly informed.

Council Member Marcano echoed Council Member Coombs concerns. He stated he was a firm believer in public comment periods and he understood that moving to a digital medium changed the dynamic and put more of a burden on staff. He agreed it was an issue that should be discussed at a special study session. He stated it was not fair to change the rules in the middle of the game therefore the issue should be deferred until Council could meet and have a discussion.

Voting Aye: Mayor Coffman, Bergan, Berzins, Gardner, Gruber, Johnston, Lawson

Voting Nay: Coombs, Hiltz, Marcano, Murillo

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

8. **ADOPTION OF THE AGENDA**

The agenda was adopted as presented.

9. **CONSENT CALENDAR**

General Business

a. Consideration to AWARD A SOLE SOURCE PROFESSIONAL SERVICES AGREEMENT with Brothers Redevelopment, Inc. (BRI) for services to support the City of Aurora Community Development Minor Home Repair Program in providing financial and technical assistance to low- and moderate-income Aurora, Colorado homeowners needing essential home repairs not-to-exceed $250,000 for this program.
Presenter: Jessica Prosser, Manager of Community Development, Housing and Community Services/Joyce, Tim, Assistant City Attorney II Civil

Motion by Marcano, second by Murillo, to approve item 9a.

Council Member Marcano asked staff to provide a brief overview of the program and to explain why it was a sole sourced item.

Jessica Prosser, Manager of Community Development, Housing and Community Services, did so.

Council Member Murillo gave a shout-out to Brothers Redevelopment founder who graduated from Aurora Central High School in Ward I.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

b. Consideration to AWARD A SINGLE SOURCE CONTRACT to Carollo Engineers, Inc., Littleton, CO in the amount of $4,208,093.00 for design-build services for the Sand Creek Water Reuse Facility Programmable Logic Controls Conversion and Improvements Project (Phase 2 of 2).
Presenter: Elizabeth Carter, Principal Engineer, Aurora Water/David Lathers, Senior Asst City Attorney

c. Consideration to AWARD AN OPENLY SOLICITED CONTRACT to Wilson & Company, Inc., Denver, Colorado in the amount of $128,227.00 for providing Engineering Services for Storm CMP Rehabilitation Task 6, Project No. R-2041.
Presenter: Swirvine Nyirenda, Principal Engineer, Aurora Water/David Lathers, Senior Asst City Attorney

d. Consideration to AWARD A SINGLE SOURCE CONTRACT to Keesen Landscape Management Inc., Englewood, Colorado in the not-to-exceed amount of $210,000.00 for Weed Mowing and Trash Removal Services (Abatement Services) as required through December 31, 2020.
Presenter: Nancy Sheffield, Interim Director, Housing and Community Services/David Lathers, Senior Asst City Attorney

Motion by Coombs, second by Bergan, to approve items 9b – 9d.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

e. Consideration to APPROVE THE PURCHASE of 119 share of stock in the Whitney Ditch Company from BCI Waterco LLC and an affiliated water pipeline easement from GWIP

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

LLC, for $26,881,719.75, by the City of Aurora, acting by and through its Utility Enterprise.
Presenter: Dawn Jewell, S Platte Basin Supv, Aurora Water/ Neitzel, Stephanie, Assistant City Attorney II Civil

Motion by Coombs, second by Johnston, to approve item 9e.

Council Member Coombs requested a staff presentation for the benefit of the public.

Alexandra Davis, Deputy Director Water Resources, Aurora Water, did so.

Council Member Bergan stated her understanding that the City would not pay until the location issue was resolved in water court.

Ms. Davis stated the City would pay for the water rights outright in this instance and would go to court later.

Council Member Bergan asked if it was contingent on the approval. Ms. Davis answered no, noting staff did not believe there was a significant risk in this regard.

Voting Aye: Mayor Coffman, Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

10. **RESOLUTIONS**

♦ a. **R2020-64** Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving an Amendment to Intergovernmental Agreement No. 18-06.01B regarding funding the 22nd Avenue outfall to Westerly Creek Improvement Project between the City of Aurora, and the Urban Drainage and Flood Control District D/B/A mile High Flood District.
Presenter: Sarah Young, Deputy Director Wtr Plan/Engin, Aurora Water/ Ian Best, Assistant City Attorney I

Motion by Berzins, second by Johnston, to approve item 10a.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

♦ b. **R2020-65**Consideration to APPROVE A RESOLUTION by the City Council of the City of Aurora, Colorado for the Agreement Between the City of Aurora and the Colorado Department of Revenue, Division of Motor Vehicles, Regarding Commercial Driver License Testing.
Presenter: Renee Pettinato Mosley, Risk Manager, Human Resources/Gardner, Michelle, Senior Asst City Attorney

Motion by Marcano, second by Berzins, to approve item 10b.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

♦ c. **R2020-66** Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving the Intergovernmental Agreement between the City of Aurora, Colorado, and the Counties of Adams and Arapahoe, Colorado, for the establishment of a Veteran's Service Office.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting
September 21, 2022

Members Present: Council Member Steve Sundberg Chair

Absent: Council Member Angela Lawson Vice-Chair, Council Member Curtis Gardner

Others Present: Casey Rossman, Greg Baker, John Murphy, Sherry Scaggiari, Steve Fiori, Leiana Baker, Steve Cann, Sam Miller, Sarah Young, Marshall Brown, Ian Best, Alex Davis, Rachel Allen, Swirvine Nyirenda, Laura Perry, Jo Ann Giddings, Fernando Aranda, Melina Bourdeau

---

1. Approval of Minutes
The August 17, 2022, meeting minutes were approved as presented.

2. Consent Items
A. Construction Change Order Report
B. Monthly Water Supply Update

Summary of Issue and Discussion: None.

Outcome: The Consent items were supported as presented.

Follow-Up Action: The Consent items were supported as presented.

---

3. Fourth Amendment to the 22nd Avenue Outfall to Westerly Creek Improvement Project between the City of Aurora and the Urban Drainage and Flood Control District D/B/A Mile High Flood District

Summary of Issue and Discussion: S. Miller gave a presentation.

Outcome: Council Member Steve Sundberg Chair agreed to sponsor the Fourth Amendment to the 22nd Avenue Outfall to Westerly Creek Improvement Project between the City of Aurora and the Urban Drainage and Flood Control District D/B/A Mile High Flood District due to lack of Quorum.

Follow-Up Action: Forward to Study Session for consideration.

---

4. Future Development Water Supply Needs and Constraints

Summary of Issue and Discussion: S. Young requested to move item to October.

Outcome: Item will be moved to October.

Follow-Up Action: Item moved to October.

5. Lead and Copper Rule Presentation

Summary of Issue and Discussion: S. Scaggiari gave a presentation. Council Member Sundberg asked, is the cost $1,400.00 for both lines? S. Scaggiari replied, yes, that's for the pot holing to do the inventory piece, but to replace is approximately $8,000.00 for both sides. That price has gone up since we did this the last time. Council Member Sundberg asked, is the customer expected to pay their portion or does grant money take care of that? S. Scaggiari replied, we're hoping that the grant money will take care of that. Council Member Sundberg asked, what is the physical process for potholing? S. Scaggiari replied, it's creating about a quarter inch hole, it can be done with water or air, the dirt comes out and you eventually get to where the service line is and inspect that line to see if it's lead or not. Council Member Sundberg asked, how far down are the lines? S. Scaggiari replied, it varies with most being roughly 18" deep. Council Member Sundberg asked, what about concern and the reality of mercury in our water system? S. Scaggiari replied, there has been no history of mercury in the water. Council Member Sundberg asked, if this was a concern in the mountain water? S. Scaggiari replied, no, it's not something we test for and we've not seen it in the water.

Outcome: Informational only.

Follow-Up Action: Informational only.

6. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: Council Member Sundberg thanked for the Water Tour.

Outcome: Informational only.

Follow-Up Action: Information only.

7. Confirm Next Meeting

The next meeting is scheduled for October 19, 2022, 10:30 a.m. via WebEx.

X Steve Sundberg (Nov 22, 2022 14:44 MST)

Steve Sundberg
Chair, Water Policy Committee

MINUTES

Regular Meeting of the **Aurora City Council**
Monday, October 24, 2022

1. **RECONVENE REGULAR MEETING OF OCTOBER 24, 2022, AND CALL TO ORDER**

Mayor Coffman reconvened the regular meeting of the City Council for October 24, 2022, at 6:30 p.m.

2. **ROLL CALL**– Kadee Rodriguez, City Clerk

COUNCIL MEMBERS PRESENT: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

Public call-in instructions were provided in both English and Spanish.

3. **INVOCATION/MOMENT OF SILENCE**– Mike Coffman, Mayor

Mayor Coffman led in prayer and followed with reading the Land Acknowledgement.

4. **PLEDGE OF ALLEGIANCE** (all standing)

5. **EXECUTIVE SESSION UPDATE**

Mayor Coffman stated that during the executive session, council discussed the search of the APD Chief and personnel evaluations for two executive positions.

6. **APPROVAL OF MINUTES**

6.a. **October 10, 2022, Meeting Minutes**

Motion by Bergan, second by Murillo, to approve the minutes of October 10, 2022 as presented.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

7. **PROCLAMATIONS OR CEREMONIES**

7.a. **Veterans Day Minute of Silence**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Mayor Coffman proclaimed November 11, 2022 as Veterans Day – Minute of Silence.

7.b. **Commitment to Combatting Antisemitism**

Mayor Coffman proclaimed October 27, 2022 as a day to reaffirm Aurora's Commitment to Combatting Antisemitism.

8. **PUBLIC INVITED TO BE HEARD**

(non-agenda-related issues only)

Council heard public in-person and call-in testimony on non-agenda-related items.

Mayor Coffman explained that he will hold a public meeting regarding issues on Havana together with Council members Medina and Marcano. He asked for the contact information of the individual that spoke about issues experienced on Havana.

CM Marcano requested the information of the individual that spoke on the increasing rent prices. CM Coombs requested the information of the resident in her ward that spoke on the increasing rent prices and the Multifamily Systemic Inspection Program.

CM Marcano requested the information of the Ward IV resident that expressed concerns about excessive speeding on roadways in the city and residential neighborhoods.

CM Sundberg asked for a status update on the speed radar vans. J. Batchelor said that they have been in contact with the pilot vendor and are working through the process to roll them out in 2023.

9. **ADOPTION OF THE AGENDA**

Motion by Marcano, second by Jurinsky to adopt the agenda as presented.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

10. **CONSENT CALENDAR**

This portion of the agenda is a meeting management tool to allow the City Council to handle several routine items with one action. Any member of the Council may request an item to be removed from the Consent Calendar and considered separately. Any item removed will be considered immediately following the adoption of the remainder of the Consent Calendar.

10.a. **Consideration to AMEND THE SINGLE SOURCE CONTRACT with HDR Engineering, Denver, CO in the amount of $191,656.00 for I-70/Picadilly Interchange Design-Build Procurement and Program Management Consulting Services**

Matt Kozakowski, Transportation Project Delivery Manager / Dave Lathers, Senior Assistant City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

10.b. **Consideration to AWARD A COMPETITIVELY BID CONTRACT to Brannan Sand and Gravel Company, Denver, CO in the amount of $309,859.00 for the 2022 Speed Cushion Installation Services; Project 5901A.**

Waiver of reconsideration is requested due to the urgency to start construction to avoid winter weather delays and asphalt plants shutdown for the season.

Carl Harline, Public Works / Dave Lathers, Senior Assistant City Attorney

10.c. **Consideration to AWARD AN OPENLY SOLICITED CONTRACT to Alfred Benesch, Denver, Colorado in the amount of $6,688,593.51 for CMCI and Material Testing for the I70 Picadilly Design Build Project; R-2262.**

Matt Kozakowski, Transportation Project Delivery Manager / Dave Lathers, Senior Assistant City Attorney

10.d. **Grey and Black Market Marijuana Enforcement Grant Program**

Timothy Sherbondy, Grants Analyst / Megan Platt, Assistant City Attorney

Motion by Bergan, second by Sundberg to approve the consent calendar items 10a through 10d.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11. **RESOLUTIONS**

11.a. **2023 Employee Pay Table and Classification**

R2022-191 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE 2023 EMPLOYEE PAY TABLE AND CLASSIFICATIONS

Ryan Lantz, Director of Human Resources / Kim Skaggs, Assistant City Attorney

Ryan Lantz, Director of Human Resources, provided a summary of the item.

CM Sundberg asked who gathers the data for the table of standard or average pay. He asked if it is a subscribed service or if it is done by staff. R. Lantz said that there is a Compensation Division within Human Resources that does the research. They use a variety of different sources to gather data in collaboration with department directors.

CM Coombs asked if there are efforts being done to look at pay rates for lower-wage employees. R. Lantz said they are addressing the issues through recent pay increases applied to all employees that raised their pay above $15 per hour. The compensation team is also finalizing a new pay table that looks at market data specific to seasonal and part-time positions.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Sundberg, second by Coombs to approve item 11a.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.b. **Business Safety and Security Upgrade Grant Program**

R2022-192 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT FOR ADDITIONAL FUNDING FOR THE BUSINESS SAFETY AND SECURITY UPGRADE GRANT PROGRAM USING ARPA FUNDS

Sponsor: Curtis Gardner, Council Member

Kendall Koca, Manager of Special Projects / Tim Joyce, Assistant City Attorney

Kendall Koca, Manager of Special Projects, provided a summary of the item.

Motion by Gardner, second by Bergan to approve item 11b.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.c. **4th Amendment to 22nd Outfall to Westerly Creek Improvement Plan**

R2022-193 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT REGARDING FINAL DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR 22nd AVENUE OUTFALL TO WESTERLY CREEK

Sponsor: Steve Sundberg, Council Member

Swirvine Nyirenda, Planning and Engineering Services Manager / Ian Best, Assistant City Attorney

Sarah Young, Aurora Water Deputy Director of Planning & Engineering, provided a summary of the item.

Motion by Sundberg, second by Coombs to approve item 11c.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11.d. **Proposed Modifications to Moral Obligations Policy and Review of Existing Moral Obligations**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

MINUTES

Regular Meeting of the **Aurora City Council**
Monday, May 8, 2023

1. **RECONVENE REGULAR MEETING OF MAY 8, 2023, AND CALL TO ORDER**

Mayor Coffman reconvened the regular meeting of the City Council for May 8, 2023, at 6:30 p.m.

2. **ROLL CALL**– Kadee Rodriguez, City Clerk

COUNCIL MEMBERS PRESENT: Mayor Coffman, Bergan, Coombs, Mayor Pro Tem Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

Public call-in instructions were provided in both English and Spanish.

3. **INVOCATION/MOMENT OF SILENCE**– Mike Coffman, Mayor

Mayor Coffman led the prayer for the May 8th, Council Meeting.

4. **PLEDGE OF ALLEGIANCE** (all standing)

5. **EXECUTIVE SESSION UPDATE**

Mayor Coffman proceeded with an update on the Executive Session, where participants had discussed litigation and received legal advice on hiring process.

6. **APPROVAL OF MINUTES**

6.a **April 24, 2023 Meeting Minutes**

Motion by Sundberg, second by Bergan to approve the minutes of the April 24, 2023 as presented.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

7. **PROCLAMATIONS OR CEREMONIES**

7.a **Denver Mayor Michael B. Hancock**

Mayor Coffman gave a proclamation to Mayor Michael Hancock of Denver, honoring his service to the city of Denver and partnership with Aurora.

7.b **World Neurofibromatosis (NF) Day**

Mayor Coffman proclaimed May 17, 2023, as World Neurofibromatosis Day.

7.c **Older Aurorans Month**

CM Lawson read a proclamation declaring May 2023 as Older Aurorans Month.

7.d **Community College of Aurora Day**

Mayor Coffman read a proclamation declaring May 20, 2023, as Community College of Aurora (CCA) Day.

7.e **Amazing Auroran Award**

CM Bergan presented the Amazing Auroran Award to Ayla Anderson, a ten-year-old student at Buffalo Trail Elementary School.

Mayor Coffman read the land acknowledgment.

8. **PUBLIC INVITED TO BE HEARD**

Council heard public in-person testimonies on non-agenda-related items.

9. **ADOPTION OF THE AGENDA**

Motion by Gardner, second by Zvonek to adopt the agenda.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

10. **CONSENT CALENDAR**

10.a **Motions**

10.a.1 **Sanitary Manhole Repair on 19th Avenue at Florence Street Amendment 1**

Consideration to Award a CHANGE ORDER TO A COMPETITIVELY SOLICITED CONTRACT to Mott MacDonald, LLC, Lakewood, Colorado in the Amount of $160,997.00 for Additional Design Effort Including Field Survey, Utility Locating, Potholing, Plan Reviewing, Coordination, Special Inspections, and Final Walkthrough for the Sanitary Manhole Repair at 19th and Florence Project

Andrea Long, Principal Engineer, Aurora Water / Hanosky Hernandez, Senior Assistant City Attorney

10.a.2 **Consideration to AWARD A CHANGE ORDER TO A COMPETITIVELY BID CONTRACT to McDade Woodcock, Inc., Englewood, CO in the Amount of $3,074,804.00 for the North Campus Well Field Electrical Phase 2 Project, Project No. 5887A**

John Clark, Principal Engineer, Aurora Water / Hanosky Hernandez, Senior Assistant City Attorney

10.a.3 **Consideration to AWARD A COMPETITIVELY BID CONTRACT to T. Lowell Construction Inc., Castle Rock, Colorado in the Amount of $4,640,000.00 for the Zone 3C: 36-inch Pipeline from E. 56th Ave. to E. 64th Ave. Project, Project No. 5918A**

Dean Bedford, Principal Engineer, Aurora Water / Hanosky Hernandez, Senior Assistant City Attorney

10.a.4 **Consideration to AMEND AN OPENLY SOLICITED CONTRACT with Ground Engineering, Inc., Denver, Colorado in the Amount of $60,000.00 for Providing Inspection Services to Supplement the Aurora Water Inspections Team**

Vern Adam, Deputy Director of Engineering, Aurora Water / Hanosky Hernandez, Senior Assistant City Attorney

10.a.5 **Consideration to AWARD A SOLE SOURCE CONTRACT to Xylem Water Solutions, USA, Inc., Columbia, MD, in the Amount of $89,615.00 for Providing PCCP Pipeline Monitoring and AFO Server Extended Warranty Services**

Sarah Young, Assistant General Manager of Planning and Engineering, Aurora Water / Hanosky Hernandez, Senior Assistant City Attorney

10.a.6 **Consideration to AWARD A SINGLE SOURCE CONTRACT to Bohannan Huston, Inc., Albuquerque, New Mexico, in the Amount of $350,000.00 for One (1) Full-Time Staff Member to Review Preliminary and Final Drainage Reports and Plans for Aurora Water**

Sarah Young, Assistant General Manager of Planning and Engineering, Aurora Water / Hanosky Hernandez, Senior Assistant City Attorney

10.a.7 **Consideration to AWARD A SINGLE SOURCE CONTRACT to Jacobs Engineering Group, Inc., Denver, Colorado, in the Amount of $350,000.00 for Two (2) Full-Time Staff Members to Review Preliminary and Final Drainage Reports and Plans for Aurora Water**

Sarah Young, Assistant General Manager of Planning and Engineering, Aurora Water / Hanosky Hernandez, Senior Assistant City Attorney

10.a.8 **Consideration to AWARD A SOLE SOURCE CONTRACT to Selectron Technologies, Inc., Portland, Oregon in the Amount of $185,790.00 for the City's Water Customer Billing IVR System through May 31, 2024**

Greg Baker, Manager of Water Public Relations, Aurora Water / Hanosky Hernandez, Senior Assistant City Attorney

10.a.9 **Consideration to AWARD A SOLE SOURCE CONTRACT to Emergency One, Inc., Ocala, Florida in the Not-to-Exceed Amount of $260,000.00 for OEM Repair Parts as Required for the City's Emergency One Fire Apparatus through May 31, 2024**

Ron Forrest, Fleet Manager, Public Works / Hanosky Hernandez, Senior Assistant City Attorney

10.a.10 **Consideration to AWARD AN OPENLY SOLICITED CONTRACT to Ground Engineering Consultants, Inc. Englewood, CO in the Amount Not-to-Exceed**
$2,899,195.00 for Construction Management/Construction Inspection Services; R- 2308

- ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Waiver of Reconsideration is requested to expedite award to ensure continuity of inspection services for the Streets Division.

Nicholas Johnson, Engineering Supervisor, Public Works / Hanosky Hernandez, Senior Assistant City Attorney

10.a.11 **Consideration to AWARD A SINGLE SOURCE CONTRACT to Northeast Transportation Connections, Denver, CO in the Amount of $130,000.00 to Develop a Transportation Demand Management Program**

Tom Worker-Braddock, Senior Planner, Planning and Development Services / Hanosky Hernandez, Senior Assistant City Attorney

10.a.12 **JusticeWorks**

Consideration to AWARD AN OPENLY SOLICITED CONTRACT to JusticeWorks, Allentown, PA (With a Facility and Local Representation in Aurora) in the Amount of $136,837.06 for a Case Manager(s)/ Navigator's Staff will Be Assigned to the Youth Violence Prevention Program and Supervised by the Manager of the Youth Violence Prevention Program

Joseph DeHerrera, Youth Violence Prevention Program Manager, Housing and Community Services / Hanosky Hernandez, Senior Assistant City Attorney

Motion by Gardner, second by Sundberg to approve item 10.a.12.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Lawson, Marcano, Murillo, Jurinsky, Medina, Zvonek, Sundberg

10.a.13 **Award a $50,000 Grant to Support the Cherry Creek School District Summer Leadership Academy**

Jason Batchelor, Interim City Manager

Motion by Bergan, second by Coombs to approve item 10.a.13.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Lawson, Marcano, Murillo, Jurinsky, Medina, Zvonek, Sundberg

10.b **Planning Matters**

10.c **Appointments to Boards and Commissions**

10.c.1 **Consideration to Appoint Two (2) members and Reappoint One (1) Member to the Aurora Commission For Older Adults**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.2 **Consideration to Appoint Two (2) Members and Reappoint Three (3) Members to the Parks and Recreation Advisory Board**

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.3 **Consideration to Appoint Three (3) Members to the Civic Engagement Commission**

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

Motion by Gardner, second by Sundberg to approve the Consent Calendar – Motions with items 10.a.12 and 10.a.13 removed.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Lawson, Marcano, Murillo, Jurinsky, Medina, Zvonek, Sundberg

11. RESOLUTIONS

11.a Resolutions

11.a.1 **The First Amendment to the Irondale Gulch Outfall Systems Plan Intergovernmental Agreement**

R2023-49 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT AND THE CITY AND COUNTY OF DENVER REGARDING FINAL DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR OUTFALL SYSTEMS PLAN FOR IRONDALE GULCH UPSTREAM OF ROCKY MOUNTAIN ARSENAL

Swirvine Nyirenda, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

11.a.2 **Fourth Amendment to the 22nd Ave Outfall to Westerly Creek Improvement Project Between the City of Aurora and the Urban Drainage and Flood Control District d/b/a Mile High Flood District**

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

R2023-50 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT REGARDING FINAL DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR 22nd AVENUE OUTFALL TO WESTERLY CREEK

Swirvine Nyirenda, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

11.a.3 **Trolley Station Metropolitan District Request for Consent to Dissolution**

R2023-51 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, CONSENTING TO THE DISSOLUTION OF TROLLEY STATION METROPOLITAN DISTRICT

Cesarina Dancy, Senior Development Project Manager, Office of Development Assistance / Brian Rulla, Assistant City Attorney

11.b **Finalizing of Ordinances**

Ordinances approved unanimously at first reading

11.b.1 **2023 Spring Supplemental**

2023-12 FOR AN ORDINANCE OF THE CITY OF AURORA, COLORADO APPROPRIATING SUMS OF MONEY IN ADDITION TO THOSE APPROPRIATED IN ORDINANCE NOS. 2021-56, 2022-24, AND 2022-73 FOR THE 2022 FISCAL YEAR AND ORDINANCE NO. 2022-59 FOR THE 2023 FISCAL YEAR

Jackie Ehmann, Budget Program Manager, Finance / Hanosky Hernandez Perez, Senior Assistant City Attorney

Motion by Gardner, second by Sundberg to approve the Consent Calendar – Resolutions and Ordinances.

Voting Aye: Bergan, Coombs, Gardner, Lawson, Marcano, Murillo, Jurinsky, Medina, Zvonek, Sundberg

12. **PUBLIC HEARING WITH RELATED ORDINANCE**

- ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

12.a **Southshore Metropolitan District No. 1 Request for Dissolution**

R2023-52 A PUBLIC HEARING AND CONSIDERATION OF A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, CONSENTING TO THE DISSOLUTION THE SOUTHSHORE METROPOLITAN DISTRICT NO. 1

Cesarina Dancy, Senior Development Project Manager, Office of Development Assistance / Brian Rulla, Assistant City Attorney

Mayor Coffman opened the public hearing.

Cesarina Dancy, the Senior Project Manager from the Office of Development Assistance, provided a summary of the item.

Mayor Coffman closed the public hearing.

Motion by Bergan, second by Marcano to approve item number 12.a.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

12.b **White Buffalo Metropolitan District Nos. 1-3 Amended and Restated Service Plan**

R2023-53 A PUBLIC HEARING AND CONSIDERATION OF A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE AMENDED AND RESTATED SERVICE PLAN FOR WHITE BUFFALO METROPOLITAN DISTRICT NOS. 1-3 AND AUTHORIZING THE EXECUTION OF AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO AND THE DISTRICTS

Cesarina Dancy, Senior Development Project Manager, Office of Development Assistance / Brian Rulla, Assistant City Attorney

Mayor Coffman opened the public hearing.

Cesarina Dancy, the Senior Project Manager from the Office of Development Assistance, provided a summary of the item.

Mayor Coffman closed the public hearing.

Motion by Gardner, second by Lawson to approve item number 12.b.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

13. **INTRODUCTION OF ORDINANCES**

13.a **56th Avenue Street Vacation**

2023-13 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, VACATING A PORTION OF THE PUBLIC RIGHT-OF-WAY FOR 56TH AVENUE, LOCATED BETWEEN NORTH PICADILLY ROAD AND NORTH TIBET STREET, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO (56TH AVENUE STREET VACATION).

Stephen Gubrud, Planner, Planning and Development Services / Daniel L. Money, Senior Assistant City Attorney

Council heard public in-person testimony.

Motion by Bergan, second by Coombs to approve item number 13.a.

Voting Aye: Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

14. **FINALIZING OF ORDINANCES**

15. **ANNEXATIONS**

16. **RECONSIDERATIONS AND CALL UPS**

17. **GENERAL BUSINESS**

18. **REPORTS**

18.a **Mayor**

Mike Coffman reported that at the beginning of the legislative session, he collaborated with Mayor Hancock and Mayor Suthers, the mayors of the other two largest cities in Colorado, to address several issues before the legislature which were aimed at reducing the crime rate. He believed they had achieved some degree of success in all their endeavors. He mentioned that the legislature had passed an issue that classified all auto theft as a felony, granted funding for license plate readers, increased the number of juvenile detention beds, and was likely to pass the Ghost Gun Legislation. He noted one unsuccessful initiative: restoring gun rights for certain classes of criminals. Coffman felt the collaborative effort was effective, with the governor acknowledging and endorsing their proposals in his State of the State Speech.

18.b **Council**

CM Lawson expressed her thoughts and prayers for the individuals affected by an incident at the Gaylord Hotel. She provided an update on the FSIR Committee,

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

noting that the Colorado Legislative Session had ended, and that Governor Polis had signed a $38.5 billion state spending plan into law. Senate Bill 2397, regarding motor vehicle theft, had passed both the House and Senate and awaited the Governor's signature. Senate Bill 213, the Land Use Bill, however, failed to pass. CM Lawson, along with Mayor Coffman, attended the Bike and Roll Day at Sunrise Elementary School, which promoted safety for bike riders and pedestrians. Additionally, she mentioned attending the Community College of Aurora Foundation Luncheon, an event that honored students, many of whom would go on to further academic endeavors. She praised the Community College for their excellent work in supporting these students.

CM Jurinsky shared that she attended the Community College of Aurora (CCA) Foundation Luncheon, noting that she herself is a CCA alumna. She also attended a Police Appreciation Event at CM Sundberg's Legends Location, where they had a successful turnout from the Aurora Police Department and the community, raising significant funds for the Aurora Police Foundation. Lastly, she announced the upcoming At-Large Town Hall, scheduled for June 15 at the People's Building in North Aurora.

CM Murillo shared that she was appointed to the Highline Canal Committee representing the City of Aurora. She recently had a meeting to discuss the transition of the canal's ownership from Denver to various counties. The goal is to protect the canal as an open space with appropriate considerations. The conversation involves several counties and cities and is ongoing. She also announced her upcoming Town Hall on Thursday, May 25, at the Moorhead Recreation Center.

CM Sundberg shared that he attended the Community College of Aurora Fundraiser and enjoyed it. He also mentioned the Police Appreciation Party organized by local businesswomen, where 31 officers showed up and $2,000 was raised. This money may go towards updates for the Youth Five-O Gaming Trailer, and some developers are also contributing to the Aurora Police Foundation. CM Sundberg, along with Mayor Coffman, Congressman Crow, and others, attended a ceremony for the opening of Liberty View affordable housing for veterans aged 62 and older. He ended by expressing thoughts and prayers for those affected by an incident at the Gaylord.

CM Medina mentioned that he also attended the Community College of Aurora (CCA) Fundraiser and the CCA Graduation, where he was impressed by the success stories of the students. He also held a Town Hall meeting last Wednesday, where one of the consent monitors engaged in conversation with constituents. He plans to continue that dialogue.

CM Marcano attended the Aurora Sister Cities Intercontinental Fundraiser, which was a great success and raised more funds than the previous year. He thanked everyone who supported the event and contributed to the silent auction. He also announced the next Ward IV Meeting, which would take place on May 11, featuring presentations on water issues and the Community Advisory Council for the Consent Decree.

- ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

CM Coombs attended the graduation for the Community College of Aurora, where she was particularly impressed by the concurrent enrollment students, who are high school students graduating with an associate degree. She also attended the Cinco de Mayo celebration for the Aurora Economic Opportunity Coalition. She announced her upcoming town halls on May 16 at Heather Gardens and May 20 at the Central Recreation Center. She also mentioned the final Charter Review Committee Public Hearing on May 23, which will be an opportunity to comment on the Charter proposals presented by Aurora Fire and Aurora Police.

CM Bergan participated in the Bike to School event at Sunrise Elementary School along with CM Lawson. She attended the HBA Housing Summit which discussed affordable housing and toured the Benson Hotel and Faculty Club on the Anschutz Campus. She was a judge at a Kentucky Derby Event at Southlands. She expressed her condolences for those affected by the Gaylord accident. She announced her upcoming Town Hall on May 17, which will include a presentation on water and the budget. Finally, she thanked those responsible for killing Bill 213, a land use bill, in defense of home rule authority.

19. **ADJOURNMENT**

Mayor Coffman adjourned the regular meeting of the City Council.

MIKE COFFMAN, MAYOR

ATTEST:

KADEE RODRIGUEZ, CITY CLERK - Deputy
Cecilia Zapata

- ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting

March 20, 2024

Members Present: Council Member Steve Sundberg (Chair), Council Member Stephanie Hancock (Vice Chair), Council Member François Bergan

Absent:

Others Present: Rachel Allen, Greg Baker, Ian Best, Dan Brotzman, Marshall Brown, Melina Bourdeau, Shonnie Cline, Mayor Mike Coffman, Alexandra Davis, James DeHerrera, Jessica LaPierre, Marena Lertch, Luz Lopez, John Murphy, Swirvine Nyirenda, Casey Rossman, Sam Scorza, Jessi Scott, Oona Sullivan, Cheinette Can Wyk, Richard Vidmar, Earl Wilkinson, Tim York, Sarah Young

---

1. Approval of Minutes

The February 21, 2024, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Report
B. Monthly Water Supply Update

Summary of Issue and Discussion: None.

Outcome: The consent items were supported as presented.

Follow-Up Action: None.

---

3. Fifth Amendment to the 22nd Ave. Outfall to Westerly Creek Improvement Project Intergovernmental Agreement (IGA) between the City of Aurora and Mile High Flood District

Summary of Issue and Discussion: S. Scorza gave a presentation on the fifth amendment to an Intergovernmental Agreement between the City of Aurora and the Mile High Flood District regarding the final design and construction of drainage and flood control improvements for the 22nd Avenue outfall to Westerly Creek.

CM Bergan asked, will this be the last amendment for this project? S. Scorza responded, there will likely be one more amendment following this one that will complete this project.

CM Hancock asked, have we started construction on this project yet? S. Scorza responded, we are still in the design phase so we are not ready for construction yet. There is still a lot of ongoing communication between the stakeholders that will lead us to the best possible design including more curvature to the stream. CM Hancock asked, will the new curvature help with the flow of the stream to prevent flooding? S. Scorza stated, yes, the stream will be moved away from properties that have the potential to flood and allow flood waters to move more effectively downstream.

Outcome: The Committee supports the Fifth Amendment to the 22nd Aven Outfall to Westerly Creek Improvement Project Agreement between the City of Aurora and Mile High Flood District and forwarded to the next Council Meeting.

Follow-Up Action: A Fifth Amendment to the 22nd Ave Outfall to Westerly Creek Improvement Project Agreement will be forwarded to the next Council Meeting.

---

4. Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement (IGA)

Summary of Issue and Discussion: J. LaPierre gave a presentation on the Joint West Weather Monitoring IGA with the Urban Drainage and Flood Control District, d/b/a Mile High Flood District, the City and County of Denver, and the City of Lakewood, which involves collecting runoff at a number of automated stations in the metro area and analyzing the water quality for specific pollutants as agreed upon in the original Municipal Separate Storm Sewer (MS4) permit in 1996.

CM Hancock asked, where are we in the process of implementing this project? J. LaPierre responded, the season for sampling is from April 1st through October 31st, and the sampling will take place along the South Platte River up near Sand Creek and West Tollgate Creek. The data will then be collected and submitted in our annual MS4 report to the State which is a regulatory requirement for our MS4 permit. CM Hancock asked, what does the sampling consist of? J. LaPierre responded, the sampling records the streamflow and precipitation data after any major streamflow events including heavy snowmelt and heavy rainstorms.

Outcome: The Committee supports the Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement and forwarded to the next Council Meeting.

Follow-Up Action: The Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement will be forwarded to the next Council Meeting.

---

5. Turf Transformation for Water Conservation and Hydroelectric Energy Recovery Project Grant

Summary of Issue and Discussion: L. Lopez gave a presentation on a proposed grant that will assist the City in enhancing water and energy efficiency, utilize resources judiciously, achieve additional cost savings, reduce its greenhouse gas foot print, enhance water conservation, and enhance biodiversity through the Sustainable Turf Transformation for Water Conservation and Hydroelectric Energy Recovery Project with help from the Department of the Interior, Bureau of Reclamation, Water Resources and Planning Office.

CM Began asked, what are the anticipated savings in water usage from the turf conversion and how long will it take to recoup the $408,000 in grant funding? M. Brown responded, we are paying roughly $20,000 to $25,000 per acre foot to acquire water rights multiplied by the 31.5 acre feet of water saved per year which is roughly $800,000 in savings. This savings does not account for additional costs associated with water supply, including treatment, however, with the inclusion of the grant, the cost benefit is great.

CM Bergan asked, what will go in place of the turf? M. Brown responded, some of the replacement will be the Tahoma 31 Bermuda grass and some will be replaced with native grasses. With the native grass, we will essentially remove any need for irrigation with a slightly higher cost-savings benefit than with the Tahoma 31 Bermuda grass.

CM Sundberg asked, when will we find out if the grant has been accepted? L. Lopez responded, we should find out if our grant application has been accepted by the end April 2024.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

6. Aurora Watershed Management and Source Water Protection Plan

Summary of Issue and Discussion: R. Vidmar gave a presentation on the Aurora Watershed Management and Source Water Protection Plan which formalizes Aurora Water's approach to source water protection.

CM Bergan asked, is the State open to thinning the forest? R. Vidmar responded, if we are working on any public or federal land, any prescription thinning has to go through the National Environmental Policy Act to evaluate the impacts of doing a thinning project. Therefore, the City works closely with the Forest Service during those projects, including the project funded last year at Miller Gulch. CM Bergan asked, is there a benefit to doing those projects? R. Vidmar responded, yes, it creates a defensible space to get the fire to the ground where it is easier to fight.

CM Sundberg asked, are we happy with the States efforts? R. Vidmar responded, yes, there is a lot of communication and engagement with the Colorado State Forest Service and the Colorado State University in that regard.

Mayor Coffman asked, how are we doing with our Federal Partners? R. Vidmar responded, we do have staff that is solely focused on watershed health, and has been doing very good work on establishing relationships with the National Forest Service on a Federal level. Mayor Coffman asked, what are some of our most difficult areas regarding fuel build-up when it comes to overgrowth in our watershed? R. Vidmar responded, one of our most difficult areas is the slow pace of tagging trees to be removed because it is all done by hand. Additionally, the type of trees that are being cut are not attractive to the lumber industry, making it difficult to get rid of the additional timber. Mayor Coffman asked, if we have a catastrophic fire that is so hot it sterilizes the soil, what do we do? R. Vidmar responded, after a large burn, the Burn Area Response Team, a U.S. Forest service led team, responds to assess the damage and potential impacts of the fire. The best things we can do both pre and post-fire is to create sediment basins to avoid any burn sediment from reaching the base of the canyon and entering the main stems of waterways.

CM Sundberg asked, is there a targeted area for beetle kill trees? R. Vidmar responded yes, there are targeted areas for removing those trees however, the forest service will leave some of those as to not disrupt the ecosystem for birds and other animals.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

7. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: M. Brown stated the water conservation event is scheduled for May 18, 2024, starting at 9:00 a.m. in the water-wise garden at the Aurora Municipal Center. This will be a community-wide event and is open for any of the Councilmembers to be present and meet with community members. Additionally, the annual Youth Water Festival is scheduled for May 16, 2024, which is a great opportunity for Councilmembers to meet with students from all over Aurora.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

8. Confirm Next Meeting

The next meeting is scheduled for April 17, 2024, 10:30 a.m. via Teams.

X Stephanie Hancock
Stephanie Hancock (Apr 17, 2024 16:02 MDT)

Stephanie Hancock
Vice Chair, Water Policy Committee

Moved by Curtis Gardner

Second by Alison Coombs

Does Council wish to approve the Motions consent calendar?

For (11): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Mayor Coffman, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

10.a Motions

10.b Planning Matters

10.c Appointments to Boards and Commissions

10.c.a Consideration to Appoint One (1) Member and Reappoint Two (2) Members to the Golf Course Advisory Committee

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.b Consideration to Appoint One (1) Member to the Veterans Affairs Commission

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.c Consideration to Appoint Two (2) Members to the Citizens Advisory Committee on Housing and Community Development

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.d Consideration to Appoint One (1) Member to the Board of Adjustment and Appeals

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

11. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by Curtis Gardner

Second by Françoise Bergan

Does Council wish to approve the Resolutions and Ordinances consent calendar with item 11.a.4. removed?

Voting Aye: (10): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

11.a Resolutions

11.a.1 Fifth Amendment to the 22nd Ave Outfall to Westerly Creek Improvement Project between the City of Aurora and Mile High Flood District

R2024-35 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR 22ND AVENUE OUTFALL TO WESTERLY CREEK

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

11.a.2 Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement

R2024-36 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES

Todd Brewer, Deputy Director of Treatment and Environmental Services, Aurora Water / Ian Best, Assistant City Attorney

11.a.3 Supporting the Flight Operations at Buckley Space Force Base

R2024-37 RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S STRONG SUPPORT OF THE 140TH WING OF THE COLORADO AIR NATIONAL GUARD'S FLIGHT OPERATIONS AT BUCKLEY SPACE FORCE BASE

Sponsors: Danielle Jurinsky, Council Member / Mike Coffman, Mayor

George Koumantakis, Manager of Client Services, Office of the City Attorney

Council heard public comment on the agenda-related-item.

Water Policy Committee (WPC) Meeting

June 18, 2025

Members Present: Council Member Alison Coombs (Chair), Council Member Françoise Bergan (Vice Chair), Council Member Ruben Medina

Absent:

Others Present: Rachel Allen, Ian Best, Marshall Brown, Melina Bourdeau, Stephen Cann, Shonnie Cline, Mayor Mike Coffman, Alexandra Davis, James DeHerrera, Rory Franklin, Sonya Gonzalez, Luz Lopez, Brenda Mendoza Ortega, Jered Montoya, Adrian Morris, John Murphy, Christian Nelson, Cat Olukotun, Casey Rossman, Sam Scorza, Brock Smethills (Dominion Water & Sanitation), Britta Strother Chou (Dominion Water & Sanitation), Oona Sullivan, Mayor Pro Tem Steve Sundberg, Robyn Sutton (Dominion Water & Sanitation), Michael Valdiris, Cheinette Van Wyk, Sarah Young

---

1. Approval of Minutes

The May 21, 2025, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Report
B. Monthly Water Supply Update
C. Grants Update

Summary of Issue and Discussion: None.

Outcome: The consent items were supported as presented.

Follow-Up Action: None.

---

3. 16th Amendment to a Drainage and Flood Control Improvements Intergovernmental Agreement for First Creek Detention Pond Upstream of I-70

Summary of Issue and Discussion: S. Scorza gave a presentation on the sixteenth amendment to an Intergovernmental Agreement (IGA) between the City of Aurora and the Mile High Flood District. This amendment is to develop a final design of the First Creek Detention Pond including land acquisition, mapping, compilation of existing data, necessary field work, development on final design, and services during construction.

CM Bergan asked, what has been Mile High Flood District's total contribution for this project? M. Brown responded, their total contribution so far is $7.449 million. CM Bergan asked, is it typical for the cost to be 50/50 for cost sharing? S. Young stated, based on the studies, the overall cost is typically split 50/50. However, there are various contributions per county, so it is difficult to determine the full cost split on construction projects.

CM Medina asked, with the delays in construction, is that going to add to the cost? S. Scorza responded, we are confident that the cost is where it should be based on the 30% design, but the general contractor will be able to give us a better idea if our early estimates are correct. S. Young added, part of the reasoning behind increasing our cost contributions now is to complete construction before any additional cost increases over time.

Outcome: The Committee supports moving a Resolution for the 16th Amendment to an IGA for Drainage and Flood Control Improvements to First Creek Detention Pond Upstream of I-70 forward to the July 14, 2025, Council Meeting.

Follow-Up Action: A Resolution for the 16th Amendment to an IGA for Drainage and Flood Control Improvements to First Creek Detention Pond Upstream of I-70 will be forwarded to the July 14, 2025, Council Meeting.

---

4. Sixth Amendment to and Intergovernmental Agreement for the 22nd Avenue Outfall to Westerly Creek Improvement Project

Summary of Issue and Discussion: S. Scorza gave a presentation on the sixth amendment to an Intergovernmental Agreement (IGA) between the City of Aurora and the Mile High Flood District. This amendment will incorporate water quality into the area, reduce the floodplain encroachment on adjacent properties, rehabilitate the eroding areas of the stream, and provide open space amenities for surrounding properties.

CM Bergan asked, when there are multiple amendments, is that when Mile High Flood District begins to decrease their contributions? M. Brown responded, the percentages are split based on the location of the project and who will benefit the most. CM Bergan asked, will Adams County not have to participate in this contribution? M. Brown responded, we have seen county participation in some of these projects, but it depends on the specifics of the drainage area and who is benefiting. S. Scorza responded, since this project is in Adams County, source of the funding received from the flood district is coming from Adams County's share of Mile High's funding.

CM Coombs asked, since the other side of the creek is Denver, are any of those Denver properties benefiting from the diversion? S. Scorza responded, yes, the other side of the stream is Denver however, since the stream leans heavily to the East and the land on the Denver side is park land, there is really no benefit of Denver for this portion of the project. There are other portions of the creek that do involve Denver which they have contributed to.

Outcome: The Committee supports moving a Resolution for the Sixth Amendment to an IGA for the 22nd Avenue Outfall to Westerly Creek Improvement Project forward to the July 14, 2025, Council Meeting.

Follow-Up Action: The Resolution for the Sixth Amendment to an IGA for the 22nd Avenue Outfall to Westerly Creek Improvement Project will be forward to the July 14, 2025, Council Meeting.

---

5. Large Water Users Ordinance

Summary of Issue and Discussion: S Young gave a presentation on the proposed Ordinance for Aurora Water's Large Water User Guide. The Guide includes a matrix whereby water use for commercial and industrial sites is limited to between 500 and 3,000 gallons per acre per day depending on the recoverable water volume. Over the last couple of years, the Guide encouraged companies to investigate lower water use process alternatives (i.e. indirect evaporative cooling) and discouraged extraordinarily high-water users from requesting service from Aurora Water. The protection against excessive water usage in our arid region will help ensure reliable service for current and future Aurora Water customers. To further enforce this Guide, Aurora Water requests that the information in the Guide be codified as section 138-161 of the Aurora City Code.

CM Bergan asked, is potable versus non-potable water considered in the table? M. Brown responded, yes, for example, the car washes will do their own recycling on site, but the initial delivery is potable water. There are very limited opportunities to start with non-potable water so virtually all our initial deliveries are with potable water. CM Bergan asked, couldn't the data centers use non-potable water like our golf courses? M. Brown responded, there are a limited number of golf courses on our Sand Creek system however, the system has limited capacity. There have been some golf course closures recently so there is some additional capacity in the Sand Creek system, so staff have spoken with Buckly Space Force Base and some oil and gas companies about utilizing the Sand Creek system. S. Young added, there are some additional challenges with non-potable water as it is not pressurized like our potable water system and pressurizing the non-potable water would require a lot of additional infrastructure.

CM Bergan asked, do the majority of our current large water users fall into the green area of the table? S. Young stated yes, the majority fall into the green and yellow portions of the table. M. Brown added, we have worked with large water users that have fallen into the red on their water efficiencies and brought them down into the yellow or green. CM Bergan asked, is there ever going to be a situation where they move back to the orange or red area of the table? M. Brown stated that as part of the process we have set allocations for the large water users that limits their water use including all the phases. Additionally, we are able to double or triple their water rates. We are also looking at other implications we can put in place beyond just financial for when the large water users exceed their allocations.

Mayor Pro Tem Sundberg added, this ordinance allows Aurora Water smart growth opportunities while providing guidance to large water users looking to move into Aurora. Additionally, this is an opportunity for Aurora to set an example to other municipalities for smart, sustainable growth.

Outcome: The Committee supports moving an Ordinance for the Large Water Users Guide forward to the July 14, 2025, Study Session with Mayor Pro Tem Sundberg as the sponsor.

Follow-Up Action: An Ordinance for the Large Water Users Guide will be forwarded to the July 14, 2025, Study Session with Mayor Pro Tem Sundberg as the sponsor.

---

6. Dominion Water and Sanitation District Intergovernmental Agreement

Summary of Issue and Discussion: A. Davis gave a presentation for an Intergovernmental Agreement (IGA) between the City of Aurora and the Dominion Water and Sanitation District. This IGA is intended to consolidate the previous agreements in a newly amended and restated agreement which will ensure that Aurora Water's transportation and conveyance costs are recovered, that the agreements are updates to reflect current conditions and ensure clarity between the parties moving forward.

CM Bergan asked, is the Dominion South Platte diversion connection complete? A. Davis responded, the WISE/Dominion connection has been completed. M. Brown added, our obligation is to deliver the 250 from the WISE connection, the 230 will continue to be delivered through the Rampart system until the October 2031 date or until the completion of the diversion infrastructure, whichever comes first.

CM Bergan asked, in the event of a major drought, can we limit the amount of water delivered to Dominion to ensure our residents take priority? M. Brown responded, there are two options for Dominion during a drought with the first being they will trim back their usage or, they will pay a surcharge. CM Bergan asked, if they pay the surcharge, how will our customers be affected? M. Brown responded, Dominion has a different demographic than Aurora residents in that they use significantly less water on average than our customers. They have also adopted several conservation measures to keep their water usage low. CM Bergan asked, if we ended up in a severe drought, where outside irrigation is banned, will that be the expectation for Dominion as well? M. Brown responded, yes.

Outcome: The Committee supports moving a Resolution for the Dominion Water and Sanitation District IGA forward to the July 14, 2025, Study Session and Council Meeting.

Follow-Up Action: A Resolution for the Dominion Water and Sanitation District's Intergovernmental Agreement will be forwarded to the July 14, 2025, Study Session and Council Meeting.

---

7. Spry Point Alerts Presentation

Summary of Issue and Discussion: S. Cline and J. Montoya gave a presentation on the customer service portal which will now include features to enhance transparency and empower water-saving behaviors. The following are what can be expected within the new customer portal which aligns with Aurora Water's goals to improve customer service, encourage conservation, and reduce non-revenue water loss:

- Hourly Water Use Data
- Customer Water Alerts
- Improved Portal Interface
- Leak Detection Support

Outcome: Informational only.

Follow-Up Action: Informational only.

---

8. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: None

Outcome: Informational only.

Follow-Up Action: Informational only.

---

9. Confirm Next Meeting

The next meeting is scheduled for July 16, 2025, at 10:30 a.m. at the Southeast Area Maintenance Facility or via Teams.

X Alison Coombs (Jul 16, 2025 11:24 MDT)

Alison Coombs
Chair, Water Policy Committee

6-18-2025 WPC Mintes Final

Final Audit Report 2025-07-16

Created:	2025-07-16
By:	Casey Rossman (crossman@auroragov.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAA-1YDRBaxnCvC_Q0VoirmzZ4PMUltOuen

"6-18-2025 WPC Mintes Final" History

Document created by Casey Rossman (crossman@auroragov.org)
2025-07-16 - 5:22:10 PM GMT

Document emailed to acoombs@auroragov.org for signature
2025-07-16 - 5:22:14 PM GMT

Email viewed by acoombs@auroragov.org
2025-07-16 - 5:23:21 PM GMT

Signer acoombs@auroragov.org entered name at signing as Alison Coombs
2025-07-16 - 5:24:56 PM GMT

Document e-signed by Alison Coombs (acoombs@auroragov.org)
Signature Date: 2025-07-16 - 5:24:58 PM GMT - Time Source: server

Agreement completed.
2025-07-16 - 5:24:58 PM GMT

Adobe Acrobat Sign

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Curtis Gardner

Second by: Françoise Bergan

Does Council wish to approve the Resolutions and Ordinances Consent Calendar?

Voting Aye: (10): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

10.a Resolutions

10.a.1 Cache Creek Water Rights Intergovernmental Agreement (IGA)

R2025-68 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL OF AN INTERGOVERNMENTAL AGREEEMENT BETWEEN THE CITY OF AURORA, ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, AND THE UNITED STATES OF AMERICA, DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT FOR PROVISION OF STORAGE AND USE OF CACHE CREEK WATER RIGHTS

Alexandra Davis, Assistant General Manager of Water Supply and Demand, Aurora Water / Stephen Cann, Senior Assistant City Attorney

10.a.2 Intergovernmental Agreement (IGA) for the High Line Canal Bridge Installation

R2025-69 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S APPROVAL OF THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO, ARAPAHOE COUNTY AND DENVER WATER FOR THE CITY TO CONSTRUCT, UTILIZE, MAINTAIN IN GOOD REPAIR, AND REINSTALL A PEDESTRIAN BRIDGE ACROSS THE HIGH LINE CANAL AT APPROXIMATELY SOUTH CHAMBERS ROAD AND 8TH AVENUE

Brian Green, Director, Parks, Recreation, and Open Space / Tim Joyce, Assistant City Attorney

10.a.3 Intergovernmental Agreement (IGA) with Arapahoe County for Voter Service Polling Center (VSPC) and Ballot Drop Box Locations

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

R2025-70 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING AMENDMENT NO.3 FOR 2025, 2026, AND 2027 TO A STANDING INTERGOVERNMENTAL AGREEMENT BETWEEN ARAPAHOE COUNTY AND THE CITY OF AURORA, PERTAINING TO APPROVED VOTER SERVICE AND POLLING CENTERS

Kadee Rodriguez, City Clerk / Andrea Wood, Assistant City Attorney

10.a.4 22nd Ave Outfall to Westerly Creek Improvement Project Intergovernmental Agreement (IGA) Amendment

R2025-73 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE SIXTH AMENDMENT TO AN AGREEMENT REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR 22ND AVENUE OUTFALL TO WESTERLY CREEK BETWEEN THE CITY OF AURORA AND URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

10.a.5 Drainage and Flood Control Improvements for First Creek Detention Upstream of I-70 Intergovernmental Agreement (IGA) Amendment

R2025-74 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE SIXTEENTH AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE AND THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT REGARDING DESIGN AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR FIRST CREEK DETENTION UPSTREAM OF I-70

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

10.a.6 Intergovernmental Agreement (IGA) Amendment with Colorado Department of Transportation (CDOT) for Additional Grant Funding for 11th / Havana / Del Mar Improvements Project

R2025-75 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE FIRST AMENDMENT TO INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) FOR 11th AVENUE, HAVANA STREET, AND DEL MAR PARKWAY PROJECT

THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT

RESOLUTION NO. 43, SERIES OF 2018
(Authorization to Participate in Drainage and Flood Control Improvements
on the 22nd Avenue Outfall to Westerly Creek, City of Aurora, Adams County)

EXHIBIT A



CITY OF AURORA
Council Agenda Commentary

Item Title: Joint Wet Weather Monitoring and Discharge Permit Activities Intergovernmental Agreement (IGA)
Item Initiator: Jessica LaPierre, Manager of Environmental Compliance Services, Aurora Water
Staff Source/Legal Source: Jessica LaPierre, Manager of Environmental Compliance Services, Aurora Water / Ian Best, Sr. Asst City Attorney
Outside Speaker: N/A
Strategic Outcome: Healthy: Connecting natural and built environments with multimodal networks, ensuring access to parks and recreation, and preserving sustainable water supplies.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

R2026-62 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES
Jessica LaPierre, Manager of Environmental Compliance Services, Aurora Water / Ian Best, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session
☐ Approve Item and Move Forward to Regular Meeting
☐ Information Only
☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee
☐ Approve Item as Proposed at Study Session
☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Water Policy

Policy Committee Date: 5/20/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☒ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The City of Aurora has had agreements in place with the Mile High Flood District (previously the Urban Drainage and Flood Control District) since 1993 to address a variety of permitting requirements contained within the City's Municipal Separate Storm Sewer (MS4) Permit. The original agreement with the District was approved in 1993 and 13 addenda covered the period from 1994 through 2009. From 2010 through 2013, new intergovernmental agreements (IGAs) were reached between the parties.

The agreement for calendar year 2013 was supported by the Infrastructure and Operations Policy Committee (IOPC) on April 17, 2013, and subsequently approved by City Council at the May 6, 2013, City Council Meeting.

Funding from previous assessments was sufficient to support activities in 2014 and 2015. On August 16, 2016, the Water Policy Committee supported forwarding an agreement regarding funding of joint wet weather monitoring and other Colorado Discharge Permit System (CDPS) activities to City Council Regular Session. The term of that agreement was two years to cover 2016 and 2017. Council approved the agreement on September 12, 2016.

On January 11, 2018, the Water Policy Committee supported moving the Joint Wet Weather Monitoring and other Colorado Discharge Permit System (CDPS) activities for calendar year 2018 forward to the next City Council meeting (Aurora's contribution was $22,000.00).

On March 14, 2019, the Water Policy Committee moving the Joint Wet Weather Monitoring and other Colorado Discharge Permit System activities for calendar year 2019 forward to Study Session (Aurora's contribution was $20,000.00).

On April 15, 2019, City Council approved the agreement regarding the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2019 as item 10a (Aurora's contribution was $20,000.00).

On November 14, 2019, the Water Policy Committee supported moving the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2020 forward to the next Council Meeting (Aurora's contribution was $24,000.00).

On December 2, 2019, City Council approved the agreement regarding the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2020 as item 16d (Aurora's contribution was $24,000.00).

On January 27, 2021, the Water Policy Committee supported moving the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2021 forward to the next Council Meeting (Aurora's contribution was $24,000.00).

On February 22, 2021, City Council approved the agreement regarding the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2021 as item 10c (Aurora's contribution was $24,000.00).

On February 16, 2022, the Water Policy Committee supported moving the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2022 forward to the next Council Meeting (Aurora's contribution was $24,000.00).

On March 14, 2022, City Council approved the agreement regarding the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2022 as item 11a (Aurora's contribution was $24,000.00).

On March 15, 2023, the Water Policy Committee supported moving the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2023 forward to the next Council Meeting (Aurora's contribution was $29,000.00).

On April 10, 2023, City Council approved the agreement regarding the Joint Funding for Wet Weather Monitoring and other CDPS activities for calendar year 2022 as item 11a1 (Aurora's contribution was $29,000.00).

On March 20, 2023, the Water Policy Committee supported moving the Joint Funding for West Weather Monitoring and other CDPS activities for the calendar year of 2024 forward to the next Council Meeting (Aurora's contribution is $29,000.00).

On March 20, 2024 the Water Policy Committee supported moving the Joint Funding for West Weather Monitoring and other CDPS activities for the calendar year of 2024 forward to the April 8, 2024 Council meeting. (Aurora's contribution is $29,000.00).

On April 8, 2024, City Council approved the Intergovernmental Agreement regarding the Joint Funding for Wet Weather Monitoring and other CDPS activities for the calendar year of 2024 as item 11a2. (Aurora's contribution is $29,000.00)

On April 16, 2025, the Water Policy Committee supported moving moving the Joint Funding for West Weather Monitoring and other CDPS activities for the calendar year of 2025 forward to the May 5, 2025 Council meeting. (Aurora's contribution is $29,000.00).

On May 5, 2025, City Council approved the Intergovernmental Agreement regarding the Joint Funding for Wet Weather Monitoring and other CDPS activities for the calendar year of 2025 as item 10a10. (Aurora's contribution is $29,000.00)

On May 20, 2026, the Water Policy Committee supported moving moving the Joint Funding for West Weather Monitoring and other CDPS activities for the calendar year of 2026 forward to the June 8, 2026 Council meeting. (Aurora's contribution is $29,000.00).

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The cities of Aurora, Denver, and Lakewood were originally issued Municipal Separate Storm Sewer (MS4) Discharge permits in June 1996. Those permits were renewed in April 2003 and then again in March 2009. The current agreement between Aurora, Denver, Lakewood and the Mile High Flood District, along with previous agreements with Urban Drainage, have been in place to address a number of permit requirements, in particular wet weather monitoring, required within the MS4 permits.

Wet weather monitoring involves collecting runoff at a number of automated stations in the metro area and analyzing the water quality for specific pollutants as agreed upon in the original MS4 permit in 1996. Historic records are kept to determine levels of pollutants in runoff and if any trends are occurring. A trend analysis report is prepared after four years of data collection and an assessment is made regarding whether concentrations of certain parameters appear to be increasing or decreasing. When completed, the trend analysis is provided as part of the City's MS4 annual report. In addition, a data collection report is prepared annually and submitted to the Water Quality Control Division as part of the annual reporting requirements of Aurora's MS4 permit.

Aurora, in conjunction with Denver and Lakewood, have continued to work cooperatively with the Mile High Flood District (previously the Urban Drainage and Flood Control District) since 1996 to meet a number of permit conditions through these agreements. Aurora's share of the overall project cost is 20%. The overall project cost for 2026 is expected to be $145,000 and thus Aurora's share of that cost will be a maximum of $29,000. The term of the agreement will be for one year.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☒ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Funding for this Intergovernmental Agreement is available in the Wastewater Fund operating budget in an amount not to exceed $29,000.

CC-52090 / FD-520 / SC-64947 Environmental Compliance-Storm

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does the Council support a Resolution of the City Council of the City of Aurora, Colorado, Expressing the Aurora City Council's support of an Intergovernmental Agreement among the City of Aurora, acting by and through its Utility Enterprise, the Urban Drainage and Flood Control District, d/b/a Mile High Flood District, the City and County of Denver, and the City of Lakewood regarding funding of Joint Wet Weather Monitoring and other Colorado Discharge permit activities?

LEGAL COMMENTS

The City is authorized to cooperate and contract with any political subdivision of the State of Colorado, to provide any function, service, or facility lawfully authorized to each of the contracting or cooperating units of government (Article XIV of the Colorado Constitution and C.R.S. 29-1-203). The City Charter authorizes the City by resolution to enter into contracts or agreements with other governmental units, including special districts, for the joint use of buildings, equipment or facilities or for furnishing or receiving commodities and services. (Charter Section 10-12). (Best).

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES

WHEREAS, the City of Aurora, acting by and through its Utility Enterprise ("Aurora Water"), the Urban Drainage and Flood Control District d/b/a Mile High Flood District ("District"), City and County of Denver ("Denver"), and the City of Lakewood ("Lakewood") intend to enter into an annual intergovernmental agreement ("Intergovernmental Agreement") to fund joint wet-weather monitoring and other Colorado Discharge Permit System Permit activities; and

WHEREAS, the purpose of this Intergovernmental Agreement is to comply with certain portions of each sponsor's state issued permit; and

WHEREAS, the project costs funded through this Intergovernmental Agreement include monitoring and reporting of wet-weather stormwater runoff, development of education and outreach programs and materials, field testing of stormwater best management practices ("BMPs"), development of BMP selection and design guidance, and development of compliance strategies for state regulations ("Project Costs"); and

WHEREAS, Aurora's portion of the Project Costs shall be $29,000.00 or twenty percent (20%) of the $145,000.00 total; and

WHEREAS, a summary of cost contributions from the parties is set forth below:

	Contribution
District	$48,330 (33.33%)
Denver	$43,500 (30.00%)
Aurora Water	$29,000 (20.00%)
Lakewood	$24,170 (16.67%)
Total	$145,000 (100%)

;and

WHEREAS, the City of Aurora is authorized, pursuant to Article XIV of the Colorado Constitution and C.R.S. 29-1-203, to cooperate and contract with any political subdivision of the State of Colorado, to provide any function, service, or facility lawfully authorized to each of the contracting or cooperating units of government; and

WHEREAS, Section 10-12 of the City Charter authorizes the City of Aurora by resolution to enter into contracts or agreements with other governmental units, including special districts, for the joint use of buildings, equipment or facilities or for furnishing or receiving commodities and services.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. The Agreement Regarding Funding of Joint Wet Weather Monitoring and CDPS Activities between Aurora Water, the District, Denver, and Lakewood is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute the attached agreement in substantially the form presented at this meeting with such technical additions, deletions, and variations as may be deemed necessary or appropriate by the City Attorney.

Section 3. That the Mayor of Aurora, City Clerk, and City Attorney are authorized to take such action and to execute such documents as necessary to implement the intent of this resolution.

Section 4. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Ian J Best RLA
IAN BEST, Assistant City Attorney

AGREEMENT REGARDING FUNDING OF
JOINT WET WEATHER MONITORING AND
OTHER CDPS PERMIT ACTIVITIES

Agreement No. 26-02.01
Project No. 104918
Agreement Amount $145,000

THIS AGREEMENT, by and between URBAN DRAINAGE AND FLOOD CONTROL DISTRICT D/B/A MILE HIGH FLOOD DISTRICT (hereinafter called "DISTRICT") and COUNTY OF DENVER (hereinafter called "DENVER"), CITY OF AURORA (hereinafter called "AURORA"), and CITY OF LAKEWOOD (hereinafter called "LAKEWOOD"); (hereinafter DENVER, AURORA and LAKEWOOD shall be known as "PROJECT SPONSOR(S)" and DISTRICT and PROJECT SPONSOR(S) shall be collectively known as "PARTIES");
WHEREAS, the PARTIES have periodically, each year since 1993, entered into "Agreement Regarding Funding of Joint Monitoring and Other Colorado Discharge Permit System (CDPS) Permit Activities" (Agreement No. 25-02.22 and all previous agreements referenced therein); and

WHEREAS, DISTRICT has heretofore annually assisted PROJECT SPONSORS with implementation of their CDPS stormwater discharge permits (hereinafter called "PERMITS"); and

WHEREAS, DISTRICT has annually conducted a wet-weather monitoring program and assisted with development and printing of public education brochures on behalf of PROJECT SPONSORS; and

WHEREAS, PERMITS issued by the State of Colorado (hereinafter called "STATE") to PROJECT SPONSORS require the continuation of the wet-weather monitoring program and public education/outreach programs; and

WHEREAS, PARTIES have budgeted funds in 2026 for joint activities in PERMITS and now desire to commit and obligate these funds; and

WHEREAS, DISTRICT has previously established a work program for 2026 (Resolution No. 89, Series of 2025) which includes coordination and assistance to local governments in their efforts to comply with municipal NPDES stormwater discharge permits.

NOW, THEREFORE, in consideration of the mutual promises contained herein, PARTIES hereto agree as follows:

Part 1

1.01 SCOPE OF AGREEMENT

This Agreement defines the responsibilities and financial commitments of PARTIES with respect to PROJECT.

1.02 SCOPE OF PROJECT

The purpose of this joint effort is to comply with certain portions of each PROJECT SPONSOR's PERMIT issued by STATE. DISTRICT shall provide technical support and advice to PROJECT SPONSORS during the issuance period. PROJECT SPONSORS shall include DISTRICT in all

discussions with STATE leading towards agreeing to conditions that may affect the jointly funded elements of each PERMIT. The scope of joint activities covered by this Agreement includes the following activities:

- Monitoring and reporting of wet-weather stormwater runoff,
- Development of education and outreach programs and materials, and
- Development of compliance strategies for regulations as revised by STATE.

1.03 PUBLIC NECESSITY

PARTIES agree that the work performed pursuant to this Agreement is necessary for the health, safety, comfort, convenience, and welfare of all the people of the State, and is of particular benefit to the inhabitants of PARTIES and to their property therein.

1.04 PROJECT COSTS AND ALLOCATION OF COSTS

A. PARTIES agree that for the purposes of this Agreement project costs shall consist of, and be limited to, services in support of Paragraph 1.02. SCOPE OF PROJECT and related services and contingencies mutually agreeable to PARTIES. Project costs are not to exceed $145,000 without amendment to this Agreement, as detailed in Paragraph 5.

B. Based on total PROJECT costs, the maximum percent and dollar contribution by each party shall be:

	Percentage Share	Maximum Contribution
DISTRICT	33.33%	$48,330
DENVER	30.00%	$43,500
AURORA	20.00%	$29,000
LAKEWOOD	16.67%	$24,170
TOTAL	100%	$145,000

1.05 MANAGEMENT OF FINANCES

As set forth in DISTRICT policy (Resolution No. 11, Series of 1973, Resolution No. 49, Series of 1977, and Resolution No. 37, Series of 2009), the funding of a PROJECT SPONSOR's share may come from its own revenue sources or from funds received from state, federal or other sources of funding without limitation and without prior DISTRICT approval.

Payment of each party's full share (DISTRICT - $48,330; DENVER - $43,500; AURORA - $29,000; and LAKEWOOD - $24,170 shall be made to DISTRICT subsequent to execution of this Agreement and within 30 days of request for payment by DISTRICT. The payments by PARTIES shall be held by DISTRICT in a special fund to pay for increments of PROJECT as authorized by PARTIES, and as defined herein. DISTRICT shall provide accounting of PROJECT funds as well as a notification to PROJECT SPONSOR of any unpaid obligations upon request. Any interest earned by the monies contributed by PARTIES shall be accrued to the special fund established by DISTRICT for PROJECT and such interest shall be used only for PROJECT upon approval by the contracting officers (Paragraph 2.05).

Within one year of completion of PROJECT if there are monies including interest earned remaining which are not committed, obligated, or disbursed, each party shall receive a share of such monies, which shares shall be computed as were the original shares; or, at PROJECT SPONSOR request, PROJECT SPONSOR share of remaining monies shall be transferred to another special fund held by DISTRICT.

1.06 PUBLISHED REPORTS AND PROJECT DATA

DISTRICT will provide to each SPONSOR a copy of any data and/or report that DISTRICT receives from its consultant(s) or contractor(s), or that DISTRICT collects or develops under this Agreement.

1.09 RESPONSIBILITIES OF PARTIES

DISTRICT shall be responsible for coordinating with PROJECT SPONSOR the information developed by the various consultants hired by DISTRICT and for obtaining all concurrences from PROJECT SPONSOR needed to complete PROJECT in a timely manner. PROJECT SPONSOR agrees to review all concept plans, preliminary design plans, and final plans and specifications; and to provide comments within 21 calendar days after the drafts have been provided by DISTRICT to PROJECT SPONSOR.

1.10 PUBLIC RELATIONS

It shall be at PROJECT SPONSOR's sole discretion to initiate and to carry out any public relations program to inform the residents in PROJECT area as to the purpose of PROJECT and what impact it may have on them. Technical information shall be presented to the public by the selected engineer, if requested by PROJECT SPONSOR. In any event DISTRICT shall have no responsibility for a public relations program but shall assist PROJECT SPONSOR as needed and appropriate.

1.11 EXECUTION IN COUNTERPARTS – ELECTRONIC SIGNATURES

Electronic signatures shall be permitted to bind the PARTIES to this Agreement, and all subsequent documents requiring the signatures of the PARTIES to this Agreement. Documents requiring notarization may also be notarized by electronic signatures. All use of electronic signatures shall be governed by the Uniform Electronic Transactions Act, CRS §§ 24-71.3-101 to 121. However, the PARTIES agree that only electronic signatures created by electronic signature software including but not limited to DocuSign shall be permitted.

Part 2

2.01 TERM OF AGREEMENT

The term of this Agreement shall commence upon execution and shall terminate three (3) years after the final payment is made and the final accounting of funds on deposit at DISTRICT is provided to all PARTIES pursuant to Paragraph 1.05 herein.

2.02 LIABILITY

Each party hereto shall be responsible for any suits, demands, costs or actions at law resulting from its own negligent or wrongful acts or omissions and may insure against such liabilities as appropriate.

2.03 CONTRACTING OFFICERS

A. The contracting officer for DENVER shall be the Manager of Public Works, 201 West Colfax Avenue, Department 608, Denver, Colorado 80202.

B. The contracting officer for AURORA shall be the General Manager of Aurora Water, 26791 E Quincy Ave Aurora, CO 80016

C. The contracting officer for LAKEWOOD shall be the City Manager, 480 S. Allison Parkway, Lakewood, Colorado 80226.

D. The contracting officer for DISTRICT shall be the Executive Director, 12575 West Bayaud Avenue, Lakewood, Colorado 80228.

C. The contracting officers for PARTIES each agree to designate and assign a PROJECT representative to act on the behalf of said PARTIES in all matters related to PROJECT undertaken pursuant to this Agreement. Each representative shall coordinate all PROJECT related issues between PARTIES, shall attend all progress meetings, and shall be responsible for providing all available PROJECT-related file information to the engineer upon request by DISTRICT or PROJECT SPONSOR. Said representatives shall have the authority for all approvals, authorizations, notices or concurrences required under this Agreement. In the case of amendments to this Agreement, contracting officers shall determine which PARTIES are impacted by the amendment and ensure that such PARTIES provide their approval in writing. Unaffected PARTIES shall only be required to acknowledge the amendment in writing, and their acknowledgment shall be sufficient to meet the requirements of this Agreement.

2.04 AMENDMENTS

This Agreement contains all of the terms agreed upon by and among PARTIES. Any amendments to this Agreement shall be in writing. Amendments affecting only specific PARTIES, whether through changes in scope or additional funding contributions, shall require the written approval of the impacted PARTIES. All other PARTIES unaffected by the amendment shall acknowledge the amendment in writing, and their acknowledgement shall be sufficient to meet the requirements of this Agreement.

2.05 SEVERABILITY

If any clause or provision herein contained shall be adjudged to be invalid or unenforceable by a court of competent jurisdiction or by operation of any applicable law, such invalid or unenforceable clause or provision shall not affect the validity of the Agreement as a whole and all other clauses or provisions shall be given full force and effect.

2.06 APPLICABLE LAWS

This Agreement shall be governed by and construed in accordance with the laws of the State of Colorado. Jurisdiction for any and all legal actions regarding this Agreement shall be in the State of Colorado and venue for the same shall lie in the county where PROJECT is located.

2.07 ASSIGNABILITY

No party to this Agreement shall assign or transfer any of its rights or obligations hereunder without the prior written consent of the other party or parties to this Agreement.

2.08 BINDING EFFECT

The provisions of this Agreement shall bind and shall inure to the benefit of PARTIES hereto and to their respective successors and permitted assigns.

2.09 ENFORCEABILITY

PARTIES hereto agree and acknowledge that this Agreement may be enforced in law or in equity, by decree of specific performance or damages, or such other legal or equitable relief as may be available subject to the provisions of the laws of the State of Colorado.

2.10 TERMINATION OF AGREEMENT

This Agreement may be terminated upon thirty (30) days' written notice by any party to this Agreement, but only if there are no contingent, outstanding contracts. If there are contingent, outstanding contracts, this Agreement may only be terminated upon the cancellation of all contingent, outstanding contracts. All costs associated with the cancellation of the contingent contracts shall be shared between PARTIES in the same ratio(s) as were their contributions.

2.11 NO DISCRIMINATION IN EMPLOYMENT

In connection with the performance of work under this Agreement, PARTIES agree not to refuse to hire, discharge, promote or demote, or to discriminate in matters of compensation against any person otherwise qualified because of race, color, ancestry, creed, religion, national origin, gender, age, military status, sexual orientation, gender identity, marital status, or physical or mental disability and further agree to insert the foregoing provision in all subcontracts hereunder.

2.12 APPROPRIATIONS

Notwithstanding any other term, condition, or provision herein, each and every obligation of the PARTIES stated in this Agreement is subject to the requirement of a prior appropriation of funds therefore by the appropriate governing body of the respective PARTIES .

2.13 NO THIRD PARTY BENEFICIARIES

It is expressly understood and agreed that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to PARTIES, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other or third person on such Agreement. It is the express intention of PARTIES that any person or party other than PARTIES receiving services or benefits under this Agreement shall be deemed to be an incidental beneficiary only.

2.14 GOVERNMENTAL IMMUNITIES

PARTIES hereto intend that nothing herein shall be deemed or construed as a waiver by any party of any rights, limitations, or protections afforded to them under the Colorado Governmental Immunity Act (§ 24-10-101, *et seq*., C.R.S.) as now or hereafter amended or otherwise available at law or equity.

2.15 INTENT OF AGREEMENT

Except as otherwise stated herein, this Agreement is intended to describe the rights and responsibilities of and between PARTIES and is not intended to and shall not be deemed to confer rights upon any person or entities not named as PARTIES, nor to limit in any way the powers and responsibilities of PROJECT SPONSOR, DISTRICT or any other entity not a party hereto.

WHEREFORE, PARTIES hereto have caused this instrument to be executed by properly authorized signatories as of the date and year first above written.

URBAN DRAINAGE AND FLOOD CONTROL DISTRICT
D/B/A
MILE HIGH FLOOD DISTRICT

By_____

Name Laura A. Kroeger

Title Executive Director

Date_____

_____ Checked By

_____ Checked By

CITY AND COUNTY OF DENVER SIGNATURE PAGE

CITY OF AURORA, COLORADO,
ACTING BY AND THROUGH ITS
UTILITY ENTERPRISE

_____ _____
Mike Coffman, Mayor Date

ATTEST:

_____ _____
Kadee Rodriguez City Clerk Date

APPROVED AS TO FORM FOR AURORA:

Ian J Best 5/6/2026 26.10
_____ _____ _____
Ian Best Date ACS #
Assistant City Attorney

STATE OF COLORADO)
) ss
COUNTY OF ARAPAHOE)

The foregoing instrument was acknowledged before me this _____ day of _____, 20___, by Mike Coffman, Mayor, acting on behalf of the Utility Enterprise of the City of Aurora, Colorado.

Witness my hand and official seal. _____
Notary Public

My commission expires: _____

CITY OF LAKEWOOD

(SEAL)

By_____

ATTEST:

Title Kathleen E. Hodgson, City Manager

Date_____

_____
Jay Robb, City Clerk

APPROVED AS TO FORM:

_____
Gus Schenck, Senior Assistant City Attorney

APPROVED AS TO CONTENT:

_____
Maria D'Andrea, Director of Public Works

_____
Holly Björklund, Director of Finance

CITY OF LAKEWOOD

(SEAL) By_____

ATTEST: Title Kathleen E. Hodgson, City Manager

Date

_____

Jay Robb, City Clerk

APPROVED AS TO FORM:

Carolyn R. Wolf, Assistant City Attorney

APPROVED AS TO CONTENT:

Max Kirschbaum, Director of Public Works

Holly Björklund, Director of Finance

Infrastructure and Operations Policy Committee Meeting
April 17, 2013

Members Present: Council Member Bob Roth, Chair; Council Member Molly Markert; Council Member Sally Mounier

Others Present: Nancy Freed, Jack Bajorek, Greg Baker, Marshall Brown, Mac Callison, Larry Catalano, Dave Chambers, Lisa Darling, Karen Hancock, Pam Hensley, Sean Lieske, Christine McKenney, Tom McMinimee, Dan Mikesell, Melissa Miles, Elly Watson, Don Kado (CWAC), Jim Mitchell (CWAC)

VII. Intergovernmental Agreement (IGA) with Urban Drainage for CPDS (Stormwater) Permit Activities

S. Lieske said we have an annual agreement with Urban Drainage for some cooperative efforts that include both sampling and public education material that is put out between Urban Drainage, Denver, Lakewood, and Aurora. The IGA is a funding agreement between Aurora and the other three entities for these ongoing efforts. This year the total cost is around $168,000. Aurora's share is 20% or about $33,600. Staff requests that the IGA be forwarded to the regular City Council agenda since this has been an annual agreement since 1996.

Comments: Council Member Roth asked how the share is determined. S. Lieske said his understanding that when it was initially developed in 1996 it was based off of the 1990 census. It is based on the 1990 populations of those cities. Council Member Mounier asked about the verbiage on page 80 of 84 of the agenda packet that contains language related to the topic of not contracting with an illegal alien is standard. C. McKenney replied that the language is standard and required by the state of Colorado to be in all of our contracts.

Outcome: The Committee approved this item and forwarded it to a regular City Council agenda.

Follow-up Action: This item will be added to May 6, 2013, regular City Council agenda.

Council Member Markert stated her opposition to the item because a policy should be a simple document and not a dissertation.

Council Member Peterson stated her opposition to the item.

Voting Aye: Berzins, Broom, Cleland, Hunter Holen, LeGare, Mounier, Pierce, Roth

Voting Nay: Markert, Peterson

♦ d. **R2013-25**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving the Utility Relocation Agreement between the City and the Regional Transportation District for the I-225 Rail Line project.

Motion by LeGare, second by Cleland, to approve item 10d.

Voting Aye: Berzins, Broom, Cleland, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

♦ e. **R2013-26**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving an Intergovernmental Agreement by and between the Urban Drainage Flood Control District, the City and County of Denver, the City of Lakewood, and the City regarding funding of joint wet weather monitoring and other CDPS activities.

Motion by Broom, second by Peterson, to approve item 10e.

Voting Aye: Berzins, Broom, Cleland, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

11. **ORDINANCES FOR INTRODUCTION**

♦ a. **2013-13**
Consideration for INTRODUCTION OF AN ORDINANCE of the City Council of the City of Aurora, Colorado, appropriating sums of money in addition to those appropriated in Ordinance Nos. 2011-39, 2012-22, and 2012-53 for the 2012 fiscal year and Ordinance No. 2012-44 for the 2013 fiscal year.

Motion by Roth, second by LeGare, to introduce item 11a.

Voting Aye: Berzins, Broom, Cleland, Hunter Holen, LeGare, Markert, Mounier, Peterson, Pierce, Roth

♦ b. **2013-14**
Consideration for INTRODUCTION OF AN ORDINANCE of the City Council of the City of Aurora, Colorado, amending Sections 130-31 and 130-157 of the City Code relating to exempting coins and precious metal bullion from sales tax.

Motion by LeGare, second by Roth, to introduce item 11b.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting
August 16, 2016

Members Present: Council Member Bob Roth, Chair; Council Member Barbara Cleland, Vice Chair (Absent); Council Member Bob LeGare

Others Present: Greg Baker, Marshall Brown, Alex Davis, Steve Fiori, Abby Fitch, Angela Garcia, Jo Ann Giddings, Pam Hensley, Jill Piatt Kemper, Sean Lieske, John Murphy, Kelley Neumann, Linda Whited

---

I. Approval of Minutes

The minutes of the July 19, 2016, Water Policy Committee meeting were approved as presented.

II. Consent Items

A. Monthly Water Supply Update
B. Construction Change Order Summary Report
C. Quarterly Financial Report

Comments:
Council Member LeGare asked about the Quarterly Financial Report memo which states S&P Global and Fitch rated the bonds AA+, and Fitch updated the sewer bonds to AAA. Council Member LeGare wanted to confirm that AAA is above AA+. J. Giddings replied, yes, and it is as high as you can go.

III. IGA with Urban Drainage for CDPS (Stormwater) Permit Activities

S. Lieske gave a presentation on an agreement with Urban Drainage and Flood Control District since 1998 to address a variety of permit conditions associated with the City's Municipal Separate Storm Sewer System (MS4) Permit.

The cities of Aurora, Denver, and Lakewood were each issued Municipal Stormwater Discharge Permits by the Colorado Department of Public Health and Environment Water Quality Control Division pursuant to the requirements of the Federal Clean Water Act effective June 10, 1996. The permits were renewed in April 2003, and a second time in March 2009. For this renewal, Aurora's share of the project costs is $16,000 with a term of two years.

Comments:
Council Member LeGare stated, looking at the minutes from 2013, the total amount was $168,000. Does the amount fluctuate every year? S. Lieske replied, yes, based on the expectations of what the wet weather monitoring will be.

Outcome:
The Committee supported forwarding this item to Regular City Council meeting.

---

intersection of South Millbrook Way and Davies Drive, City of Aurora, County of Arapahoe, State of Colorado, and reserving a trail and a utility easement therein (Serenity Ridge Commercial- Street Vacation) STAFF SOURCE: Libby Tart Schoenfelder, Senior Planner II, Planning & Development Service

♦ j. **2016-40**
Consideration for ADOPTION OF AN ORDINANCE of the City Council of the City of Aurora, Colorado, amending the 2009 Aurora Comprehensive Plan by including the Fitzsimons Station Area Plan and changing all references to Montview Station to Fitzsimons Station accordingly. STAFF SOURCE: Chad Argentar, Economic and Business Development Supervisor

♦ k. **2016-42**
Consideration for ADOPTION OF AN ORDINANCE of the City Council of the City of Aurora, Colorado, to amend the Eagle Bend General Development Plan to establish phasing of public improvements over parcels described as C4A, C4B, and C4C, in the City of Aurora, County of Arapahoe, State of Colorado (Eagle Bend GDP) STAFF SOURCE: Libby Tart Schoenfelder, Senior Planner II, Planning & Development Service

Motion by Pierce, second by Roth, to approve items 9i – 9k.

Voting Aye: Bergan, Berzins, Cleland, Lawson, LeGare, Mounier, Peterson, Pierce, Richardson, Roth

10. RESOLUTIONS

♦ a. **R2016-67**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, to reimburse itself with the proceeds of a municipal lease or bond financing for capital expenditures related to the construction of the central recreation facility, identifying such capital expenditures, and providing other matters in connection therewith. STAFF SOURCE: Mike Shannon, Debt and Financing Administrator, Finance

Motion by Roth, second by Mounier, to approve item 10a.

Voting Aye: Bergan, Berzins, Cleland, Lawson, LeGare, Mounier, Peterson, Pierce, Richardson, Roth

♦ b. **R2016-69**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, for an Intergovernmental Agreement by and between the Urban Drainage & Flood Control District, the City and County of Denver, the City of Lakewood, and the City regarding funding of joint wet weather monitoring and other CDPS activities. STAFF SOURCE: Dan Mikesell, Deputy Director of Operations and WQEP, Aurora Water

Motion by Peterson, second by Lawson, to approve item 10b.

Voting Aye: Bergan, Berzins, Cleland, Lawson, LeGare, Mounier, Peterson, Pierce, Richardson, Roth

♦ c. **R2016-70**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, authorizing the execution of an Intergovernmental Agreement between the City of Aurora and the Board of County Commissioners of the County of Arapahoe approving the installation of one 24-hour mail ballot drop-off box for Arapahoe County

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting
January 11, 2018

Members Present: Council Member Bob Roth, Chair; Council Member Francoise Bergan, Vice Chair - Absent; Council Member Bob LeGare

Others Present: Greg Baker, Leiana Baker, Marshall Brown, Steve Fiori, Pam Hensley, Sean Lieske, Christine McKenney, Dan Mikesell, John Murphy, Stephanie Neitzel, Rich Vidmar, Jill Piatt-Kemper, Tom Coker (CWAC), Jim Mitchell (Citizen)

IV. INTERGOVERNMENTAL AGREEMENT (IGA) WITH URBAN DRAINAGE FOR COLORADO DISCHARGE PERMIT SYSTEM (CDPS) PERMIT ACTIVITIES

Summary of Issue and Discussion: S. Lieske stated, this has been an agreement we've had with Urban Drainage, Lakewood, and Denver since 1993, and is associated with wet weather monitoring, some educational material, and conducting some efforts on our behalf associated with the City's municipal separate storm sewer permit (MS4). This year's IGA will be good for about a year. The overall project costs will be about $110,000.00 of which $22,000.00 will be Aurora's share.

Council Member Roth asked, why these three entities, and what is the percentage based on, is it population? S. Lieske replied, the percentage is based on the population of a 1990 census. When we entered into the agreement they were the three entities that had Phase 1 MS4 Permits and worked with Urban Drainage at the time.

Outcome: The Committee supports the IGA with Urban Drainage for CDPS Permit Activities, and forwarded the matter to Regular Session for consideration.

Follow-Up Action: The Committee supports the IGA with Urban Drainage for CDPS Permit Activities, and will forward to Regular Session for consideration.

City of Aurora

City Council and Commission Voting Results

Select a Type of Meeting: City Council

Meeting: 02-05-2018 - City Council Regular Meeting

Questions?
Call: 303-739-7094 or Email

Agenda Item	Vote (Yes-No-Abstain-Absent)
5. Approval of the minutes from January 22, 2018	Carried: 10-0-1-0
9. Consent Calendar 9a-g	Carried: 11-0-0-0
9a. HVAC System Annual Maintenance & Repairs for Water	Carried: 11-0-0-0
9b. Water Treatment Chemical	Carried: 11-0-0-0
9c Rampart Raw Waterline Phase V Engineering Services Contract	Carried: 11-0-0-0
9d. Ford OEM Vehicle Parts and Repair Services	Carried: 11-0-0-0
9e. Wagner Equipment OEM Parts and Services	Carried: 11-0-0-0
9f. Emergency One Fire Trucks	Carried: 11-0-0-0
9g. Waterless On-Site Restrooms for Saddle Rock Golf Course	Carried: 11-0-0-0
9h*. Ordinance regarding Smoking in Cars With Children Present	Carried: 6-5-0-0
9h1*. Amendment to 2018-02	Not Carried: 4-6-0-0
10a*. IGA with Urban Drainage for CDPS Permit Activities	**Carried: 10-0-0-0**

Full Agenda Item Title:
Consideration to APPROVE A RESOLUTION approving the Intergovernmental Agreement among the City of Aurora, Colorado, by and through its Utility Enterprise, The Urban Drainage and Flood Control District, the City and County of Denver, and the City of Lakewood regarding the joint funding of wet weather monitoring and other Colorado discharge permit system activities

Bergan - Ward VI	Yes
Berzins - Ward III	Yes
Gruber - At-Large	Yes
Hiltz - At-Large	Yes
Hogan - Mayor	
Johnston - Ward II	Yes
Lawson - At-Large	Yes
LeGare - At-Large	Yes
Murillo - Ward I	Yes
Richardson - Ward IV	Yes
Roth - Ward V	Yes

11a*. Rezone Sharma Property at The Point (Regatta Plaza)	Carried: 10-0-0-0
14a. Appoint one (1) Member to the Veterans Affairs Commission	Carried: 11-0-0-0

Copyright: 2019 Version: 1.0
15151 East Alameda Parkway, Second Floor | Aurora, Colorado 80012

contract. (B-4274) STAFF SOURCE: Lynne Center, Acting Deputy Director Street Operations, Public Works

Motion by Watson second by Gruber to approve items 9a – 9g with a waiver of reconsideration on item 9e.

Voting Aye: Mayor LeGare, Bergan, Berzins, Gruber, Hiltz, Johnston, Murillo, Richardson, Watson

Final Ordinances

♦ h. **2019-14**
Consideration of AN ORDINANCE FOR ADOPTION of the City Council of the City of Aurora, Colorado, amending Section 146-1207 of the Aurora City Code, to give Council Authority to Approve Operator Agreements for Oil and Gas Operations in the City. STAFF SOURCE: Christine McKenney, Client Group Manager, City Attorney

Sonia Skakich-Scrima stated her support of operator agreements but only if they were scientifically informed.

Motion by Gruber, second by Berzins, to approve item 9h.

Council Member Johnston stated she would support the item but noted she agreed with Ms. Skakich-Scrima's point regarding the process. She stated she did not support rushed operator agreements moving forward because health and safety issues for the community need to be taken into consideration.

Council Member Watson stated the item related to providing the City Council with the ability to negotiate oil and gas operator agreements in the future.

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Murillo, Richardson, Watson

10. **RESOLUTIONS**

a. **R2019-21**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, Approving an Intergovernmental Agreement among the City of Aurora, Colorado, by and through its Utility Enterprise, the Urban Drainage and Flood Control District, the City and County of Denver, and the City of Lakewood regarding the joint funding for wet weather monitoring and other Colorado discharge permit system activities. STAFF SOURCE: Dan Mikesell, Aurora Water Director of Operations, Aurora Water

Motion by Berzins, second by Bergan, to approve item 10a.

Voting Aye: Bergan, Berzins, Gruber, Hiltz, Johnston, Murillo, Richardson, Watson

11. **PUBLIC HEARING WITH RELATED ORDINANCE**

♦ a. **2019-15**
Public Hearing and INTRODUCTION FOR AN ORDINANCE of the City Council of the City of Aurora, Colorado, rezoning 1047 acres more or less in the vicinity of 38th Avenue and Tower Road, E-470 and I-70 from Master Planned Industrial Park (MPIP) And Light Industrial District (M1) to E-470 Light Industrial/Flex Office subarea and amending the zoning map accordingly (MAJESTIC COMMERCENTER REZONE) STAFF SOURCE: Brandon Cammarata, Senior Planner, Planning & Development Services

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting
November 14, 2019

Members Present: Council Member Nicole Johnston Vice Chair (via phone); Council Member Francoise Bergan

Members Absent: Council Member Marsha Berzins, Chair

Others Present: Greg Baker, Alex Davis, Steve Fiori, Rory Franklin, Jo Ann Giddings, Pam Hensley, Sean Lieske, Janet Marlow (CWAC), Christine McKenney, Dan Mikesell, John Murphy, Stephanie Neitzel, Sarah Young, Samantha Dhainin (Metro State University), Angela Goodman, Greg Hansen

---

5. JOINT WET WEATHER MONITORING AND OTHER CDPS PERMIT ACTIVITIES

Summary of Issue and Discussion: S. Lieske stated, wet weather monitoring involves collecting runoff at a number of automated stations in the metro area and analyze the water quality for specific pollutants in runoff and if any trends are occurring. A trend analysis report is prepared after four years of data collection and an assessment is made regarding whether concentrations of certain parameters appear to be increasing or decreasing. The data collection report is prepared annually and submitted to the Water Quality Control Division as part of the requirements of Aurora's MS4 permit. Aurora, in conjunction with Denver and Lakewood, have continued to work cooperatively with Urban Drainage and Flood Control District DBA Mile High Flood District to meet a number of permit conditions through these agreements. Aurora's costs for the calendar year 202 is a maximum of $24,000.00 and the term of the agreement is one year.

Council Member Bergan stated, with the reports on contaminants have there been any major surprises. S. Lieske replied, no. Council Member Bergan stated, if there were a lot of rainfall and caused some flooding would that bring contaminants into the water. S. Lieske replied, it's to make sure that municipalities are doing what they can to control contaminants as best as they can.

Outcome: The Committee recommends the Joint Wet Weather Monitoring and Other CDPS Permit Activities and forwarded to Regular Session for consideration.

Follow-Up Action: The Committee recommends the Joint Wet Weather Monitoring and Other CDPS Permit Activities and will forward to Regular Session for consideration.

Motion by Marcano, second by Murillo, to approve item 16b.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

♦ c. **R2019-119**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving an Amendment to the Revised Water Transmission Service Contract among the Aurora Colorado Springs Joint Water Authority, the City of Aurora, Colorado, acting by and through its Utility Enterprise and the City of Colorado Springs, Colorado.
Presenter: Alexandra Davis, Deputy Director/Water Resource, Aurora Water

Motion by Berzins, second by Bergan, to approve item 16c.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

♦ d. **R2019-120**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, approving the Intergovernmental Agreement amount the City of Aurora, Colorado, by and through its Utility Enterprise, The Urban Drainage and Flood Control District, The City and County of Denver, and the City of Lakewood regarding the Joint Funding for Wet Weather Monitoring and Other Colorado Discharge Permit System Activities.
Presenter: Sean Lieske, Environmental Permitting Mgr, Aurora Water

Motion by Coombs, second by Bergan, to approve item 16d.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

♦ e. **R2019-121**
Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, authorizing the submission of an application to Great Outdoors Colorado for a grant in the amount of $110,000 to partially fund design documents and construction of the Sixth Avenue elementary school playground renovation project.
Presenter: Tracy Young, Manager of PROS Plan, Desn Cons, Parks, Recreation & Open Space

Motion by Murillo, second by Lawson, to approve item 16e.

Council Member Murillo stated the item related to Aurora making a contribution to renovating an elementary school playground and everyone could agree that was a good thing.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

17. **RECONSIDERATIONS AND CALL-UPS**

Motion by Gruber, second by Bergan, to reconsider resolution 2019-103.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting
January 27, 2021

Members Present: Council Member Crystal Murillo, Chair; Council Member Allison Hiltz Vice Chair; Council Member Alison Coombs

Others Present: Casey Rossman, Alison Coombs, Sean Lieske, Janet Marlow, Greg Baker, Dawn Jewell, James DeHerrera, Alex Davis, Christine McKenney, John Murphy, Marshall Brown, Dan Mikesell, Gail Thrasher, Jo Ann Giddings, Stephanie Neitzel, Sarah Young, Steve Fiori, Nancy Freed, Leiana Baker, Dan Brotzman, Rory Franklin, Greg Hansen,

---

5. Joint Wet Weather Monitoring and Other Discharge Permitting Activities Intergovernmental Agreement (IGA)

Summary of Issue and Discussion: S. Lieske stated, Aurora, in conjunction with Denver and Lakewood, have continued to work cooperatively with the Mile High Flood District (previously the Urban Drainage and Flood Control District) since 1996 to meet a number of permit conditions through these agreements. Aurora's share of the overall project cost is 20%. The overall project cost for 2021 is expected to be $120,000 and thus Aurora's share of that cost will be a maximum of $24,000. The term of the agreement will be for one year.

Outcome: The Committee supports the Joint West Weather Monitoring and Other Discharge Permitting Activities IGA and forwarded both to Regular Session for consideration.

Follow-Up Action: The Committee supports the Joint West Weather Monitoring and Other Discharge Permitting Activities IGA and will forward to Regular Session for consideration.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

10.c. JOINT WET WEATHER MONITORING IGA

R2021-09 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES

Sean Lieske, Environmental Permitting Manager, Aurora Water / Christine McKenney, Client Group Manager

Motion by Coombs, second by Marcano, to approve item 10c.

Voting Aye: Bergan, Berzins, Coombs, Gardner, Gruber, Hiltz, Johnston, Lawson, Marcano, Murillo

11. **PUBLIC HEARING WITH RELATED ORDINANCE**

None

12. **PUBLIC HEARING WITHOUT RELATED ORDINANCE**

None

13. **INTRODUCTION OF ORDINANCES**

13.a. MODIFICATION OF THE EXEMPTION FOR LONG TERM LODGING

2021- 07 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, AMENDING ARTICLE IV OF SECTION 130 RELATING TO THE MODIFICATION OF THE EXEMPTION FOR LONG TERM LODGING

Trevor Vaughn, Manager of Tax and Licensing/Hans Hernandez, Assistant City Attorney

Call-in instructions were provided for the benefit of the public.

Mayor Coffman called for a five-minute break to allow for those wishing to speak on an agenda item to call in.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting
February 16, 2022

Members Present: Council Member Steve Sundberg Chair, Council Member Angela Lawson Vice-Chair, Council Member Curtis Gardner

Absent:

Others Present: Casey Rossman, Greg Baker, Jo Ann Giddings, John Murphy, Laura Perry, Rachel Allen, Marshall Brown, Rick Kienitz, Sarah Young, Sean Lieske, Steve Fiori, Tony Tran, Sherry Scaggiari, Ian Best, Fernando Aranda-Perozo, Dick Eason, Rory Franklin, Sonya Gonzalez, Gail Thrasher, Leiana Baker

---

1. Approval of Minutes
The January 19, 2022, meeting minutes were approved as presented.

2. Consent Items
A. Construction Change Order Report
B. Water Supply Update
C. Fourth Quarter Water Financial Report
D. Tentative 2022 Schedule and 2021 Recap

Summary of Issue and Discussion:
Council Member Lawson suggested August for the Water Tour. Council Member Lawson requested a future topic regarding density and sprawl impacts on water. M. Brown replied, it is addressed in the Master Plan that looks at 100 years, and we can add some type of detail for density and sprawl effects regarding water use in the Master Plan and bring a presentation to the committee in the future.

Outcome: The Consent items were supported as presented.

Follow-Up Action: The Consent items were supported as presented.

---

3. Joint Wet Weather Monitoring and other Colorado Discharge Permit Activities Intergovernmental Agreement (IGA)

Summary of Issue and Discussion: S. Lieske gave an overview of the IGA. Aurora, in conjunction with Denver and Lakewood, have continued to work cooperatively with the Mile High Flood District (previously the Urban Drainage and Flood Control District) since 1996 to meet a number of permit conditions. Aurora's share of the overall project costs 20%. The overall project cost for 2022 is expected to be $120,000.00 and Aurora's share will be a maximum of $24,000.00. The term of this agreement is one year.

Outcome: The Committee supports the Joint Wet Weather Monitoring and other Colorado Discharge Permit Activities and forwarded to next Regular Session for consideration.

Follow-Up Action: The Committee supports the Joint Wet Weather Monitoring and other Colorado Discharge Permit Activities and will forward to the next Regular Session for consideration.

---

4. Westfield Stanley Apartments Reimbursement Agreement

Summary of Issue and Discussion: S. Young gave an overview of utility reimbursement agreements. T. Tran provided a location overview and summarized the proposed reimbursement agreement for the cost of the regional storm sewer improvements. The regional 60-inch equivalent storm pipe in 23rd Avenue will reduce flood risk and allow for site development of the Stanley Apartments site. The reimbursement amount is to not exceed $442,565.12 plus a 10% contingency ($44,257) without further council approval.

Council Member Lawson asked, does the agreement costs include the operational or the maintenance over the years? T. Tran replied, this agreement is for the reimbursement of the construction costs associated with the regional storm sewer improvements that will be publicly owned and maintained. There are no long-term maintenance costs included with this reimbursement agreement. S. Young added, the developer pays connection fees as well as monthly storm drainage usage fees and those fees go towards long term maintenance and operation of the City's utility assets.

Outcome: The Committee supports the Westfield Stanley Apartments Reimbursement Agreement and forwarded to next Study Session for consideration.

Follow-Up Action: The Committee supports the Westfield Stanley Apartments Reimbursement Agreement and will forward to the next Study Session for consideration.

---

5. Intergovernmental (IGA) Cost-Sharing Agreement to Fund an Interlocal Funding Agreement for Colorado River Conservation Project

Summary of Issue and Discussion: A. Davis gave a presentation. The agreement allows Aurora to share in the costs for the Interlocal Funding Agreement of an alfalfa pilot study program. Aurora's cost share will be $7,500.00. Denver Water will coordinate funding and administer the contract with the N-Drop technology system program consultants.

Council Member Gardner asked, what are a couple of practical conservation measures for agriculture with respect to this project program? A. Davis replied, flood irrigation is where most agricultural irrigation started. There are different types of sprinklers and drip systems which allow you to divert only the water that is needed. This technology is gravity powered so it's cheaper than other sprinkler systems which rely on pumps and electricity to operate.

Outcome: The Committee supports the IGA Cost-Sharing Agreement to Fund an Interlocal Funding Agreement for Colorado River Conservation Project and forwarded to next Study Session for consideration.

Follow-Up Action: The Committee supports the IGA Cost-Sharing Agreement to Fund an Interlocal Funding Agreement for Colorado River Conservation Project and will forward to the next Study Session for consideration.

---

6. The Board of Water Works of Pueblo Water Lease Agreement

Summary of Issue and Discussion: A. Davis and R. Kienitz gave a presentation. This agreement will become effective in 2024 and be in effect for ten (10) years with an opportunity to renew at the end of that period for an additional ten (10) years. The cost of the water will increase from a cost in 2021 of $256.38 per acre-foot to $775.51 per acre-foot in 2024. Any subsequent increase in price will be that percentage increase in the rate that Pueblo Board of Water Works charges their customers, if any.

Council Member Lawson asked, whatever the rate increase is for the payers in Pueblo is that what we will always go by in terms of the leasing agreements when it renews? R. Kienitz replied, yes. A. Davis added, there are different ways to structure increases when there is a long term lease and Pueblo chose the structure. Council Member Sundberg asked, it looks like the rate may have tripled since the last time it was negotiated. Do you think these rates are fair? M. Brown replied, the rate went up significantly and we tried to negotiate a lower rate which didn't work out. M. Brown explained that the price increase is not that different from what we have implemented in what we charge those entities to whom we lease water.

Outcome: The Committee supports the Board of Water Works of Pueblo Lease and forwarded to next Regular Session for consideration.

Follow-Up Action: The Committee supports the Board of Water Works of Pueblo Lease and will forward to the next Regular Session for consideration.

---

7. River Compacts Presentation

Summary of Issue and Discussion: A. Davis gave a presentation.

Council Member Lawson asked, on the map where it states 19 states rely on the Colorado water, do we look at population? I'm sure that it has an impact on if they're getting a lot of our water. A. Davis replied, water that is allocated to another state is their water and not our water. Most states entered into these compacts in order to ensure water was available for future population growth.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

8. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: Council Member Sundberg asked, for the superfund site, by the landfill, what amount of water is being used to clean the site and what is the water source. M. Brown replied, they are using groundwater. A. Davis added, we do augment their groundwater

pumping up to 9 acre-feet per year (we put 9 acre-feet into the South Platte river system to partially offset some of their pumping).

Outcome: Informational only.

Follow-Up Action: Information only,

---

6. Confirm Next Meeting

The next meeting is scheduled for March 16, 2022, 10:30 a.m. via WebEx.

X
Steve Sundberg (Mar 22, 2022 07:32 MDT)

Steve Sundberg
Chair, Water Policy Committee

Sarah Young, Deputy Director of Planning and Engineering, Aurora Water / Ian Best Assistant City Attorney

Motion by Bergan, second by Lawson, to approve items 10a – 10j.

Voting Aye: Mayor Coffman, Bergan, Coombs, Gardner, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

Mayor Coffman called for a brief recess of Council to allow staff to provide call-in instructions.

11. **RESOLUTIONS**

11.a. **Joint Wet Weather Monitoring and other Colorado Discharge Permit Activities Intergovernmental Agreement.**

R2022-53 Consideration to APPROVE A RESOLUTION of the City Council of the City of Aurora, Colorado, expressing the Aurora City Council's support of an Intergovernmental Agreement among the City of Aurora, Colorado, by and through its Utility Enterprise, the Urban Drainage and Flood Control District, d/b/a Mile High Flood District, the City and County of Denver and the City of Lakewood regarding funding of Joint Wet Weather Monitoring and other Colorado Discharge Permit Activities.

Sean Lieske, Environmental Services Manager, Aurora Water / Ian Best, Assistant City Attorney

11.b. **Conveyance of an easement to Morgan County Rural Electric Association (MCREA) on City-owned land in Washington County.**

R2022-54 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE CONVEYANCE OF EASEMENT AREA CONTAINING APPROXIMATELY 0.911 ACRES OF CITY-OWNED LAND IN WASHINGTON COUNTY TO MORGAN COUNTY RURAL ELECTRIC ASSOCIATION (MCREA)

Tom Clark, Senior Real Estate Specialist, Public Works / Michelle Gardner, Senior Assistant City Attorney

11.c. **Appointing Directors to the Hilltop at DIA Metropolitan District Nos. 1-3 Board of Directors**

R2022-55 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPOINTING DIRECTORS TO FILL VACANCIES ON HILLTOP AT DIA METROPOLITAN DISTRICT NOS. 1-3 BOARD OF DIRECTORS

Cesarina Dancy, Senior Development Project Manager, Office of Development Assistance / Brian Rulla, Assistant Attorney II

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting

March 15, 2023

Members Present: Council Member Steve Sundberg (Chair), Council Member Alison Coombs (Vice Chair), Council Member François Bergan

Absent:

Others Present: Rachel Allen, Fernando Aranda, Greg Baker, Ian Best, Todd Brewer, Dan Brotzman, Marshall Brown, Melinda Bourdeau, Alex Davis, James DeHerrera, Steve Fiori, Rory Franklin, Sonya Gonzalez, Kevin Linder, Dan Mikesell, John Murphy, Swirvine Nyirenda, Casey Rossman, Sherrie Scaggiari, Catherine Schumacher, Gail Thrasher, Rich Vidmar, Tim York, Sarah Young, Cheinette Van Wyk

---

1. Approval of Minutes

The February 15, 2023, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Report
B. Monthly Water Supply Update

Summary of Issue and Discussion: CM Coombs asked if the forecasted rain and snow for tonight (3/15/2023) in the high country will result in faster than expected snow melt, how will it impact our reservoirs, and concerns regarding flooding? J. Murphy responded, if the rain is significant, it can affect the melting of the snowpack which would not be beneficial to us since our water rights will not become active until April. CM Coombs asked if the reduction in snowpack would negatively impact Aurora? J. Murphy replied, it could potentially negatively impact us if the water rights in affect now, downstream of the South Platte where larger irrigation reservoirs are located, are filling up due to early snowmelt and higher stream flows which will decrease the amount of water we can collect. However, J. Murphy stated he is not seeing that the stream flows have increased in the data thus far. M. Brown added, the moisture content of the snow is higher this year as well which is an additional benefit to the city.

CM Sundberg asked, will we see Quincy reservoir and Aurora reservoir down to the point where there is concern? J. Murphy stated the Aurora reservoir is full right now as a result of operationally moving water down from reservoirs higher in the system. M. Brown added, historically, we always keep Aurora and Quincy reservoirs full to reduce operational risk to the city. Where you will see the largest impact to the reservoirs is Homestake or Spinney where there are dramatically lower water levels. CM Sundberg stated, hopefully the councilmembers in

doubt of the lower reservoir levels will be able to participate in the water tour this year to understand the impact of the drought.

Outcome: The consent items were supported as presented.

Follow-Up Action: The consent items were supported as presented.

---

3. Large Water User Restriction

Summary of Issue and Discussion: S. Young gave a presentation discussing a newly developed matrix system which will grade potential large water users that do not return wastewater flow back to the system which is important to recapture. The goal of the matrix is to is to evaluate customers with a high water use and potentially taking water out of the system and suggesting they not be allowed to in the system due to the impacts on sustainability. With customers whose water use is high, and the recoverable use is high we want to discuss conservation efforts and evaluate the positive impacts they may have to the city including employment/high value jobs, capital investment to the city, diversity in employee base, national recognition, and support of an existing employment center. This will allow the city to determine if the benefits will outweigh the high water use.

CM Bergan asked if the criteria were weighted especially with organizations that may fall into the red categories? S. Young responded, currently it is not, but the aim is to refine the terms in the matrix and start utilizing it. M. Brown added, the first goal is to try to work with the large organizations to move them out of the red through conservation efforts or efficiencies in landscape designs to drive their water use down. The dark red portion of the matrix will not be allowed whereas the lighter red will require further discussions and evaluations. CM Bergan asked, will this be an evaluation of new and current users? S. Young responded, yes, this will be for new users. M. Brown added, while the matrix will not be used for existing users, we are already having conversations with them about conservation including nonfunctional turf.

CM Coombs asked, are we able to require other sustainability measures that may relate to climate change and greenhouse gas reduction to address the high impact they are having environmentally? M. Brown responded, in the comprehensive plan, the sustainability section addresses other environmental issues in addition to water use and conservation and will be considered through further development of the matrix and criteria.

CM Sundberg asked, what are some of the other water users industrially that don't allow recapture? S. Young stated, other users that would land in the deep red would be a concrete batch plant which is high water use and the water leaves the system or canning operations. M. Brown added, beverage and food processing would also land in the dark red.

CM Coombs asked, where on the matrix would fracking fall as far as volumetric use and water quality? S. Young stated, she would look into it further and reach out to CM Coombs directly to follow-up.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

4. Joint Wet Weather Monitoring Intergovernmental Agreement

Summary of Issue and Discussion: S. Scaggiari gave an overview of the IGA. Aurora, in conjunction with Denver and Lakewood, have continued to work cooperatively with the Mile High Flood District (previously the Urban Drainage and Flood Control District) since 1996 to meet a number of permit conditions related to municipal separate storm sewer (MS4). Aurora's share of the overall project costs is 20%. The overall project cost for 2023 is expected to be $145,000.00 with Aurora's share at a maximum of $29,000.00. The term of this agreement is one year.

Outcome: The Committee supports the Joint West Weather Monitoring and other Colorado Discharge Permit Activities and forwarded to the next Council Meeting for consideration.

Follow-Up Action: The Committee supports the Joint Wet Weather Monitoring and other Colorado Discharge Permit Activities and will forward to the next Council Meeting for consideration.

---

5. Storage Project Update Presentation

Summary of Issue and Discussion: R. Vidmar gave a presentation.

CM Bergan asked, there is still a lot of land that needs to be acquired, is that something that is stalled, or we are waiting on an agreement? R. Vidmar responded, we held off on the land acquisition until the feasibility study was completed after the reconfiguration of the dam. Since the feasibility study has concluded, we will continue with the land acquisitions. CM Bergan asked, is it necessary to acquire that much land, especially on the northside where the land looks detached from the reservoir. R. Vidmar responded, yes, the land will include the reservoir and the buffer around the reservoir. The additional land will also allow for greater watershed protection.

CM Bergan asked, regarding the East reservoir, will the oil and gas operations be taken into consideration as part of the land investigations? R. Vidmar responded, yes, we will evaluate the oil and gas operations as part of the land investigation.

CM Bergan asked if there was anything the councilmembers can do to assist in the permitting process for Wild Horse? A. Davis responded, her team has a great relationship with the Bureau of Land Management, (BLM) and they have been very supportive. Additionally, the BLM has assigned an incredibly qualified project manager to the project.

CM Sundberg asked, so there are two conceivable future reservoirs East? M. Brown responded, yes, it has been narrowed down to two feasible sites. We are prioritizing East storage to take advantage of the reuse coming off the South Platte train but will only choose one of the two potential sites.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

6. Direct Potable Reuse Presentation

Summary of Issue and Discussion: C. Schumacher and K. Linder gave a presentation.

CM Bergan asked, are we looking at the Sand Creek River because the South Platte River water is not very clean? M. Brown responded, right now, our reusable water is going to Metro Water Recovery where it is being treated and then released into the South Platte River. We do take some of that water into the Sand Creek facility and use it for irrigation purposes. However, the technology is now available to clean up the reuse water directly instead of routing it to Metro which will increase cost effective efficiencies in our system. It will also improve water quality.

CM Coombs asked, since the cost of chemicals to treat the water have gone up and we would be processing more water through Sand Creek, is that going to increase costs, or will they be offset with direct potable reuse? M. Brown responded, while the costs of chemicals and electricity will increase for our facilities, we will avoid higher costs to Metro which reduces treatment cost redundancies.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

7. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: M. Brown thanked staff at Aurora Water for all their hard work and expertise.

Outcome: Informational only.

Follow-Up Action: Informational only.

8. Confirm Next Meeting

The next meeting is scheduled for April 19, 2023, 10:30 a.m. via WebEx.

X Steve Sundberg (Apr 21, 2023 02:58 MDT)

Steve Sundberg
Chair, Water Policy Committee

MINUTES

Regular Meeting of the **Aurora City Council**
Monday, April 10, 2023

1. **RECONVENE REGULAR MEETING OF APRIL 10, 2023, AND CALL TO ORDER**

Mayor Coffman reconvened the regular meeting of the City Council for April 10, 2023, at 6:30 p.m.

2. **ROLL CALL**– Kadee Rodriguez, City Clerk

COUNCIL MEMBERS PRESENT: Mayor Coffman, Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

COUNCIL MEMBERS ABSENT: Mayor Pro Tem Gardner

Public call-in instructions were provided in both English and Spanish.

3. **INVOCATION/MOMENT OF SILENCE**– Mike Coffman, Mayor

Mayor Coffman led the prayer for the April 10th Council Meeting.

4. **PLEDGE OF ALLEGIANCE** (all standing)

5. **EXECUTIVE SESSION UPDATE**

Mayor Coffman proceeded with an update on the executive session, where participants had discussed negotiations on contracts and legal advice on rulemaking.

6. **APPROVAL OF MINUTES**

6.a. **March 13, 2023 Meeting Minutes**

Motion by Sundberg, second by Bergan to approve March 13, 2023 meeting minutes.

Voting Aye: Mayor Coffman, Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

6.b. **March 27, 2023 Meeting Minutes**

Motion by Sundberg, second by Bergan to approve March 27, 2023 meeting minutes.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Voting Aye: Mayor Coffman, Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

7. **PROCLAMATIONS OR CEREMONIES**

7.a. **Genocide Awareness and Prevention Month**
Mayor Coffman proclaimed April 2023 as Genocide Awareness and Prevention Month, condemning all acts of genocide and crimes against humanity, and urging the community to embrace diversity, speak kindly, and treat everyone with kindness.

7.b. **Aurora Arbor Week**
Mayor Coffman proclaimed April 21st, 2023, as Aurora Arbor Week.

7.c. **Arab American Heritage Month**
CM Lawson read a proclamation declaring April 2023 as Arab American Heritage Month.

7.d. **Child Abuse Prevention Month**
CM Lawson read a proclamation declaring April 2023 as Child Abuse Prevention Month and invited citizens to raise awareness and increase prevention efforts.

8. **PUBLIC INVITED TO BE HEARD**

(Non-agenda-related issues only)

Council heard public In-person testimonies on non-agenda-related items.

9. **ADOPTION OF THE AGENDA**

Motion by Marcano, second by Zvonek to adopt the agenda.

Voting Aye: Mayor Coffman, Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

10. **CONSENT CALENDAR - MOTIONS**

10.a. **Motions**

10.a.1 **Consideration to EXTEND A COMPETITIVELY BID CONTRACT to Keesen Landscape Management, Inc., Englewood, CO in the Not-to-Exceed Amount of $250,000.00 for Abatement Services as Required Through March 31, 2024. (B- 4543)**

Sandra Youngman, Manager of Code Enforcement / Dave Lathers, Senior Assistant City Attorney

Sandra Youngman, Manager of Code Enforcement, provided a summary of the item.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

CM Sundberg asked if Keesen had been able to keep up with the daily demand for abatements and if they had enough crew to handle the job. Sandra Youngman, Manager of Code Enforcement in Housing and Community Services, confirmed that Keesen had been keeping up with code enforcement abatements.

CM Sundberg also inquired about Keesen's landscaping services and if they were related to homeless services and abatement. S. Youngman clarified that the contract with Keesen was specifically for weed, trash, and debris abatement, and they were not involved in cutting trees.

Motion by Sundberg, second by Lawson to approve item 10.a.1.

Voting Aye: Mayor Coffman, Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

10.a.2 Channel Aggradation Study and Remediation Plan Phase 1 – Stantec Consulting Services – Amendment Nine

Consideration to AMEND AN OPENLY SOLICITED CONTRACT with Stantec Consulting Services, Inc., Fort Collins, Colorado in the Amount of $35,000.00 to Add Required Survey and Letter of Map Revisions Submittal Process for the Channel Aggradation Study and Remediation Plan Phase 1 Project, R-1725.

Andrea Long, Principal Engineer, Aurora Water / Dave Lathers, Senior Assistant City Attorney

10.a.3 Tetra Tech, Inc. Professional Engineering Services for Wild Horse Dam and Reservoir

Consideration to AMEND AN OPENLY SOLICITED CONTRACT to Tetra Tech, Inc., Denver, Colorado in the Amount of $10,496,837.00 for Providing Professional Engineering Services for the Feasibility Design, and Permitting Support for Wild Horse Dam and Reservoir

John P. Clark, Principal Engineer, Aurora Water / Dave Lathers, Senior Assistant City Attorney

10.a.4 Consideration to APPROVE AN AMENDMENT TO AN OPENLY SOLICITED CONTRACT to Dewberry Engineers, Inc., Denver, Colorado in the Amount of $970,308.00 for 30% Engineering Design for the Wild Horse Reservoir Pipelines, RFP R-2100

John P. Clark, Principal Engineer, Aurora Water / Dave Lathers, Senior Assistant City Attorney

10.a.5 Consideration to AWARD A COMPETITIVELY BID CONTRACT with US Distributing, Inc. Denver, Colorado in the Amount of $90,000.00 for AC Delco OEM Parts as Required by Fleet Through March 31, 2024. (B-4687)

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Ron Forrest, Fleet Manager, Public Works / Dave Lathers, Senior Assistant City Attorney

10.a.6 Consideration to AWARD A SINGLE SOURCE CONTRACT to Iron Code Technologies, Denver, CO in the Amount of $225,000.00 for a Municipal Court Case Management System

Due to the workload of the City Prosecutors, the risk of sanctions from the Courts, and the time required to implement the solution, staff request a waiver of reconsideration so work can commence as soon as possible.

Scott Newman, Chief Information Officer / Dave Lathers, Senior Assistant City Attorney

10.b. **Planning Matters**

10.c. **Appointments to Boards and Commissions**

10.c.1 Consideration to Appoint One (1) Member to the Veterans Affairs Commission

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

10.c.2 Consideration to Appoint One (1) Member to the Open Space Advisory Board

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

10.c.3 Consideration to Appoint Three (3) Members to the Golf Course Advisory Committee

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

Motion by Bergan, second by Marcano to approve the Consent Calendar – Motions with item 10.a.1 removed.

Voting Aye: Coffman, Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

11. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

11.a. Resolutions

11.a.1 Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement

R2023-37 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA,

♦ *The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.*

COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES

Sherry Scaggiari, Manager of Environmental Permitting, Aurora Water / Ian Best, Assistant City Attorney

11.a.2 Daniel P. Mikesell Water Operations Facility Dedication Plaque

R2023-38 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT FOR THE DEDICATION PLAQUE TO BE PLACED IN THE DANIEL P. MIKESELL WATER OPERATIONS FACILITY

Greg Baker, Manager of Water Public Relations, Aurora Water / Ian Best, Assistant City Attorney

11.a.3 Intergovernmental Agreement for Voter Service Polling Centers (VSPC) and Ballot Drop Box Locations

R2023-39 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN ARAPAHOE COUNTY AND THE CITY OF AURORA FOR THE COORDINATED ELECTIONS TO BE HELD NOVEMBER 7, 2023 AND NOVEMBER 5, 2024

Kadee Rodriguez, City Clerk / Dave Lathers, Senior Assistant City Attorney

11.b. Finalizing of Ordinances

Ordinances approved unanimously at first reading.

11.b.1 Consideration to Update City Code that Governs Purchasing - City Code Chapter 2 Administration, Article VI Purchases and Contracts

2023-08 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING IN ITS ENTIRETY ARTICLE VI OF CHAPTER 2 OF THE CITY CODE PERTAINING TO CONTRACTS AND PURCHASING TO ACCOMMODATE AND INCORPORATE CURRENT CITY ORGANIZATIONAL CHART POSITION TITLES, TO CONFORM TO LONGSTANDING CITY PURCHASING PRACTICES AS REFLECTED IN ADOPTED PURCHASING PROCEDURE LETTERS AND TO REFLECT ADOPTED CITY BUSINESS PRACTICES MEMORANDA, AND REMOVING REFERENCES TO DISCARDED PURCHASING PRACTICES, AND GENERALLY CLARIFYING THE LANGUAGE OF THE ARTICLE

Bryn Fillinger, Manager of Purchasing Services, Finance / Dave Lathers, Senior Assistant City Attorney

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Motion by Bergan, second by Lawson to approve the Consent Calendar - Resolutions and Ordinances.

Voting Aye: Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

12. **PUBLIC HEARINGS**

12.a. **Majestic Commercenter II as a Blighted Area Designation**

2023-10 A PUBLIC HEARING AND INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, DESIGNATING THE PROPOSED MAJESTIC COMMERCENTER II URBAN RENEWAL AREA AS A BLIGHTED AREA APPROPRIATE FOR URBAN RENEWAL

Jennifer Orozco, Senior Development Project Manager, Planning and Development Services / Rachel Allen, Manager of Client Services, City Attorney

Mayor Coffman opened the public hearing.

Jennifer Orozco, Senior Development Project Manager, provided a summary of the item.

CM Bergan asked about the minimum requirement for blighting factors. J. Orozco explained that at least four factors must be met for an urban renewal project, but in this case, with a single property owner, they could have as few as one factor of blight.

Mayor Coffman closed the public hearing.

Motion by Sundberg, second by Bergan to approve item number 12.a.

Voting Aye: Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

12.b. **Majestic 5280 RV Storage Zoning Map Amendment**

2023-11 A PUBLIC HEARING AND CONSIDERATION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, REZONING A PARCEL OF LAND MEASURING 2.14 ACRES, MORE OR LESS, LOCATED AT THE SOUTHWEST CORNER OF SMITH ROAD AND SABLE BOULEVARD, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, FROM MIXED-USE CORRIDOR ZONE DISTRICT (MU-C) TO BUSINESS/TECH ZONE DISTRICT (I-1) AND AMENDING THE ZONING MAP ACCORDINGLY (5280 RV STORAGE ZONING MAP AMENDMENT)

Liz C Fuselier, Planner, Planning and Development Services / Dan Money, Senior Assistant City Attorney

Mayor Coffman opened the public hearing.

Liz Fuselier, Planner, provided a summary of the item.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Council heard public in-person testimony.

CM Murillo asked staff to address the concerns raised in the public testimony. L. Fuselier responded.

CM Murillo asked about the drainage issues mentioned in the public testimony. L. Fuselier responded that the drainage issues were reviewed by Public Works and have been approved by the city through the site plan.

CM Coombs asked for clarification regarding any additional drainage to address the concerns expressed. Jessica Melton with JL Melton Construction, representing the property owner, explained that a drainage study had been conducted and the drainage would comply with city regulations and requirements.

CM Murillo asked if there were other mixed-use zoned areas nearby and the reasoning behind the initial zoning. Liz Fuselier responded. CM Murillo expressed her concerns about the highest and best use for the property and asked about access to bus stations. Liz Fuselier confirmed there are bus stops on Sable and Smith Road and explained that infrastructure will be brought up to code.

CM Murillo sought clarification on whether the RV storage was the best and highest use for the property, as it is currently zoned for alternative development. L. Fuselier confirmed that the RV storage is a use permitted under I-1 zoning. J. Melton added additional information.

CM Marcano asked about the access points for the overall project. L. Fuselier mentioned that there would be access off of Sable Boulevard, and J. Melton provided a site plan.

CM Marcano then asked if there was a possibility to create a pedestrian path along the northern side of the property to address the concerns raised by the community members. J. Melton explained that it might not be realistic due to a small triangle of land owned by a separate party.

CM Marcano appreciated the new sidewalks but sought clarification on whether a pedestrian path could be incorporated along the perimeter of the property instead of cutting through it. J. Melton expressed concerns that creating such a path could potentially not be in the best interest of the area and the community.

CM Marcano asked for more details on the environmental concerns and why the area would be unsuitable for certain uses based on previous activity at or near the site. L. Fuselier responded.

CM Coombs asked if there was a reason why the area would not be suited for other types of commercial activities, such as retail services, that would benefit the neighborhood and community. L. Fuselier clarified that only two acres of the eight-acre parcel were zoned MU-C and that the development opportunity for that northeast corner would be just for MU-C. She confirmed that most of the parcel was already industrial, and they were trying to rezone the MU-C portion to match the rest of the area.

♦ ***The** City **Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

CM Bergan pointed out that there had been no desire from developers to develop that one corner for its current zoning, and L. Fuselier agreed, mentioning that they had received numerous pre-applications for the entire parcel that typically included requests for rezoning. CM Bergan noted that it made sense from a compatibility perspective to keep the zoning consistent, as having just one portion zoned as MU-C was odd.

Mayor Coffman closed the public hearing.

Motion by Jurinsky, second by Sundberg to approve item number 12.b.

Voting Aye: Bergan, Jurinsky, Lawson, Sundberg, Zvonek

Voting Nay: Coombs, Marcano, Medina, Murillo

12.c. **Crestone Peak Resources Operator Agreement Revisions to Exhibits A and B**

R2023-40 A PUBLIC HEARING AND CONSIDERATION OF A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF REVISIONS TO EXHIBITS A AND B OF THE CRESTONE PEAK RESOURCES OPERATOR AGREEMENT

Jeffrey S. Moore, Manager of Oil and Gas Division, Planning and Development Services / Ian Best, Assistant City Attorney

Outside speaker: Dan Harrington, Asset Development Lead, Civitas Resources

Mayor Coffman opened the public hearing.

Jeffrey Moore, Manager of Oil and Gas, and Dan Harrington, the Asset Development lead at Citivas Resources, provided a summary of the item.

Mayor Coffman closed the public hearing.

Motion by Sundberg, second by Zvonek to approve item number 12.c.

Voting Aye: Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

13. **INTRODUCTION OF ORDINANCES**

14. **FINALIZING OF ORDINANCES**

14.a. **Northeast Aurora Planning and Annexation Boundary Expansion Comprehensive Plan Amendment**

2023-07 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING THE 2018 COMPREHENSIVE PLAN TO ENLARGE THE PLANNING AND ANNEXATION BOUNDARY LOCATED IN THE NORTHEAST SECTION OF THE CITY AND

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

DESIGNATING A PLACETYPE OF INDUSTRIAL HUB TO THE AREA (NORTHEAST PLANNING AND ANNEXATION BOUNDARY EXPANSION COMPREHENSIVE PLAN AMENDMENT)

Daniel Krzyzanowski, Planning Supervisor, Planning and Development Services / Daniel L. Money, Senior Assistant City Attorney

Council heard public in-person testimony.

Daniel Krzyzanowski from the Planning and Development Services Department and Brian Gaffney, the Principal of EPS, provided a summary of the item.

CM Coombs expressed concerns about the 12-square mile area and leapfrog development, and asked if the staff had an analysis of a smaller area immediately adjacent to the current city annexation boundaries, including the Chelsea property.
D. Krzyzanowski and B. Gaffney responded.

Mayor Coffman emphasized that the current discussion was only the first step and not an annexation itself. The Council would still have the ability to accept, or decline based on further analysis if the applicant decided to annex into the city.

CM Sundberg mentioned that there was a city-approved alternative smaller annexation plan that they received information on and suggested it might be a good alternative to consider as a substitute motion for the current discussion.

CM Coombs expressed her support for the substitute motion, citing that the concerns about leapfrog development are not applicable to this site since it is adjacent to the city and fills a small gap in the current planning and annexation boundary. She also noted that it is not speculative in nature for a significant portion of the site.

CM Marcano echoed CM Combs' sentiments and expressed appreciation for the applicant demonstrating that the proposal is not speculative. He believes the proposed use makes sense given the industry in the area and is happy to support the smaller expansion.

Motion by Sundberg, second by Bergan to approve the substitute motion to 14.a.

Voting Aye: Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

14.b. **Ordinance to Amend A.M.C Section 134**

2023-09 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING ARTICLE X CHAPTER 134 OF THE CITY CODE PERTAINING TO THE AURORA PARKING AND TRAFFIC ENFORCEMENT BUREAU AND AUTOMATED VEHICLE IDENTIFICATION SYSTEM CITATIONS

Carrigan Bennett, Police Lieutenant / Megan Platt, Assistant City Attorney

Lieutenant Carrigan Bennett provided a summary of the item.

Motion by Medina, second by Marcano to approve item number 14.b.

♦ *The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.*

Voting Aye: Bergan, Coombs, Jurinsky, Lawson, Marcano, Medina, Murillo, Sundberg, Zvonek

15. **ANNEXATIONS**

16. **RECONSIDERATIONS AND CALL UPS**

17. **GENERAL BUSINESS**

18. **REPORTS**

18.a. **Mayor**

Mayor Coffman announced that he would be hosting a Town Meeting on April 15th from 2:00 to 3:30 pm at the Central Library. The meeting would cover topics such as an update on the Consent Decree, homeless issues, and law enforcement issues, with Interim Chief Art Acevedo also presenting. The Mayor encouraged people to attend.

18.b. **Council**

CM Lawson reported that the most significant issue currently being discussed by the FSIR Committee is Senate Bill 213, the Land Use Bill, which has many amendments being considered. She stated that she and CM Sundberg attended the End Veteran Suicide Gala organized by Warriors Now, which aimed to raise money and awareness for Veteran suicide prevention. The event was successful and raised close to $40,000, which will be used for programs to support Veterans and help develop a wellness center.

CM Jurinsky announced that the next At-Large Town Hall will be held on June 15th at the People's Building on Colfax at 6:00 p.m., with all four At-Large Council Members in attendance.

CM Zvonek shared that DRCOG held a special board meeting to discuss Senate Bill 213, the Governor's Statewide Land Use Bill. The board voted to actively oppose the bill, as did several local jurisdictions, counties, cities, and CML. DRCOG will continue working to improve the bill but opposes it in its current state. Additionally, they discussed the EPA's Climate Pollution Reduction Grants and the possibility of DRCOG being the lead agency to facilitate them. CM Zvonek mentioned that he will circulate a letter to his colleagues suggesting their support and exploring ways for Aurora to apply for grants, particularly for equipment funding from the federal government.

CM Murillo attended several events over the weekend and expressed gratitude to Somos Dance Studio for their grand opening in Ward I. She highlighted the importance of supporting BIPOC-owned small businesses and building a local infrastructure for fun experiences. She also attended a charity event by the Heavy Hands, Heavy Hearts Foundation, supporting their Gloves Up, Guns Down initiative for youth violence prevention. Lastly, she announced her monthly Town Hall meeting scheduled for Thursday, April 27th at 6:00 p.m. at the MLK Library.

♦ ***The** City **Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

CM Sundberg shared his wife's experience as a survivor of the Rwandan genocide and the power of forgiveness. He mentioned being a court-appointed special advocate and encouraged others to volunteer. He talked about attending various events, including the End Veteran Suicide gala, Somos Dance Studio opening, and the Chamber Awards Event. He and Councilwoman Jurinsky are visiting an Adams 12 Law Enforcement Crime Scene Pathway Curriculum to learn how young people are being introduced to careers in law enforcement and crime scene investigation. Lastly, he announced the Ward II Town Hall on the 20th, where they will discuss alternative energy solutions, oil and gas, and other issues.

CM Medina mentioned hosting a Town Hall last week with a robust agenda that included open space, budget, and the Consent Decree. Many questions arose about the Consent Decree, and community members felt disconnected from the information. He plans to work on finding a better way to present and share information about the Consent Decree, as well as how it's being monitored in the community.

CM Marcano announced the final public hearing for the Charter Review Committee, which will take place on April 13th at 7:00 p.m. in the Council Chambers. He encouraged people to submit comments online or in person at the hearing. He also mentioned the upcoming Ward IV meeting on April 13th at 6:30 p.m. at Colorado Early Colleges, featuring an overview of the 2023 Budget and light appetizers from Nile Ethiopian.

CM Coombs mentioned that her next Ward Town Hall took place on Tuesday at 6:00 p.m. at Central Rec Center, with a hybrid format. The event featured a presentation on the Consent Decree and County Assessor PK Kaiser discussing property valuations and appeals for the upcoming property tax cycle. Representatives from the PAR Department and Fire Department were also present.

CM Bergan mentioned that those recommended for the Golf Commission, Veterans Commission, and Open Space Board had been approved as part of the consent calendar. Despite missing some evening events due to illness, she participated in virtual meetings, including the Region 9 opioid meeting. They finalized scopes of work for different subgroups, prepared to finalize the RFQ document and evaluation rubric, and planned to advertise the RFQ. After evaluating applications, they will allocate the opioid settlement money to help address the opioid addiction problem in the city and country. The settlement funds will continue for 18 years beyond this first phase.

Mayor Coffman mentioned that he participates in a public safety rotation. He recently went on a ride along with Officer Madison Burzynski from District 3, who is a three-year veteran of the Aurora Police Department. The week before, he observed operations at the detention facility. He clarified that he was observing and not in detention himself. Next weekend, he plans to observe the Marshals' interface with the weekend court.

19. ADJOURNMENT

Mayor Coffman adjourned the regular meeting of the City Council.

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

MIKE COFFMAN, MAYOR

ATTEST:

KADEE RODRIGUEZ, CITY CLERK

♦ ***The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.***

Water Policy Committee (WPC) Meeting

March 20, 2024

Members Present: Council Member Steve Sundberg (Chair), Council Member Stephanie Hancock (Vice Chair), Council Member François Bergan

Absent:

Others Present: Rachel Allen, Greg Baker, Ian Best, Dan Brotzman, Marshall Brown, Melina Bourdeau, Shonnie Cline, Mayor Mike Coffman, Alexandra Davis, James DeHerrera, Jessica LaPierre, Marena Lertch, Luz Lopez, John Murphy, Swirvine Nyirenda, Casey Rossman, Sam Scorza, Jessi Scott, Oona Sullivan, Cheinette Can Wyk, Richard Vidmar, Earl Wilkinson, Tim York, Sarah Young

---

1. Approval of Minutes

The February 21, 2024, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Report
B. Monthly Water Supply Update

Summary of Issue and Discussion: None.

Outcome: The consent items were supported as presented.

Follow-Up Action: None.

---

3. Fifth Amendment to the 22nd Ave. Outfall to Westerly Creek Improvement Project Intergovernmental Agreement (IGA) between the City of Aurora and Mile High Flood District

Summary of Issue and Discussion: S. Scorza gave a presentation on the fifth amendment to an Intergovernmental Agreement between the City of Aurora and the Mile High Flood District regarding the final design and construction of drainage and flood control improvements for the 22nd Avenue outfall to Westerly Creek.

CM Bergan asked, will this be the last amendment for this project? S. Scorza responded, there will likely be one more amendment following this one that will complete this project.

CM Hancock asked, have we started construction on this project yet? S. Scorza responded, we are still in the design phase so we are not ready for construction yet. There is still a lot of ongoing communication between the stakeholders that will lead us to the best possible design including more curvature to the stream. CM Hancock asked, will the new curvature help with the flow of the stream to prevent flooding? S. Scorza stated, yes, the stream will be moved away from properties that have the potential to flood and allow flood waters to move more effectively downstream.

Outcome: The Committee supports the Fifth Amendment to the 22nd Aven Outfall to Westerly Creek Improvement Project Agreement between the City of Aurora and Mile High Flood District and forwarded to the next Council Meeting.

Follow-Up Action: A Fifth Amendment to the 22nd Ave Outfall to Westerly Creek Improvement Project Agreement will be forwarded to the next Council Meeting.

---

4. Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement (IGA)

Summary of Issue and Discussion: J. LaPierre gave a presentation on the Joint West Weather Monitoring IGA with the Urban Drainage and Flood Control District, d/b/a Mile High Flood District, the City and County of Denver, and the City of Lakewood, which involves collecting runoff at a number of automated stations in the metro area and analyzing the water quality for specific pollutants as agreed upon in the original Municipal Separate Storm Sewer (MS4) permit in 1996.

CM Hancock asked, where are we in the process of implementing this project? J. LaPierre responded, the season for sampling is from April 1st through October 31st, and the sampling will take place along the South Platte River up near Sand Creek and West Tollgate Creek. The data will then be collected and submitted in our annual MS4 report to the State which is a regulatory requirement for our MS4 permit. CM Hancock asked, what does the sampling consist of? J. LaPierre responded, the sampling records the streamflow and precipitation data after any major streamflow events including heavy snowmelt and heavy rainstorms.

Outcome: The Committee supports the Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement and forwarded to the next Council Meeting.

Follow-Up Action: The Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement will be forwarded to the next Council Meeting.

---

5. Turf Transformation for Water Conservation and Hydroelectric Energy Recovery Project Grant

Summary of Issue and Discussion: L. Lopez gave a presentation on a proposed grant that will assist the City in enhancing water and energy efficiency, utilize resources judiciously, achieve additional cost savings, reduce its greenhouse gas foot print, enhance water conservation, and enhance biodiversity through the Sustainable Turf Transformation for Water Conservation and Hydroelectric Energy Recovery Project with help from the Department of the Interior, Bureau of Reclamation, Water Resources and Planning Office.

CM Began asked, what are the anticipated savings in water usage from the turf conversion and how long will it take to recoup the $408,000 in grant funding? M. Brown responded, we are paying roughly $20,000 to $25,000 per acre foot to acquire water rights multiplied by the 31.5 acre feet of water saved per year which is roughly $800,000 in savings. This savings does not account for additional costs associated with water supply, including treatment, however, with the inclusion of the grant, the cost benefit is great.

CM Bergan asked, what will go in place of the turf? M. Brown responded, some of the replacement will be the Tahoma 31 Bermuda grass and some will be replaced with native grasses. With the native grass, we will essentially remove any need for irrigation with a slightly higher cost-savings benefit than with the Tahoma 31 Bermuda grass.

CM Sundberg asked, when will we find out if the grant has been accepted? L. Lopez responded, we should find out if our grant application has been accepted by the end April 2024.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

6. Aurora Watershed Management and Source Water Protection Plan

Summary of Issue and Discussion: R. Vidmar gave a presentation on the Aurora Watershed Management and Source Water Protection Plan which formalizes Aurora Water's approach to source water protection.

CM Bergan asked, is the State open to thinning the forest? R. Vidmar responded, if we are working on any public or federal land, any prescription thinning has to go through the National Environmental Policy Act to evaluate the impacts of doing a thinning project. Therefore, the City works closely with the Forest Service during those projects, including the project funded last year at Miller Gulch. CM Bergan asked, is there a benefit to doing those projects? R. Vidmar responded, yes, it creates a defensible space to get the fire to the ground where it is easier to fight.

CM Sundberg asked, are we happy with the States efforts? R. Vidmar responded, yes, there is a lot of communication and engagement with the Colorado State Forest Service and the Colorado State University in that regard.

Mayor Coffman asked, how are we doing with our Federal Partners? R. Vidmar responded, we do have staff that is solely focused on watershed health, and has been doing very good work on establishing relationships with the National Forest Service on a Federal level. Mayor Coffman asked, what are some of our most difficult areas regarding fuel build-up when it comes to overgrowth in our watershed? R. Vidmar responded, one of our most difficult areas is the slow pace of tagging trees to be removed because it is all done by hand. Additionally, the type of trees that are being cut are not attractive to the lumber industry, making it difficult to get rid of the additional timber. Mayor Coffman asked, if we have a catastrophic fire that is so hot it sterilizes the soil, what do we do? R. Vidmar responded, after a large burn, the Burn Area Response Team, a U.S. Forest service led team, responds to assess the damage and potential impacts of the fire. The best things we can do both pre and post-fire is to create sediment basins to avoid any burn sediment from reaching the base of the canyon and entering the main stems of waterways.

CM Sundberg asked, is there a targeted area for beetle kill trees? R. Vidmar responded yes, there are targeted areas for removing those trees however, the forest service will leave some of those as to not disrupt the ecosystem for birds and other animals.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

7. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: M. Brown stated the water conservation event is scheduled for May 18, 2024, starting at 9:00 a.m. in the water-wise garden at the Aurora Municipal Center. This will be a community-wide event and is open for any of the Councilmembers to be present and meet with community members. Additionally, the annual Youth Water Festival is scheduled for May 16, 2024, which is a great opportunity for Councilmembers to meet with students from all over Aurora.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

8. Confirm Next Meeting

The next meeting is scheduled for April 17, 2024, 10:30 a.m. via Teams.

X Stephanie Hancock
Stephanie Hancock (Apr 17, 2024 16:02 MDT)

Stephanie Hancock
Vice Chair, Water Policy Committee

MINUTES

Regular Meeting of the Aurora City Council

Monday, April 8, 2024

COUNCIL MEMBERS PRESENT:	Stephanie Hancock	Françoise Bergan
	Steve Sundberg	Alison Coombs
	Danielle Jurinsky	Crystal Murillo
	Angela Lawson	Curtis Gardner
	Mayor Coffman	Ruben Medina
		Dustin Zvonek

1. CALL TO ORDER

Mayor Coffman convened the regular meeting of City Council at 6:30 p.m.

2. ROLL CALL

Public call-in instructions were provided in both English and Spanish.

3. INVOCATION/MOMENT OF SILENCE

Mayor Coffman led in prayer.

Mayor Coffman read a land acknowledgement.

4. PLEDGE OF ALLEGIANCE

(All Standing)

5. EXECUTIVE SESSION UPDATE

Mayor Coffman provided an update on the Executive Session, stating litigation matters, union negotiations, land acquisition, and personnel matters were discussed.

6. APPROVAL OF MINUTES

6.a March 11, 2024 Meeting Minutes

6.b March 25, 2024 Meeting Minutes

Moved by Françoise Bergan

Second by Steve Sundberg

Does Council wish to approve the minutes of the March 11, 2024 and March 25, 2024 meetings?

Voting Aye: (11): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Mayor Coffman, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

7. PROCLAMATIONS OR CEREMONIES

7.a National Donate Life Month

Mayor Coffman proclaimed April 2024 as National Donate Life Month.

7.b Month of the Military Child

Mayor Coffman proclaimed April 2024 as Month of the Military Child.

7.c Aurora Arbor Week Proclamation

Mayor Coffman proclaimed April 15, 2024 through April 20, 2024 as Aurora Arbor Week.

7.d National Public Safety Telecommunicators Week

Mayor Coffman proclaimed April 14, 2024 through April 20, 2024 as National Public Safety Telecommunicators Week.

7.e Eid al-Fitr

Mayor Coffman proclaimed April 10, 2024 as Eid al-Fitr.

8. PUBLIC INVITED TO BE HEARD

(non-agenda related issues only)

Council heard public testimony on non-agenda-related items.

9. ADOPTION OF THE AGENDA

Moved by Curtis Gardner

Second by Steve Sundberg

Does Council wish to adopt the agenda with Item 11.a.5 (tabled) and Item 12.b. removed?

Voting Aye: (11): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Mayor Coffman, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

10. CONSENT CALENDAR - MOTIONS

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by Curtis Gardner

Second by Alison Coombs

Does Council wish to approve the Motions consent calendar?

For (11): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Mayor Coffman, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

10.a Motions

10.b Planning Matters

10.c Appointments to Boards and Commissions

10.c.a Consideration to Appoint One (1) Member and Reappoint Two (2) Members to the Golf Course Advisory Committee

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.b Consideration to Appoint One (1) Member to the Veterans Affairs Commission

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.c Consideration to Appoint Two (2) Members to the Citizens Advisory Committee on Housing and Community Development

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10.c.d Consideration to Appoint One (1) Member to the Board of Adjustment and Appeals

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

11. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by Curtis Gardner

Second by Françoise Bergan

Does Council wish to approve the Resolutions and Ordinances consent calendar with item 11.a.4. removed?

Voting Aye: (10): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

11.a Resolutions

11.a.1 Fifth Amendment to the 22nd Ave Outfall to Westerly Creek Improvement Project between the City of Aurora and Mile High Flood District

R2024-35 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR 22ND AVENUE OUTFALL TO WESTERLY CREEK

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

11.a.2 Joint Wet Weather Monitoring and Other Colorado Discharge Permit Activities Intergovernmental Agreement

R2024-36 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, d/b/a MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES

Todd Brewer, Deputy Director of Treatment and Environmental Services, Aurora Water / Ian Best, Assistant City Attorney

11.a.3 Supporting the Flight Operations at Buckley Space Force Base

R2024-37 RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S STRONG SUPPORT OF THE 140TH WING OF THE COLORADO AIR NATIONAL GUARD'S FLIGHT OPERATIONS AT BUCKLEY SPACE FORCE BASE

Sponsors: Danielle Jurinsky, Council Member / Mike Coffman, Mayor

George Koumantakis, Manager of Client Services, Office of the City Attorney

Council heard public comment on the agenda-related-item.

11.a.4 Solution for Unsafe Traffic Conditions on North Bound Interstate 225 Between E. 2nd and E. Alameda Ave.

R2024-38 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, STRONGLY CALLING ON THE COLORADO DEPARTMENT OF TRANSPORTATION TO STUDY AND IMPLEMENT A SOLUTION FOR THE UNSAFE TRAFFIC CONDITIONS ON NORTH BOUND INTERSTATE 225 BETWEEN EAST 2ND AVENUE AND EAST ALAMEDA AVENUE

Sponsors: Mike Coffman, Mayor / Steve Sundberg, Council Member

Ryan Germeroth, Deputy Director of Transportation and Mobility, Public Works / Lena McClelland, Assistant City Attorney

CM Sundberg explained he pulled the item to bring attention to the important safety issue in their city. He talked about all the accidents that were occurring at excessive speeds here, and you can see marks and scrapes on the concrete barriers and debris from crashed vehicles when driving through. He expressed CDOT was planning to conduct a study this summer for an award to fix the issues next year sometime, but they want to implore CDOT to hurry up and get the project fixed so more people do not die from car crashes here.

Staff provided a brief statement on the item.

Mayor Coffman thanked staff for their work on this and CM Sundberg for bringing the issue forward.

CM Coombs added that the young woman that was killed in the most recent accident was a member of the Mon community that came to the US for safety for their family. She said they owe it to everyone in their community to provide safety.

CM Bergan stated it was also important that everyone wear a seatbelt.

Moved by Steve Sundberg

Second by Alison Coombs

Does Council wish to support Resolution R2024-38 to call on the Colorado Department of Transportation to Study and Implement a solution for the unsafe traffic conditions on northbound Interstate 225 between East 2nd Avenue and East Alameda Avenue?

Voting Aye: (10): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

11.a.5 Rules of Order and Procedure: Amendment to Public Comment for City Council Meetings

R2024-39 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, TO AMEND THE RULES OF ORDER AND PROCEDURE FOR THE AURORA, COLORADO, CITY COUNCIL CONCERNING PUBLIC COMMENT FOR CITY COUNCIL MEETINGS

Sponsor: Curtis Gardner, Council Member

Andrea Wood, Assistant City Attorney

11.b Finalizing of Ordinances

Ordinances approved unanimously at first reading

11.b.1 Aurora Center for Health, Wealth and Well-Being (Zoning Map Amendment)

2024-07 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 2 ACRES OF LAND TO MIXED-USE CORRIDOR DISTRICT (MU-C), LOCATED AT THE SOUTHWEST CORRIDOR OF COLFAX AVENUE AND AIRPORT BOULEVARD

Liz Fuselier, Planner, Planning and Business Development / Lena McClelland, Assistant City Attorney

11.b.2 Lease-Purchase of Golf Maintenance Equipment

2024-08 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA AUTHORIZING THE DIRECTOR OF PARKS, RECREATION AND OPEN SPACE (PROS) TO ACQUIRE CERTAIN GOLF MAINTENANCE EQUIPMENT DURING THE 2024 FISCAL YEAR, PURSUANT TO THE TERMS OF LEASE-PURCHASE AGREEMENTS TO BE ENTERED INTO BETWEEN THE CITY, AS LESSEE, AND LEASE INVESTORS, VENDORS OR THE AURORA CAPITAL LEASING CORPORATION, EACH AS LESSOR, AUTHORIZING OFFICIALS OF THE CITY TO TAKE ALL ACTION NECESSARY TO CARRY OUT THE TRANSACTIONS CONTEMPLATED HEREBY

Teresa Sedmak, City Treasurer, Finance / Hanosky Hernandez, Senior Assistant City Attorney

11.b.3 Increase the E-911 Surcharge Imposed on Phone Service

2024-09 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA AMENDING SECTION 58-1 OF THE CITY CODE OF THE CITY OF AURORA, COLORADO, RELATING TO AN INCREASE OF THE E-911 SURCHARGE

Scott Newman, Chief Information Officer / Hanosky Hernandez, Senior Assistant City Attorney

11.b.4 An Ordinance Authorizing Eminent Domain for the Buckley and Iliff Intersection Improvements Project

2024-10 AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN PROPERTY INTERESTS NECESSARY FOR THE ILIFF AND BUCKLEY INTERSECTION IMPROVEMENTS PROJECT

Hector Reynoso, Real Property Services Manager / Michelle Gardner, Senior Assistant City Attorney

Outside Speaker: Don Ostrander, HROP Law, Outside Legal Counsel

12. PUBLIC HEARINGS

Public hearings with or without related ordinances

12.a Proposed Comprehensive Plan Amendment to Adopt the Parks, Recreation, and Open Space (PROS) Master Plan

2024-11 A PUBLIC HEARING AND CONSIDERATION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING THE 2018 COMPREHENSIVE PLAN TO ADOPT BY REFERENCE THE "OUR PARKS, OUR PLACES: A PLAN FOR AURORA'S PARKS, RECREATION, AND OPEN SPACE" PLAN ("PROS MASTER PLAN")

Daniel Krzyzanowski, Planning Supervisor, Planning and Business Development / Lena McClelland, Assistant City Attorney

Mayor Coffman opened the public hearing.

Staff provided a brief summary of the item.

Council heard public testimony on the agenda-related-item.

Mayor Coffman closed the public hearing.

Moved by Danielle Jurinsky

Second by Curtis Gardner

Does the City Council wish to support Ordinance 2024-11 amending the 2018 Comprehensive Plan to adopt by reference the "Our Parks, Our Places: A Plan for Aurora's Parks, Recreation and Open Space Plan" Plan ("PROS Master Plan")?

Voting Aye: (10): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

12.b Adopt the 2020 Model Traffic Code

2024-12 A PUBLIC HEARING AND CONSIDERATION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTIONS 134-1, and 134-8; AND REPEALING SECTION 134-2(n)(3) OF THE CITY CODE PERTAINING TO ADOPTION OF THE 2020 MODEL TRAFFIC CODE AND LOCAL AMENDMENTS

Chris Poppe, Police Commander / Andrea Wood, Assistant City Attorney

12.c Horizon Amended Vesting Development Agreement

2024-13 A PUBLIC HEARING AND CONSIDERATION OF AN ORDINANCE APPROVING AN AMENDED AND RESTATED VESTED RIGHTS DEVELOPMENT AGREEMENT BETWEEN THE CITY OF AURORA COLORADO, LENDLEASE HORIZON, LLC, AND HULAND1, LLC CONTAINING PROVISIONS FOR A VESTED PROPERTY RIGHT PURSUANT TO ARTICLE 68 OF TITLE 24, C.R.S. FOR CERTAIN LANDS LOCATED IN SECTION 1, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO

Jacob Cox, Interim Director of Development Services / Brian Rulla, Assistant City Attorney

Mayor Coffman opened the public hearing.

Staff provided a brief presentation on the item.

CM Coombs asked what guarantees they had that the development will be carried out within the timeframe set.

J. Cox stated the goal was to allow them more time to bring commercial to market in the area.

CM Sundberg mentioned he met with the developer and partners and toured the development, and the developer really wants to leave a legacy of building community in a positive way with a walkable neighborhood, Pre-K through 8th school, dog park, and other wonderful amenities.

Mayor Coffman closed the public hearing.

Moved by Curtis Gardner

Second by Danielle Jurinsky

Does City Council wish to approve Ordinance 2024-13 regarding the amended vesting development agreement?

(10): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

13. INTRODUCTION OF ORDINANCES

13.a Elected Officials and Executive Personnel (EOEP) Code Amendments Related to Secure 2.0 Act

2024-14 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING ARTICLE VIII OF CHAPTER 102, OF THE CITY CODE OF THE CITY OF AURORA RELATED TO THE ELECTED OFFICIALS AND EXECUTIVE PERSONNEL DEFINED BENEFIT PENSION PLAN

Sponsor: Curtis Gardner, Council Member

Nancy Wishmeyer, Controller, Finance / Hanosky Hernandez Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by Curtis Gardner

Second by Alison Coombs

Does Council support Ordinance 2024-14?

Voting Aye: (10): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

13.b General Employees' Retirement Plan (GERP) Code Amendments Related to Secure 2.0 Act

2024-15 FOR AN ORDINANCE AMENDING ARTICLE V OF CHAPTER 102 OF THE CITY CODE OF THE CITY OF AURORA, COLORADO, RELATING TO THE GENERAL EMPLOYEES' RETIREMENT PLAN, AND OTHER RELATED MATTERS

Sponsor: Curtis Gardner, Council Member

Nancy Wishmeyer, Controller, Finance / Hanosky Hernandez Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by Curtis Gardner

Second by Danielle Jurinsky

Does the Council wish to support Ordinance 2024-15?

Voting Aye: (10): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

13.c Judicial Performance Commission

2024-16 FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTION 50-102 OF THE CITY CODE PERTAINING TO THE COMPOSITION AND MEMBERSHIP OF THE JUDICIAL PERFORMANCE COMMISSION

Sponsor: Danielle Jurinsky, Council Member

Candace Atkinson, Director of Courts and Detention / Angela Garcia, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by Danielle Jurinsky

Second by Alison Coombs

Does City Council approve Ordinance 2024-16 for the Judicial Performance Committee amendments?

Voting Aye: (10): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

14. FINALIZING OF ORDINANCES

Ordinances not approved unanimously at first reading

15. ANNEXATIONS

15.a Allen Parcel Annexation Findings of Fact

R2024-40 A PUBLIC HEARING AND CONSIDERATION TO APPROVE A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, MAKING CERTAIN FINDINGS OF FACT REGARDING THE PROPOSED ANNEXATION OF A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 2 AND THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE (Allen Annexation) 41.028 ACRES

Jacob Cox, Interim Director of Development Services / Brian Rulla, Assistant City Attorney

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

Moved by Alison Coombs

Second by Françoise Bergan

Does Council wish to continue Item 15.a. and Item 15.b. to April 22, 2024 (including public hearing)?

Voting Aye (11): Stephanie Hancock, Steve Sundberg, Danielle Jurinsky, Alison Coombs, Angela Lawson, Mayor Coffman, Françoise Bergan, Crystal Murillo, Curtis Gardner, Ruben Medina, and Dustin Zvonek

15.b Allen Parcel Annexation

2024-17 FOR AN ORDINANCE ANNEXING A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 2 AND THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE (Allen Annexation) 41.028 ACRES

Jacob Cox, Interim Director of Development Services / Brian Rulla, Assistant City Attorney

16. RECONSIDERATIONS AND CALL UPS

17. GENERAL BUSINESS

18. REPORTS

18.a Mayor

Mayor Coffman stated he spent time with AFR for a 24-hour shift, and encouraged other council members to do the same to see all they do. He also attended an awards event for the firefighters. He added he would be having Town Meeting on April 20th, with presentations by Chief Morris, Chief Oughton, and a representative from Highline Canal. He said he will confirm the location and time on his Facebook page tomorrow.

18.b Council

CM Coombs reported she visited several mosques and it was wonderful to see the coming together of community and deepening sense of compassion despite their struggles, and she thanked them for allowing her to join. She noted she will be unable to attend the At-Large Town Hall Meeting on the 18th, because she will be attending the city's lobbying trip to D.C.

CM Gardner stated he would also be unable to attend the At-Large Town Hall Meeting on the 18th, and addressed 11.a.5. He explained he decided to pull that because the city is currently paying several thousand dollars a month to

maintain the public comment line, but they very rarely have public commenters call in, but will be looking to find a more cost effective option.

CM Jurinsky announced she will be co-hosting the Ward 4 Town Hall on April 11th, Ward 5 Town Hall on April 16th, and hosting the At-Large Town Hall on April 18th, at 6:30, at the Southeast Rec Center with MPT Zvonek. She also mentioned the Water Wise Event on May 18th, at 9 a.m., at City Hall in the Water Wise Garden, where they will have many vendors and opportunities to look at conserving water and saving money.

MPT Zvonek explained a bill that was introduced a few weeks ago that was introduced, HB14-37, which is an attempt to subvert local control. He said one of their options to avoid that is to review whether or not they want to continue subsidizing Arapahoe and Adams County for prosecuting domestic violence cases not reaching a felony level in their courts. He said he would be bringing an ordinance to the next Public Safety Meeting to start the conversation on whether or not they should continue or allow the legislature determine how they handle public defense and contract out with public defenders. He stated he would also be bringing a resolution asking the City Manager to cost out what the taxpayers of Aurora are subsidizing those two counties to handle those cases in our court.

CM Murillo announced her monthly Town Hall on April 25th at the Aurora Fox Center, that she will be co-hosting with CM Coombs. She extended an invitation for everyone to come to the Aurora Cultural Arts District to check out a city owned venue.

CM Sundberg noted a bar and grill that had a chronic dine and dasher that came back in recently and physically threatened the bartender when confronted, but police were not able to get him. He attended the Warrior Now End Suicide Event with CM Bergan and CM Hancock, which is to prevent veteran suicide. He said it was positive and they raised over $50,000. He also mentioned a graduation for the Aurora Armed Forces Wellness Court on April 22nd for someone who has been sober for a year. He announced his Town Hall for April 18th, at the Central Recreation Center, at 6:30, to talk about grocery stores in Ward 2 and to meet the new Library Services Director.

CM Medina announced his Town Hall for April 9th, at the Central Library.

CM Hancock discussed attending the Veteran Suicide Gala, stating there was a compelling speech on how veterans return home with a lack of purpose and choose other means to get needs met, but this program wraps around veterans and helps them reintegrate into society. She said she went to the opening of the new Xfinity Store in Ward 4, which show businesses are still coming to Aurora. She stated she would be co-hosting her Ward 4 Town Hall with CM Jurinsky on April 11th, at Colorado Early College, with 911 attending and having a discussion on budget, safety, and other things they have been doing. She encouraged everyone to come out.

CM Lawson gave the FSIR update, voicing there was 30 days left of the state legislative session with over 600 bills introduced, and the Colorado Senate approved the 40.6 billion dollar budget for the next fiscal year for the state. She stated SB24-035, strengthening the enforcement of human trafficking, was sent to the Governor for signature to be passed into law. Congress is back in session and will focus on foreign aid and homeland security. She announced the next FSIR Meeting is on April 12th, and the Ward 5 Town Halls will be April 20th, at Heather Garden, from 10-11:45 and April 30th, at Central Rec Center, from 6:30-8. Both Town Halls will be discussing the budget and the Aurora Fire Rescue Strategic Plan. She noted that anyone could attend.

CM Bergan announced the new Executive Director for the E-470 Executive Board. She attended the Veterans Suicide Gala, and said a lot of court judges were there. She said she also attended the State FBLA Awards Ceremony, and congratulated all the students who won awards.

19. ADJOURNMENT

Mayor Coffman adjourned the regular meeting of City Council.

MIKE COFFMAN, MAYOR

ATTEST:

KADEE RODRIGUEZ, CITY CLERK

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

Water Policy Committee (WPC) Meeting

April 16, 2025

Members Present: Council Member Alison Coombs (Chair), Council Member Françoise Bergan (Vice Chair), Council Member Ruben Medina

Absent:

Others Present: Abba Ahmed, Rachel Allen, Ian Best, Stephen Cann, Shonnie Cline, Alex Davis, James DeHerrera, Rory Franklin, Elizabeth Gillitzer-Gallardo, Sonya Gonzalez, Kathy Kitzmann, Jessica LaPierre, Luz Lopez, Brenda Mendoza Ortega, Adrian Morris, John Murphy, Christian Nelson, Swirvine Nyirenda, Casey Rossman, Sam Scorza, Matt Spacek, Oona Sullivan, Alex Weber, Earl Wilkinson, Sarah Young

---

1. Approval of Minutes

The March 19, 2025, meeting minutes were approved as presented.

2. Consent Items

A. Construction Change Order Report
B. Monthly Water Supply Update
C. Grants Update
D. Wild Horse Quarterly Update

Summary of Issue and Discussion: CM Bergan asked, on the water supply update, there is a chart on drought, and it looks like there is going to be drought in the areas surrounding us, is that just a prediction? J. Murphy responded, the brown color on the chart represents the persisting drought and the yellow represents where drought is expected to develop.

Outcome: The consent items were supported as presented.

Follow-Up Action: None.

---

3. 2025 Weather Modification Program Intergovernmental Agreement

Summary of Issue and Discussion: A. Ahmed gave a presentation on an Intergovernmental Agreement (IGA) between several water agencies, including the City of Aurora, to enable multiple water agencies to cost share weather modification (cloud seeding) services conducted under the Central Colorado Mountains River Basin (CCMRB) Weather Modification Program.

CM Coombs asked, where are the new partners included in the agreement, as they do not have a separate cost breakdown? Are they included in the larger organizations and what is their contribution? A. Ahmed responded, those partners are not part of the Front Range, they were added in the presentation to show the extent of the cloud seeding throughout Colorado.

CM Bergan stated, there was mention of three generators not working but there is some confusion because in the presentation it stated 23 manual generators and two remote generators. A. Ahmed responded, yes, there are five remote generators, but three were not mentioned in the presentation because they are not currently working. Overall, there are 23 non-remote generators and 5 remote generators. CM Bergan asked, are the remote generators more expensive? A. Ahmed responded, yes, because they are more efficient and we do not have to manually start them, they can be started remotely. CM Bergan asked, are there plans to add more of the remote generators? A. Ahmed stated the plan in the next couple of years is to have all 25 or 30 generators be remote. CM Bergan asked, are there any grants that we could apply for to help with cost? A. Ahmed responded yes, we have brought this to the Colorado Water Conservation Board, and they are currently researching available grants.

CM Medina asked, are there multiple people who are starting up the generators? And what is the cost to start all of them? A. Ahmed responded, it is usually farmers and ranchers that are trained to turn on the manual generators since they are typically placed on their land. However, sometimes this can be difficult which is why we are heading towards all remote generators.

Outcome: The Committee supports moving a Resolution for the 2025 Weather Modification Program Intergovernmental Agreement forward to the next Council meeting.

Follow-Up Action: The Resolution for the 2025 Weather Modification Program Intergovernmental Agreement will be forwarded to the next Council meeting.

---

4. Joint Wet Weather Monitoring and Discharge Permit Activities Intergovernmental Agreement

Summary of Issue and Discussion: J. LaPierre gave a presentation on an Intergovernmental Agreement (IGA) between the City of Aurora, the City of Denver and the City of Lakewood for wet weather monitoring. The weather monitoring involves collecting runoff at several automated stations in the metro area and analyzing the water quality for specific pollutants as agreed upon in the original MS4 permit.

Outcome: The Committee supports moving a Resolution for the Joint Wet Weather Monitoring and Discharge Permit Activities Intergovernmental Agreement forward to the next Council meeting.

Follow-Up Action: The Resolution for the Joint Wet Weather Monitoring and Discharge Permit Activities Intergovernmental Agreement will be forwarded to the next Council meeting.

---

5. Fourth Amendment to Drainage and Flod Control Improvements for the Cherry Creek Restoration at Arapahoe Road Intergovernmental Agreement

Summary of Issue and Discussion: S. Scorza gave a presentation on the fourth amendment to an Intergovernmental Agreement (IGA) between the City of Aurora, Mile High Flood District, Southeast Metro Stormwater Authority, the Cherry Creek Basin Water Quality Authority, and Arapahoe County. This amendment will aid in the identification of ways to mitigate erosion in the remaining portions of the channel located between the Cherry Creek Soccer Complex and the confluence with Piney Creek.

CM Bergan asked, how did we end up in a situation where we are paying a greater share? S. Scorza responded, this is a project that Aurora Water requested, and had it built into our five-year capital improvements plan, the other contributors are just now catching up with their contributions.

Outcome: The Committee supports moving a Resolution for the Fourth Amendment to drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road Intergovernmental Agreement forward to the next Council meeting.

Follow-Up Action: The Resolution for the Fourth Amendment to drainage and Flood Control Improvements for the Cherry Creek Restoration at Arapahoe Road Intergovernmental Agreement will be forwarded to the next Council meeting.

---

6. East Cherry Creek Valley Master Sewer Intergovernmental Agreement

Summary of Issue and Discussion: J. DeHerrera gave a presentation on a Master Sewer Intergovernmental Agreement (IGA) between the City of Aurora and the East Cherry Creek Valley Water and Sanitation District (ECCV). This IGA has been drafted to clarify each party's obligations including clarity and consistency, capacity and cost sharing, contract administration, support of future development, and anticipated infrastructure upgrades.

Outcome: The Committee supports moving a Resolution for the East Cherry Creek Valley Master Sewer Intergovernmental Agreement forward to Study Session.

Follow-Up Action: The Resolution for the East Cherry Creek Valley Master Sewer Intergovernmental Agreement will be forwarded to the next Study Session.

---

7. Kings Point Intergovernmental Agreement

Summary of Issue and Discussion: J. DeHerrera gave a presentation on an amendment to Intergovernmental Agreement (IGA) between the City of Aurora and the East Cherry Creek Valley Water and Sanitation District (ECCV). This amendment will reflect changes made in the new Master Sewer Agreement as previously mentioned which includes the joint use of sewer infrastructure to support the Kings Point development.

CM Bergan asked, since Prairie Point was not required to install a lift station, how does that work in terms of the developer cost? J. DeHerrera responded, there was an agreement signed in 2019 with the developer that they will be responsible for the costs associated with the upsizing of the line eventually. CM Bergan asked, will King's Point South require a lift station? J. DeHerrera responded, King's Point South goes to the West and so they may require a lift station. S. Young added, King's Point South is divided between a couple of basins that gravities toward the West side of King's Point which will require a lift station eventually.

Outcome: The Committee supports moving a Resolution for the Kings Point Intergovernmental Agreement forward to Study Session.

Follow-Up Action: The Resolution for the Kings Point Intergovernmental Agreement will be forwarded to the next Study Session.

---

8. Wild Horse Project History

Summary of Issue and Discussion: S. Young gave a presentation on the history of the Wild Horse Project program which includes early planning efforts, and the work planned through 2025.

CM Bergan asked, the fact that all this work has already been done with the modeling over several years of the Wild Horse North site and it has remained our best option, why are we having to do another study on the Wild Horse South alternative? S. Young responded, the NEPA process itself, which is a comparison of resources between the selected alternatives, has not yet started. So, the information we are collecting is basically showing the baseline data. For example, the Gold Eagles nests in the North Wild Horse site in comparison to the nests in the South Wild Horse site and how they will be impacted.

CM Bergan asked, have we learned anything that we should have done sooner in the process, so we did not end up in the current situation? S. Young responded, one option would have been a Request for Proposal (RFP) process to bring all the technical experts that we now onboard sooner and have them develop a massive package of information to present to the Bureau of Land Management (BLM) for their review rather than piecemealing the process. The timeline may have been the same though and this way we have built a good relationship with BLM throughout the process. It's hard to say which would have been better. CM Bergan asked, wouldn't it have saved time to have all the experts exploring the alternatives at the same time? S. Young responded, we weren't sure which alternatives were going to be selected to move forward for further evaluations. That step was required first.

CM Coombs asked, we know that we need this reservoir by 2045, are there any other benefits to completing the reservoir early besides the continued increase in costs of supplies? S. Young responded, the increase in costs is the main reason for completing the reservoir as soon as

possible. Additionally, with the continuing changes in the NEPA process, we are looking to get full approval in one presidential administration if possible.

CM Bergan asked, do we know the difference in cost between what we anticipated four to five years ago and what is now anticipated? S. Young responded, due to the market volatility over the past few years, our project engineers were unable to properly predict the cost of the project which is why we secured a Construction Manager/General Contractor (CMGC) to give us a better idea of costs. Currently, we are looking at over a billion dollars for the construction of Wild Horse and anticipating a 5% increase in costs year over year.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

9. Miscellaneous Matters for Consideration

Summary of Issue and Discussion: None.

Outcome: Informational only.

Follow-Up Action: Informational only.

---

10. Confirm Next Meeting

The next meeting is scheduled for May 21, 2025, at 10:30 a.m. at the Southeast Area Maintenance Facility or via Teams.

X Alison L Coombs (Jun 4, 2025 20:32 MDT)

Alison Coombs
Chair, Water Policy Committee

MINUTES

Regular Meeting of the Aurora City Council

Monday, May 5, 2025

COUNCIL MEMBERS PRESENT:	Mayor Coffman	Amsalu Kassaw
	Françoise Bergan	Angela Lawson
	Alison Coombs	Ruben Medina
	Curtis Gardner	Crystal Murillo
	Stephanie Hancock	Steve Sundberg
	Danielle Jurinsky	

---

1. CALL TO ORDER

Mayor Coffman reconvened the regular meeting of the City Council at 6:45 p.m.

2. ROLL CALL

3. INVOCATION/MOMENT OF SILENCE

Mayor Coffman led in prayer for the May 5, 2025 meeting.

4. PLEDGE OF ALLEGIANCE

(All Standing)

Mayor Coffman read a land acknowledgement.

5. EXECUTIVE SESSION UPDATE

Mayor Coffman provided an update on the Executive Session, stating litigation was discussed.

6. APPROVAL OF MINUTES

6.a April 21, 2025 Meeting Minutes

Moved by: Steve Sundberg

Second by: Amsalu Kassaw

Does Council wish to approve the minutes of the April 21, 2025 meeting?

Voting Aye: (11): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

7. PROCLAMATIONS OR CEREMONIES

8. ADOPTION OF THE AGENDA

Moved by: Amsalu Kassaw

Second by: Angela Lawson

Does Council wish to adopt the agenda as presented?

Voting Aye: (11): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

9. CONSENT CALENDAR - MOTIONS

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to approve the Motions Consent Calendar as presented?

Voting Aye: (11): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

9.a Motions

9.b Planning Matters

9.c Appointments to Boards and Commissions

9.c.1 Consideration to Appoint One (1) Youth Member to the Aurora Youth Commission

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

9.c.2 Consideration to Remove One (1) Adult Member from the Aurora Youth Commission

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

9.c.3 Consideration to Appoint One (1) Member to the Human Relations Commission

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

10. CONSENT CALENDAR - RESOLUTIONS AND ORDINANCES

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

Any member of Council may request an item be removed from Consent Calendar and considered separately. Removed items are considered immediately following the adoption of the Consent Calendar.

Moved by: Alison Coombs

Second by: Ruben Medina

Does Council wish to approve the Resolutions and Ordinances Consent Calendar with Items 10.a.5 and 10.a.6 removed for discussion?

Voting Aye: (10): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

10.a Resolutions

10.a.1 Buckley Space Force Unmanned Aircraft Systems (UAS) Intergovernmental Agreement (IGA)

R2025-42 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEEMENT BETWEEN THE AURORA POLICE DEPARTMENT, THE FBI, AND BUCKLEY SPACE FORCE BASE, COLORADO

Chris Juul, Deputy Chief, Police / Megan Platt, Deputy City Attorney

10.a.2 Adams County Cooperative Agreement

R2025-43 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE INTERGOVERNMENTAL AGREEEMENT BETWEEN THE AURORA POLICE DEPARTMENT AND ADAMS COUNTY ADULT PROTECTIVE SERVICES

Todd Chamberlain, Chief, Police / Megan Platt, Deputy City Attorney

10.a.3 38th Avenue Reimbursement Agreement

R2025-44 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING AN AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO, AND MAJESTIC COMMERCENTER II, LLC, A DELAWARE LIMTED LIABILITY COMPANY REGARDING ROADWAY CONSTRUCTION AND COST REIMBURSEMENT

Waiver of reconsideration requested, since the funding for the reimbursement has been approved through the council budgeting process, and the waiver will allow the project to move to construction expeditiously.

Haley Johansen, City Engineer, Development Services / Brian Rulla, Assistant City Attorney

10.a.4 Firefighter Trust Legislation SB24-089

R2025-45 A RESOLUTION OF THE AURORA CITY COUNCIL ADOPTING AND ENTERING INTO THE TRUST AGREEMENT FOR THE COLORADO FIREFIGHTER HEART, CANCER, AND BEHAVIORAL HEALTH BENEFITS TRUST AND TAKING OTHER ACTIONS IN CONNECTION THEREWITH

Renee Pettinato Mosley, Senior Manager of Risk, Finance / Kim Skaggs, Assistant City Attorney

10.a.5 Rules of Order and Procedure: Amendment Concerning Council Member Testimony

R2025-46 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, TO AMEND THE RULES OF ORDER AND PROCEDURE FOR THE AURORA, COLORADO, CITY COUNCIL CONCERING PUBLIC COMMUNICATION

Sponsor: Angela Lawson, Council Member

Liz Rogers, Intergovernmental Relations Manager, General Management / George Koumantakis, Deputy City Attorney

CM Lawson explained that this resolution would put some type of parameter into the rules regarding testimony of council members when they go to legislature to testify. She stated that as the FSIR Chair for the past 9 years, she has seen inconsistencies on how individuals are testifying. She shared that some people on Council may do this because they do not like the chair or what came out of the committee in terms of positions. She said even if a council member does not like the person, decisions, or positions that came from legislative actions, they still need to respect the actual committee. She gave an example that some people have testified and said they were testifying in their individual capacity and on behalf of their constituents and not on behalf of City Council or the legislative committee. CM Lawson asked the city attorney if that makes the line gray of where a council member is crossing the line.

G. Koumantakis responded that if this resolution passes, yes, that would cover what she is concerned about. He expressed that the way Council rules are now, it has the potential to mislead the legislators they are testifying in front of to make them believe that all constituents have concerns about that specific legislation.

She asked how it is presenting if they state they are there in an individual capacity as an Aurora City Council Member representing their ward and urging a certain vote.

G. Koumantakis answered that if the FSIR Committee and Council as a whole has taken a different position, the Council Member would be in direct violation of the Council rules.

CM Lawson explained that this resolution would add the parameter that when a council member is testifying, they can still say they are speaking in their individual capacity and expressing their own view, but not those of the City Council or their constituents. She added that will give future Chairs and Councils a basic idea of what they can do if they choose to go forward with any kind of censure.

CM Coombs stated that when she goes down to the legislature to take a position on an issue or an item, it has never been about a personal feeling toward the Chair or members of the committee, but often due to opposition to the positions taken. She said it is not personal and apologized if that has ever been the sentiment that has come across. She said she does not oppose all of this, but if she were to use the sample statement, which states that they are not speaking on the views of their constituents, that would be a lie, as she has conversations with constituents that support her same positions. She suggested to strike "or the Council Members constituents" and replace it with "and may not state that they are speaking for their constituents". She offered that as a friendly amendment.

CM Lawson accepted the friendly amendment.

CM Bergan understood what CM Coombs was saying, but she did not think that the word constituents should be used at all when testifying, and should just be testifying on their individual basis. She suggested saying their name and that's it, and that they should not wear their name badges that are given as City Council Members.

Mayor Coffman voiced that the purpose of the resolution is to just have clarifying language that when testifying on a position that is not the City's position or the FSIR Committee, that they clearly identify they are not representing the city. He said they can be silent on the constituent issue, as this is just to have a clean, concise statement that someone reads before testifying.

CM Murillo was not opposed to adding some clarity, but said it is confusing and a slippery slope on the last part. She expressed that she has always been very clear that she is there in an individual capacity, but she wondered if there are some unintended consequences. She stated that it is a fact that she is an Aurora City Council Member, and she does not claim to represent the full opinion of the City Council, but as a representative of her district, whether they say representing their constituents or not, she is concerned with the direction of this. She said her testimony has nothing to do with

trying to be contrary to the City's position, but if a community group in her community asks her to advocate for a particular bill and it aligns with her beliefs, she will go and do what they ask her to do, so she is worried that this is a gag order and unintended consequences to impede on her ability for freedom of speech and being able to identify herself. She expressed that she does not understand why she cannot say she is speaking in her individual capacity, that she is a city council member, and that she does advocate for a certain position.

CM Lawson responded that she does not think it feels like a gag order. She said she has testified at the legislature before and people have asked her to testify on certain positions and it is not for the city, but she only says, "I am Angela Lawson", and does not go in to say she is a council member. She added that she has testified on behalf of the City because she is the FSIR Chair, but when going down there individually, she has never said she is a council member and only says her name, that she is there in her own capacity, and representing a position on a bill. She voiced that she is not trying to take anyone's rights away, and this is just something that causes a lot of confusion.

P. Schulte explained that under the First Amendment, this is not a gag order. He said that if their testimony and how they introduce themselves gives themselves a little bit more credibility than the average citizen, that is what this resolution is trying to prevent. He stated that a lot of the representatives and senators know who they are, but by stating they are there as an individual and not representing constituents or being a council member will put them on the same level playing field if the City has taken a position that is contrary to their position. He added that from a legal perspective, this is fine the way it is written, because they are not preventing anyone from going down on their individual capacity to speak on something, but you're not representing yourself as a council member.

CM Lawson asked if CM Coombs friendly amendment be a slippery slope.

P. Schulte answered no.

CM Coombs asked with the friendly amendment, wouldn't they also strike "or my constituents" from the example text, as they should not even be saying constituents at all whether it is don't or do.

P. Schulte responded that it would be acceptable. He asked CM Coombs to read into the record what it would say without that.

CM Coombs read "I, Alison Coombs, am speaking in my individual capacity, expressing my own views and not those of the City Council."

P. Schulte said that would accomplish the goal of CM Lawson.

CM Murillo asked P. Schulte if he stated that the intent was to limit the power of the individual council member.

P. Schulte clarified that what he said was that if they are speaking as a council member, they are potentially giving themselves more credibility than a regular citizen.

CM Murillo responded that she is a council member and was elected, so she does not understand why that would be a problem.

P. Schulte said he understood but he is talking from a legal perspective, not a political perspective.

CM Murillo stated that she is also talking about her obligation and duty to represent her community and to state facts.

P. Schulte responded that every time he has been at the legislature this year, everyone on the Council has been introduced as a council member and that is totally fine, but when someone gets introduced as a council member and they state the recommended sentence in this rule if it passes, they will be in compliance.

CM Murillo voiced she is concerned that if she states she is an Aurora City Council Member, will she be censured or have a gag order to express her opinion on a bill.

CM Lawson expressed that it gives an option, but that does not mean that they can censure them.

CM Murillo said there is a lot of emphasis on individuals, so it feels suspect to think this is more than focusing on specific individuals. She explained that what concerns her is, like they have now, a majority has green lit a lot of questionable actions by colleagues and have not chosen to censure or create any type of punishment for an opinion that they agree with, and are going to drown out the minority perspective. She added that she is very concerned that this will set up a precedent of a slippery slope or could be used as a gag order, which feels highly undemocratic. She supported adding clarity, but she wanted to know if she will be able to state that she is an Aurora City Council Member when giving testimony, as that is why people ask her to give testimony and her opinion, because she is not an average person with perspective and represents constituents.

CM Lawson called for the question to end debate.

CM Murillo asked for a point of order.

CM Coombs called for a point of order.

CM Lawson expressed that she already called to end debate.

P. Schulte explained that he cannot answer any more questions, as the call for the question has already been made, and CM Lawson was recognized by the mayor, with the motion pending. He said if the motion fails, then he can answer questions, but the motion to end debate stops everything and that is where they are right now, and it is non-debatable.

CM Murillo asked her colleagues to support that so they can get some clarification, as this is embarrassing and disrespectful.

Moved by: Angela Lawson

Second by: Amsalu Kassaw

Does Council wish to support the approval of the Rules of Order and Procedure: Amendment Concerning Council Member Testimony with the friendly amendment?

Friendly Amendment: Strike on behalf of constituents under Public Communication and example statement

Voting Aye: (8): Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, and Steve Sundberg

Voting Nay: (2): Alison Coombs, and Crystal Murillo

Moved by: Angela Lawson

Second by: Françoise Bergan

Does Council wish to approve the motion to end the debate?

Voting Aye: (9): Mayor Coffman, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, and Steve Sundberg

Voting Nay: (2): Alison Coombs, and Crystal Murillo

CM Coombs stated that she voted no to her amendment because an answer was not given on if it was censurable to say they are a member of the city council and there in their individual capacity.

CM Murillo called for a point of order. She asked if yelling and screaming, throwing a temper tantrum part of the rules of the quorum.

10.a.6 Rules of Order and Procedure: Amendment Concerning Virtual Meetings

R2025-47 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, TO AMEND THE RULES OF ORDER AND PROCEDURE FOR THE AURORA, COLORADO, CITY COUNCIL CONCERNING VIRTUAL ATTENDANCE AT CITY COUNCIL MEETINGS;

CAMERAS AND RECORDING DEVICES IN THE CHAMBERS; AND ONE PERSON AT THE PODIUM

Sponsor: Françoise Bergan, Council Member

Jason Batchelor, City Manager / Andrea Wood, Assistant City Attorney

CM Bergan offered a motion to amend 10.a.6 to strike Section 2(a) that is regarding the videotaping.

Staff gave a brief presentation on the item.

Council heard public comment on the agenda related item.

CM Bergan pointed out that whether it is a school board meeting or any other city council meeting that has happened, there has always been one person at the podium, as that is standard and respectful. She voiced that having multiple people is a safety issue. She explained that even though they have police officers in the chamber, they would have to watch multiple people at the podium versus the one person and watching the audience, which is why this is being brought forward. She noted that she did make the exception for a child being accompanied by a parent or an interpreter. She added that no one on this Council or previous Council has ever given notice when they have allowed virtual meetings, and the 24 hours does not make sense, because if someone is sick or their car breaks down within the 24 hours timeframe, they will be in violation of that rule, which is why she asking for it to be removed.

CM Coombs voiced that there was discussion already this evening about the balance of power and what is appropriate, and even with their state legislature at the well, there are multiple people there for support on a regular basis. She said what this is saying is that elected officials are entitled to that show of support physically, but people are not. She stated that a relevant point was made earlier about what the balance of power is between us as elected officials and the people that we represent. She added that it is believed that because we have the power to govern, that means we should have more power than the people who put us here, and that shows priorities, understanding of power, service and leadership, and responsibility being misguided, imbalanced, and pointed in the wrong direction, as there is no reason why the people in our community should not be able to show each other support in the same way elected officials do.

CM Medina said that he is not going to run and hide from community, because he is not afraid of community and is in the community all the time. He added that he is probably one of the only council members that does not have a podium at his council meetings purposefully because of the power dynamics. He explained that

everything he does is in a circle of chairs so that they are all equal and he allows people to speak whether they agree or disagree with him, as it is about them working collectively together to solve problems.

CM Hancock called for the question.

CM Murillo offered a friendly amendment to add an exception for people with disabilities or that have some sort of impairment that may need assistance.

CM Bergan asked if that would be someone with a physical disability, like someone with a wheelchair that needs assistance.

CM Murillo responded potentially, as there are also people with mental disabilities.

CM Bergan voiced that she would accept the amendment for only physical disabilities, as it would be difficult to discern any other type.

CM Murillo accepted that.

CM Hancock accepted that as well.

CM Coombs asked for clarification that they agreed to physical disability only rather than disability period.

Mayor Coffman answered that is correct.

CM Coombs added that is deeply problematic and probably discriminatory.

P. Schulte asked if they could make it any acceptable disability under the ADA.

CM Murillo expressed that she would support that if the sponsor would.

CM Bergan said no, as she cannot be going into the unknown at this point and agreed to just the friendly amendment of physical disability.

CM Murillo asked if this would apply to the listening sessions since they have removed them from the agenda.

P. Schulte answered that it does apply to the listening sessions and the council meetings.

CM Murillo inquired how a violation would be enforced.

P. Schulte responded that because they have security officers that work for the City that are able to enforce house rules, they could stand by and not let people pass them, and if they get assaulted or pushed away, the police could arrest those individuals.

CM Hancock called for the question.

Moved by: Françoise Bergan

Second by: Stephanie Hancock

Does Council wish to support the approval of the resolution for Rules of Order and Procedure: Amendment Concerning Virtual Meetings as amended?

Friendly Amendments:

- Remove Section 2
- Add exception for individuals with physical disabilities

Voting Aye: (6): Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, and Steve Sundberg

Voting Nay: (4): Alison Coombs, Angela Lawson, Ruben Medina, and Crystal Murillo

Moved by: Stephanie Hancock

Second by: Françoise Bergan

Does Council wish to approve the motion to end the debate?

Voting Aye: (8): Mayor Coffman, Françoise Bergan, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, and Steve Sundberg

Voting Nay: (3): Alison Coombs, Ruben Medina, and Crystal Murillo

10.a.7W2 Dillon Companies, LLC Incentive

R2025-48 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE ECONOMIC DEVELOPMENT INCENTIVE AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO ("CITY") AND DILLON COMPANIES, LLC

Sponsor: Steve Sundberg, Council Member

Tom Oldenburg, Project Manager, Planning and Business Development / Rachel Allen, Deputy City Attorney

10.a.82025 Central Colorado Mountains River Basin Weather Modification Intergovernmental Agreement (IGA)

R2025-49 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE CENTRAL COLORADO MOUNTAINS RIVER BASIN WEATHER MODIFICATION PROGRAM COST-SHARING AGREEMENT

Alexandra Davis, Assistant General Manager of Water Supply and Demand, Aurora Water / Ian Best, Assistant City Attorney

10.a.9 Fourth Amendment to Drainage and Flood Control Improvements Intergovernmental Agreement (IGA) for Cherry Creek Restoration at Arapahoe Road

R2025-50 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF THE FOURTH AMENDMENT TO AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA, COLORADO ACTING BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, SOUTHEAST METRO STORMWATER AUTHORITY, THE CHERRY CREEK BASIN WATER QUALITY AUTHORITY, AND ARAPAHOE COUNTY REGARDING FINAL DESIGN, RIGHT-OF-WAY ACQUISITION, AND CONSTRUCTION OF DRAINAGE AND FLOOD CONTROL IMPROVEMENTS FOR CHERRY CREEK RESTORATION AT ARAPAHOE ROAD

James DeHerrera, Planning Services Manager, Aurora Water / Ian Best, Assistant City Attorney

10.a.10 Joint Wet Weather and Discharge Permit Activities Intergovernmental Agreement (IGA)

R2025-51 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT OF AN INTERGOVERNMENTAL AGREEMENT AMONG THE CITY OF AURORA, COLORADO, BY AND THROUGH ITS UTILITY ENTERPRISE, THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, D/B/A MILE HIGH FLOOD DISTRICT, THE CITY AND COUNTY OF DENVER, AND THE CITY OF LAKEWOOD REGARDING FUNDING OF JOINT WET WEATHER MONITORING AND OTHER COLORADO DISCHARGE PERMIT ACTIVITIES

Todd Brewer, Deputy Director of Water Quality and Treatment, Aurora Water / Ian Best, Assistant City Attorney

10.b Finalizing of Ordinances

Ordinances approved unanimously at first reading.

11. PUBLIC HEARINGS

Public hearings with or without related ordinances.

11.a Urban Cottages Jewell - Zoning Map Amendment

2025-06 A PUBLIC HEARING AND CONSIDERATION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 3.91 ACRES OF LAND TO MEDIUM-DENSITY RESIDENTIAL DISTRICT (R-2), LOCATED SOUTH OF THE

INTERSECTION OF EAST JEWELL AVENUE AND SOUTH JOLIET STREET (URBAN COTTAGES ON JEWELL REZONE)

This item was continued to the July 14, 2025 City Council Meeting

Rachid Rabbaa, Planner III, Planning and Business Development / Lena McClelland, Assistant City Attorney

11.b Amendments to Crestone Peak Resources Operator Agreement

R2025-52 A PUBLIC HEARING AND CONSIDERATION OF A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, EXPRESSING THE AURORA CITY COUNCIL'S SUPPORT FOR REVISIONS TO EXHIBITS A AND B OF THE CRESTONE PEAK RESOURCES OPERATOR AGREEMENT

Jeffrey Moore, Manager, Energy and Environment Division / David Scott, Assistant City Attorney

Outside Speaker: Dan Harrington, Asset Development Manager, Civitas Resources

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

Mayor Coffman closed the public hearing.

Moved by: Alison Coombs

Second by: Angela Lawson

Does the Council wish to support the approval of the resolution to revise Exhibits A and B of the Crestone Peak Resources Operator Agreement?

Voting Aye: (10): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

11.c Quiktrip 4263 Site Plan Appeal

A PUBLIC HEARING AND CONSIDERATION WITHOUT RELATED ORDINANCE TO CONSIDER AN APPEAL BY THE APPLICANT REGARDING THE PLANNING AND ZONING COMISSION DECISION OF DENIAL FOR THE QUIKTRIP 4263 SITE PLAN AND CONDITIONAL USE

James Schireman, Planner I, Planning and Business Development / Lena McClelland, Assistant City Attorney

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

CM Hancock recused herself from any discussion, vote, or anything to do with the Quiktrip resolutions, as she participated in a quasi-judicial meeting where she made her position known.

The applicant asked for a continuance for two months, as they are going to engage more with the community and are working on a couple of modifications to the site plan.

Mayor Coffman closed the public hearing.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to continue this item to the July 14th, 2025 Council Meeting?

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

11.d Quiktrip 4263 Conditional Use Appeal

A PUBLIC HEARING AND CONSIDERATION WITHOUT RELATED ORDINANCE TO CONSIDER AN APPEAL BY THE APPLICANT REGARDING THE PLANNING AND ZONING COMISSION DECISION OF DENIAL FOR THE QUIKTRIP 4263 SITE PLAN AND CONDITIONAL USE

James Schireman, Planner I, Planning and Business Development / Lena McClelland, Assistant City Attorney

CM Hancock continued her recusal for this item.

Mayor Coffman opened the public hearing.

Staff gave a brief presentation on the item.

The applicant concurred with a continuance to July 14th.

Mayor Coffman closed the public hearing.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to continue this item to the July 14th, 2025 Council Meeting?

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Curtis Gardner, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

CM Coombs asked about ex parte communications. She explained that a constituent called her wanting to talk about Quiktrip, but she did not respond to their call. She asked if she should refrain from doing that.

P. Schulte answered yes.

CM Coombs asked if a council member could attend public meetings as the applicant is engaged in their public meetings to hear the discussion that from those meetings and if they are allowed to be informed of when those meetings happen.

P. Schulte responded they should not attend those meetings because they are outside of this process.

CM Coombs asked if information could be provided to Council in advance about the public meetings and what took place in them so they can question and interrogate in that quasi-judicial capacity.

P. Schulte stated that if they do not get information about meetings that they appellant produces, they will have strong questions for them on July 14th, but it would be their obligation, as there are a variety of ways for them to bring evidence to the Council.

CM Coombs requested that they have robust information about the content of those meetings so they can have that conversation in the proper form.

12. INTRODUCTION OF ORDINANCES

12.a GERP Code Amendments Relating to Short-Term and Long-Term Disability

2025-42 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTIONS 102 AND 147 OF THE CITY CODE PERTAINING TO UPDATES TO THE GENERAL EMPLOYEES RETIREMENT PLAN

Nancy Wishmeyer, Controller, Finance / Hanosky Hernandez, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Alison Coombs

Second by: Angela Lawson

Does the Council support the approval of the GERP Code Amendment Relating to Short-Term and Long-Term Disability?

Voting Aye: (10): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Council took a brief recess.

12.b 2025 Spring Supplemental

2025-43 AN ORDINANCE OF THE CITY OF AURORA, COLORADO APPROPRIATING SUMS OF MONEY IN ADDITION TO THOSE APPROPRIATED IN ORDINANCE NOS. 2023-52, 2024-18, AND 2024-80 FOR THE 2024 FISCAL YEAR AND ORDINANCE NO. 2024-72 FOR THE 2025 FISCAL YEAR

Tyler Phillips, Budget Program Manager, Finance / Hanosky Hernandez, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

CM Gardner asked if the $5.4 million for the security expansion and fire alarm replacement has been funded or if it would require a transfer from the Capital Projects Fund. He noted he was disappointed that this question was also asked in the Management and Finance Meeting last month and it was not made clear.

Court administrator explained the request is not currently funded. She said there were some possible changes to it, where $1 million for the fire alarm system was maybe not needed, so that would reduce the request by $1 million, plus contingency. She noted that this came forward prior when the estimate was lower, and they wanted to bring it forward after they had more final numbers.

CM Coombs asked what the process for approving the rest of the items without that and how they would split that up.

J. Batchelor responded that it is broken down in the supplemental and listed as three projects under court admin, with the design listed as Project 1, ADA as Project 2, and the expansion for security and fire alarms listed as Project 3. So, if Council passes the Appropriation, they would probably see if they could find funding for that in the CPF, but alternatively, Council could say this is a discussion better had as part of the 2026 budget.

CM Gardner stated that to him this seems like more of a conversation they should be having as part of Build Up Aurora, as they are going through a process right now to look at capital needs in the City and public safety is going to be high on that list, and this should be prioritized with all of the other capital needs. He supported removing this item from the Spring Supplemental and pushing the discussion into the Build Up Aurora process.

CM Bergan asked how much it would be to just fund the fire alarms, as that seems to be a very important aspect to public safety.

J. Batchelor answered that it is something they are continuing to look at. He explained that the fire alarm system in the Courts Building is so old that it is connected to the police headquarters building and history museum, so they are all operating off of one fire alarm system, which does not meet current code. He added they are looking at if they should break out the fire alarm system for all three buildings and have that be a separate project from the expansion for the physical security of the Courts Building, but either way the expansion would probably trigger that requirement.

CM Bergan asked if they could bring the fire alarms to code without having to do the entire expansion.

J. Batchelor responded that they would essentially have two separate projects, one being a fire alarm project for the three buildings, which would be about $1 million, and the second being a physical expansion of the Courts Building for about $4.4 million.

CM Bergan expressed she was hoping they could use some potential ARPA dollars for the fire alarms, but it does not sound like that possible.

J. Batchelor explained the ARPA dollars are already fully committed.

Moved by: Alison Coombs

Second by: Angela Lawson

Does the Council wish to support the approval of the Spring Supplemental Ordinance as amended?

Amendment: Court Administration building expansion capital project 3 removed

Voting Aye: (9): Françoise Bergan, Alison Coombs, Curtis Gardner, Stephanie Hancock, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Voting Nay: (1): Danielle Jurinsky

12.c Stanley 98 Street Vacation 3.0

2025-44 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, REPEALING ORDINANCE NO. 2025-15 AS A DUPLICATE OF ORDINANCE NO. 2025-13 DUE TO AN ADMINISTRATIVE ERROR AND CORRECTING SAID ERROR WITH THIS ORDINANCE VACATING A PORTION OF A 16-FOOT WIDE ALLEY RIGHT-OF-WAY, N BLOCK 104 DEDICATED BY THE PLAT OF JOHNSON-HICKAM SUBDIVISION AT RECEPTION NUMBER 480782, SITUATED IN THE NORTHWEST 1/4 OF SECTION 35, TOWNSHIP 3 SOUTH, RANGE 67 WEST OF THE 6TH P.M. LOCATED NORTH OF EAST 25TH AVENUE,

AND BETWEEN JAMAICA STREET AND JOLIET STREET (STANLEY 98 STREET VACATIONS)

Ariana Muca, Planner III, Planning and Business Development / Lena McClelland, Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to support the approval of the Ordinance that would repeal Ordinance No. 2025-15 and vacate a portion of the 16' wide alley right-of-way between Jamaica St. and Joliet St.?

Voting Aye: (9): Françoise Bergan, Alison Coombs, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Absent: (1): Curtis Gardner

12.d Property Acquisitions - Aero 70 Project

2025-45 AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE AERO 70 PROJECT

Hector Reynoso, Real Property Services Manager, Public Works / Michelle Gardner, Senior Assistant City Attorney

Staff gave a brief presentation on the item.

Moved by: Alison Coombs

Second by: Angela Lawson

Does Council wish to support the approval of the ordinance authorizing the use of eminent domain, pursuant to Aurora City Code Section 12-12, to acquire the necessary property interests for the construction of the Aero 70 Project?

Voting Aye: (9): Françoise Bergan, Alison Coombs, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Absent: (1): Curtis Gardner

13. FINALIZING OF ORDINANCES

Ordinances not approved unanimously at first reading.

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

14. ANNEXATIONS

15. RECONSIDERATIONS AND CALL UPS

16. GENERAL BUSINESS

16.a Determination of Final Candidates to be Interviewed for the Planning and Zoning Commission Vacancy

Kadee Rodriguez, City Clerk / Tim Joyce, Assistant City Attorney

Mayor Coffman suggested going with the top two, Michael Riley and Johnny Watson.

CM Bergan commented that she would normally interview three, but the third person was at least 10 points behind the other two, so she recommended just interviewing the first two.

CM Coombs said that they had found themselves in a position before where they ended up not having any candidates they wanted to appoint based on fewer interviews, so she offered a friendly amendment to add the third candidate.

CM Bergan did not accept the friendly amendment.

Moved by: Françoise Bergan

Second by: Amsalu Kassaw

Who does Council wish to select as final candidates to interview for the appointment to the Planning and Zoning Commission vacancy?

- Johnny Watson
- Michael Riley

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Absent: (1): Curtis Gardner

16.b Discussion and Possible Action Regarding Future In-Person or Virtual Council Meetings

Peter Schulte, City Attorney

P. Schulte asked Council if they had any actions that they would like to be taken on the next meeting in regards to In-Person or Virtual Meetings.

CM Bergan noted that there will be a few people missing on the next meeting, so she recommended a virtual meeting.

CM Coombs asked if that would include removing all public comment or would they provide an avenue for that. She explained if it is only because people are going to be elsewhere, those people could just join virtually.

P. Schulte explained that if Council gave direction for public comment to be on the call-in line, they could do that, but with the motion as it sits right now, there would be no public comment on the 19th, and they would just go right into Study Session.

CM Bergan asked if they could add a call-in line for that particular meeting, as she would be amenable to that.

CM Jurinsky agreed with that.

CM Coombs asked for clarification if that would eliminate the public comment session or would they have that virtually.

P. Schulte explained that the motion on the floor is that the meeting would be virtual, and they would make sure to have the 40-minute public comment session from 6 to 6:40 via the call-in line.

Moved by: Françoise Bergan

Second by: Danielle Jurinsky

Does the Council wish to move the Council Meeting on May 19, 2025 to be Virtual, with call-in line for public comment listening session? (Requires 2/3 vote members present)

Voting Aye: (10): Mayor Coffman, Françoise Bergan, Alison Coombs, Stephanie Hancock, Danielle Jurinsky, Amsalu Kassaw, Angela Lawson, Ruben Medina, Crystal Murillo, and Steve Sundberg

Absent: (1): Curtis Gardner

17. REPORTS

17.a Mayor

The mayor had no report.

17.b Council

CM Coombs thanked Staff for their continued work on the Civic Engagement Academy, where she presented last Wednesday, and appreciated their thoughtful questions. She noted that May is Mental Health Awareness Month and Colorado has a program called I Matter, which provides six mental health sessions for all Colorado youth, and information on this can be found at imattercolorado.org. She stated that on May 17th, they have Water-wise Day, AFR, Rotary Fire Safety Field Day, and the opening reception for the Prehistoric Aurora Exhibit at the Aurora History Museum. She put a formal opinion on the record on whether or not the conduct of identifying oneself as a council member without saying "I represent" would be censurable

conduct. She added that by already saying they do not represent City Council it implies being a member of Council.

P. Schulte responded that each situation is going to be different, but if they call themselves a council member but still state they are representing themselves individually, he thinks that should be fine with the rule passed tonight, but they need to be clear, based on their testimony, that they are representing themselves and not the city in any way, and that would not be censurable.

CM Jurinsky attended the Aurora Economic Development Council's Accelerate trip and met with the Colorado Delegation to lobby on behalf of current frozen federal dollars, as there are several grants they are waiting on funding for and pled the case that we meet requirements of the current administration to receive our federal funding. She got two congressional members committed to helping us get our grant funding released.

CM Murillo announced her May Town Hall, which will be May 22nd, 6-7:30 p.m., at the MLK Library. She acknowledged that today is Cinco De Mayo and wanted to uplift the celebration of that and the role that our Mexican neighbors played in pushing against slavery back in the day, which is one of the biggest outcomes of Cinco De Mayo.

CM Sundberg reported that he recently participated in a couple of neighborhood cleanups, one at Murphy Creek and another along Colfax with Iron Sharp and a couple of police departments. He attended the Freedom Memorial Visitor Center groundbreaking, part of the Triple Creek Trailhead Art and Public Places process, Community College of Aurora luncheon, and the Energy and Environment Symposium in Rifle.

CM Medina attended the Colorado Association of Black Professional Engineers and Scientists yesterday, where they had students from 5th grade to high school that are interested in being project managers and looking into how to build affordable housing. He said they had a lot of projects around aerospace and engineering and other types of engineering aspects, and it was well attended. He announced his town hall, which is May 13th, 6:30-8 p.m., at the Central Library.

CM Hancock voiced that she also attended the Accelerate trip, as they advocated for the much-needed infrastructure funding needed in Aurora. She attended the Buckley Regional Military Affairs Council Meeting, where they reaffirmed their commitment to support the brave men and women who serve, along with their families. She noted that one of the biggest takeaways they got from the congressional delegation in DC was their support for the Space Force Guard and Reserve Units that are much needed. She was present at the groundbreaking ceremony for the Colorado Freedom Memorial Project. She said Dr. Brownlee and his remarkable team played a key role in the CCA College Beyond Walls Luncheon, and they are expanding out into a partnership with Commerce City. She expressed that the City of Aurora is doing many great things behind the scenes and in the public to ensure the city is the gold standard for what happens in communities across the country. She added that

people can download the Aurora Public Library Magazine online, as there are amazing opportunities for young people in it.

CM Lawson thanked everyone that attended and participated in her last town hall that was on Drug Takeback Awareness Day, where they had a lot of people that brought their unused medications. She announced her next town hall is May 13th, 6:30-8 p.m., at the Central Rec Center, and there will be another one on May 24th, at 10 a.m., at Heather Gardens.

CM Bergan stated she also attended the Accelerate Colorado Business Development trip, where they met with their congressional delegation, and got to meet with Congressman Crow, Congressman Neguse, Congressman Evans, Congresswoman Boebert, Congresswoman Pettersen, and Congressman Jeff Hurd, Senator Hickenlooper and Senator Bennett. She said they had good meetings with different departments, including Department of Transportation, Department of Energy, and Intergovernmental Affairs, and received insight from some news organizations. She also attended the Infrastructure Task Force Meeting, Fitzsimmons Redevelopment Authority, and the E-470 Roadway Committee Meeting.

CM Kassaw did not have a report. CM Gardner was absent.

18. ADJOURNMENT

Mayor Coffman adjourned the regular meeting of City Council.

MIKE COFFMAN, MAYOR

ATTEST:

KADEE RODRIGUEZ, CITY CLERK

The City Charter prescribes the Mayor may vote on resolutions and ordinances only to create or break a tie vote of Council Members present. The Mayor Pro-Tem is always permitted to vote on all items.

CITY OF AURORA
Council Agenda Commentary

Item Title: Resolution for the Aurora Traffic Signal Equipment Upgrade Project Amendment to IGA with CDOT
Item Initiator: Gabrielle Renner, Manager of Traffic Operations
Staff Source/Legal Source: Gabrielle Renner, Manager of Traffic Operations, Public Works / Michelle Gardner, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Staff Source/Legal Source: Gabrielle Renner, Manager of Traffic Operations, Public Works / Michelle Gardner, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Transportation, Airports & Public Works

Policy Committee Date: 4/23/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☒ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

City staff reviews all known grant opportunities and compares to project opportunities within the city in a effort to leverage funding for the greater benefit of Aurora residents. In past Regional Transportation Operations and Technology (RTO&T) calls, staff has had great success in applying for and receiving grants.

At the August 24, 2023 meeting of the Transportation, Airports, and Public Works Policy Committee, staff provided an overview of the Denver Regional Council of Governments (DRCOG) FY2022-2027 RTO&T program application calls.

At the June 26, 2024 meeting of the Transportation, Airports, and Public Works Policy Committee, staff presented an intergovernmental agreement (IGA). Committee members unanimously supported moving the IGA forward to Study Session. The IGA was then approved at Study Session and the Regular Meeting, and was fully executed in October 2024.

At the April 23rd, 2026 Transportation, Airport and Public Works Committee, the Committee recommended the IGA amendment move forward to City Council.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The City of Aurora applied for three Denver Regional Council of Governments (DRCOG) 2024-2027 Regional Transportation Operations and Technology (RTO&T) grants, administered by the Colorado Department of Transprotation (CDOT). This item is an Intergovernmental agreement with CDOT to administer one of the three grant projects.

The Traffic Signal Equipment Upgrade grant application includes procurement of 42 multi-modal detection devices and uninterruptable power supplies at intersections along DRCOG eligible corridors. The detection devices will continuously collect vehicular, pedestrian, bicycle, and truck data and they will allow staff to remotely monitor detection functionality.

This project is funded with 100% grant funds and 0% local match. DRCOG will contribute $1,021,000 to fully fund this project.

The City of Aurora and CDOT previously executed an IGA for this project in October 2024. CDOT has changed their grant management process, and requested that the IGA template be changed so that their procurement team can manage the project funding. This new IGA contains the same project details and financial details as the previous IGA, and will replace the previously approved IGA when it is executed.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A. Workload will be absorbed into FTE positions in the Traffic Engineering and Operations units of Public Works.

QUESTIONS FOR COUNCIL

Does Council approve of the Resolution for the Intergovernmental Agreement between City of Aurora and Colorado Department of Transportation for Aurora Traffic Signal Equipment Upgrade Project?

LEGAL COMMENTS

The City is authorized to cooperate and contract with any political subdivision of the State of Colorado, to provide any function, service, or facility lawfully authorized to each of the contracting or cooperating units of government (Article XIV of the Colorado Constitution and C.R.S. 29-1-203). The City Charter authorizes the City by resolution to enter into contracts or agreements with other governmental units, including special districts, for the joint use of buildings, equipment or facilities or for furnishing or receiving commodities and services. (Charter Section 10-12). (M. Gardner)

STATE OF COLORADO SUBAWARD AGREEMENT

COVER PAGE

State Agency
Department of Transportation

Subrecipient
City of Aurora

Subaward Agreement Amount

Federal Funds (100%)	$1,021,000.00
Local Funds	
Local Match Amount (0%)	$00,000.00
Agreement Total	$1,021,000.00

Agreement Number/PO Number
26-HTX-ZX-00000 / 49100XXXX

Agreement Performance Beginning Date
The Effective Date

Initial Agreement Expiration Date
XXXXXXXX XX, 202X

Fund Expenditure End Date
XXXXXXXX XX, 202X

Agreement Authority
Authority to enter into this Agreement exists in CRS §§43-1-106, 43-1-110, 43-1-117, 43-1-701, 43-1-702 and 43-2-101(4)(c), appropriated and otherwise made available pursuant to the FAST ACT, MAP-21, SAFETEA_LU, 23 USC §104 and 23 USC §149.

Agreement Purpose
Surface Transportation Block Grant program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Exhibits and Order of Precedence
The following Exhibits and attachments are included with this Agreement:

1. Exhibit A – Statement of Work and Budget.
2. Exhibit B – Sample Option Letter.
3. Exhibit C – Federal Provisions.
4. Exhibit D – Additional Program Requirements.
5. Exhibit E – Title VI-Civil Rights.

In the event of a conflict or inconsistency between this Agreement and any Exhibit or attachment, such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

1. Exhibit C – Federal Provisions, Exhibit D – Additional Program Requirements, and Exhibit E – Title VI-Civil Rights.
2. Colorado Special Provisions in **§17** of the main body of this Agreement.
3. The provisions of the other sections of the main body of this Agreement.
4. Exhibit A - Statement of Work and Budget.
5. Executed Option Letters (if any).

Principal Representatives

For the State:
Alvin Stamp
Division of Transportatin Development
Colorado Dept. of Transportation
2829 W. Howard Place
Denver, CO 80204
alvin.stamp@state.co.us

For Subrecipient:
Carlie Campuzano
City of Aurora
15151 E. Alameda Pkwy, Suite 3200
Aurora, CO 80012
ccampuza@auroragov.org

SIGNATURE PAGE

THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

Each person signing this Agreement represents and warrants that the signer is duly authorized to execute this Agreement and to bind the Party authorizing such signature.

SUBRECIPIENT SIGNATURE

City of Aurora

By: _____

Name: ____Mike Coffman_____

Title: _____Mayor_____

Date: _____

STATE OF COLORADO

Jared S. Polis, Governor
Department of Transportation
Shoshana M. Lew, Executive Director

By: _____

Name: _____

Title: _____

Date: _____

Second Subrecipient Signature, if needed
City of Aurora

By: _____

Name: ____Kadee Rodriguez_____

Title: _____City Clerk_____

Date: _____

Third Subrecipient Signature, if needed
City of Aurora – Approve As To Form

By: _____

Name: _____

Title: __Sr. Asst. City Attorney____

Date: _____

In accordance with §24-30-202, C.R.S., this Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.

STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

_____
By: Department of Transportation

Effective Date:_____

1. PARTIES

This Agreement is entered into by and between Subrecipient named on the Cover Page for this Agreement (the "Subrecipient"), and the STATE OF COLORADO acting by and through the State agency named on the Cover Page for this Agreement (the "State"). Subrecipient and the State agree to the terms and conditions in this Agreement.

2. TERM AND EFFECTIVE DATE

A. Effective Date

This Agreement shall not be valid or enforceable until the Effective Date, and the Grant Funds shall be expended by the Fund Expenditure End Date shown on the Cover Page for this Agreement. The State shall not be bound by any provision of this Agreement before the Effective Date, and shall have no obligation to pay Subrecipient for any Work performed or expense incurred before the Effective Date, except as described in **§5.D**, or after the Fund Expenditure End Date.

B. Initial Term

The Parties' respective performances under this Agreement shall commence on the Agreement Performance Beginning Date shown on the Cover Page for this Agreement and shall terminate on the Initial Agreement Expiration Date shown on the Cover Page for this Agreement (the "Initial Term") unless sooner terminated or further extended in accordance with the terms of this Agreement.

C. Extension Terms - State's Option

The State, at its discretion, shall have the option to extend the performance under this Agreement beyond the Initial Term for a period, or for successive periods, of one year or less at the same rates and under the same terms specified in this Agreement (each such period an "Extension Term"). In order to exercise this option, the State shall provide written notice to Subrecipient in a form substantially equivalent to the Sample Option Letter attached to this Agreement.

D. End of Term Extension

If this Agreement approaches the end of its Initial Term, or any Extension Term then in place, the State, at its discretion, upon written notice to Subrecipient in a form substantially equivalent to the Sample Option Letter attached to this Agreement, may unilaterally extend such Initial Term or Extension Term for a period not to exceed two months (an "End of Term Extension"), regardless of whether additional Extension Terms are available or not. The provisions of this Agreement in effect when such notice is given shall remain in effect during the End of Term Extension. The End of Term Extension shall automatically terminate upon execution of a replacement Agreement or modification extending the total term of this Agreement.

E. Early Termination in the Public Interest

The State is entering into this Agreement to serve the public interest of the State of Colorado as determined by its Governor, General Assembly, or Courts. If this Agreement ceases to further the public interest of the State, the State, in its discretion, may terminate this Agreement in whole or in part. A determination that this Agreement should be terminated in the public interest shall not be equivalent to a State right to terminate for convenience. This subsection shall not apply to a termination of this Agreement by the State for Breach of Agreement by Subrecipient, which shall be governed by **§12.A.i**.

i. Method and Content

The State shall notify Subrecipient of such termination in accordance with **§14**. The notice shall specify the effective date of the termination and whether it affects all or a portion of this Agreement, and shall include, to the extent practicable, the public interest justification for the termination.

ii. Obligations and Rights

Upon receipt of a termination notice for termination in the public interest, Subrecipient shall be subject to the rights and obligations set forth in **§12.A.i.a**.

iii. Payments

If the State terminates this Agreement in the public interest, the State shall pay Subrecipient an amount equal to the percentage of the total reimbursement payable under this Agreement that corresponds to the percentage of Work satisfactorily completed and accepted, as determined by the State, less payments previously made. Additionally, if this Agreement is less than 60% completed, as determined by the State, the State may reimburse Subrecipient for a portion of actual out-of-pocket expenses, not otherwise reimbursed under this Agreement, incurred by Subrecipient which are directly attributable to the uncompleted portion of Subrecipient's obligations, provided that the sum of any and all reimbursement shall not exceed the Subaward Maximum Amount payable to Subrecipient hereunder.

F. Subrecipient's Termination Under Federal Requirements

Subrecipient may request termination of this Agreement by sending notice to the State, or to the Federal Awarding Agency with a copy to the State, which includes the reasons for the termination and the effective date of the termination. If this Agreement is terminated in this manner, then Subrecipient shall return any advanced payments made for work that will not be performed prior to the effective date of the termination.

3. DEFINITIONS

The following terms shall be construed and interpreted as follows:

A. "**Agreement**" means this subaward agreement, including all attached Exhibits, all documents incorporated by reference, all referenced statutes, rules and cited authorities, and any future modifications thereto.

B. "**Award**" means an award by a Recipient to a Subrecipient funded in whole or in part by a Federal Award. The terms and conditions of the Federal Award flow down to the Award unless the terms and conditions of the Federal Award specifically indicate otherwise.

C. "**Breach of Agreement**" means the failure of a Party to perform any of its obligations in accordance with this Agreement, in whole or in part or in a timely or satisfactory manner. The institution of proceedings under any bankruptcy, insolvency, reorganization or similar law, by or against Subrecipient, or the appointment of a receiver or similar officer for Subrecipient or any of its property, which is not vacated or fully stayed within 30 days after the institution of such proceeding, shall also constitute a breach. If Subrecipient is debarred or suspended under §24-109-105, C.R.S. at any time during the term of this Agreement, then such debarment or suspension shall constitute a breach.

D. "**Budget**" means the budget for the Work described in Exhibit A.

E. "**Business Day**" means any day other than Saturday, Sunday, or a legal holiday as listed in §24-11-101(1), C.R.S.

F. "**CORA**" means the Colorado Open Records Act, §§24-72-200.1, ***et. seq.***, C.R.S.

G. "**Deliverable**" means the outcome to be achieved or output to be provided, in the form of a tangible or intangible Good or Service that is produced as a result of Subrecipient's Work that is intended to be delivered by Subrecipient.

H. "**Effective Date**" means the date on which this Agreement is approved and signed by the Colorado State Controller or designee, as shown on the Signature Page for this Agreement.

I. "**End of Term Extension**" means the time period defined in **§2.D**.

J. "**Exhibits**" means the exhibits and attachments included with this Agreement as shown on the Cover Page for this Agreement.

K. "**Extension Term**" means the time period defined in **§2.C**.

L. "**Federal Award**" means an award of Federal financial assistance or a cost-reimbursement contract, under the Federal Acquisition Regulations or by a formula or block grant, by a Federal Awarding Agency to the Recipient. "Federal Award" also means an agreement setting forth the terms and conditions of the Federal Award. The term does not include payments to a Subrecipient or payments to an individual that is a beneficiary of a Federal program.

M. "**Federal Awarding Agency**" means a Federal agency providing a Federal Award to a Recipient. Federal Highway Administration (FHWA) is the Federal Awarding Agency for the Federal Award which is the subject of this Agreement.

N. "**FHWA**" means Federal Highway Administration.

O. "**Goods**" means any movable material acquired, produced, or delivered by Subrecipient as set forth in this Agreement and shall include any movable material acquired, produced, or delivered by Subrecipient in connection with the Services.

P. "**Grant Funds**" means the funds that have been appropriated, designated, encumbered, or otherwise made available for payment by the State under this Agreement.

Q. "**Incident**" means any accidental or deliberate event that results in or constitutes an imminent threat of the unauthorized access, loss, disclosure, modification, disruption, or destruction of any communications or information resources of the State, which are included as part of the Work, as described in §§24-37.5-401, ***et. seq***., C.R.S. Incidents include, without limitation (i) successful attempts to gain unauthorized access to a State system or State Records regardless of where such information is located; (ii) unwanted disruption or denial of service; (iii) the unauthorized use of a State system for the processing or storage of data; or (iv) changes to State system hardware, firmware, or software characteristics without the State's knowledge, instruction, or consent.

R. "**Initial Term**" means the time period defined in **§2.B**.

S. "**Matching Funds**" (Local Funds, or Local Match) means the funds provided by Subrecipient as a match required to receive the Grant Funds and includes in-kind contribution.

T. "**Party**" means the State or Subrecipient, and "Parties" means both the State and Subrecipient.

U. "**PII**" means personally identifiable information including, without limitation, any information maintained by the State about an individual that can be used to distinguish or trace an individual's identity, such as name, social security number, date and place of birth, mother's maiden name, or biometric records. PII includes, but is not limited to, all information defined as personally identifiable information in §§24-72-501 and 24-73-101, C.R.S.

V. "**Recipient**" means the State agency shown on the Signature and Cover Pages of this Agreement, for the purposes of this Federal Award.

W. "**Services**" means the services to be performed by Subrecipient as set forth in this Agreement and shall include any services to be rendered by Subrecipient in connection with the Goods.

X. "**State Confidential Information**" means any and all State Records not subject to disclosure under CORA. State Confidential Information shall include but is not limited to PII and State personnel records not subject to disclosure under CORA. State Confidential Information shall not include information or data concerning individuals that is not deemed confidential but nevertheless belongs to the State, which has been communicated, furnished, or disclosed by the State to Subrecipient which (i) is subject to disclosure pursuant to CORA; (ii) is already known to Subrecipient without restrictions at the time of its disclosure to Subrecipient; (iii) is or subsequently becomes publicly available without breach of any obligation owed by Subrecipient to the State; (iv) is disclosed to Subrecipient, without confidentiality obligations, by a third party who has the right to disclose such information; or (v) was independently developed without reliance on any State Confidential Information.

Y. "**State Fiscal Rules**" means the fiscal rules promulgated by the Colorado State Controller pursuant to §24-30-202(13)(a), C.R.S.

Z. "**State Fiscal Year**" means a 12-month period beginning on July 1 of each calendar year and ending on June 30 of the following calendar year. If a single calendar year follows the term, then it means the State Fiscal Year ending in that calendar year.

AA. "**State Records**" means any and all State data, information, and records, regardless of physical form.

BB. "**Subaward Maximum Amount**" means an amount equal to the total of Grant Funds for this Agreement.

CC. "**Subcontractor**" means any third party engaged by Subrecipient to aid in performance of the Work. "Subcontractor" also includes sub-recipients of Grant Funds.

DD. "**Subrecipient**" means a non-Federal entity that receives a sub-award from a Recipient to carry out part of a Federal program but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other Federal Awards directly from a Federal Awarding Agency.

EE. "**Uniform Guidance**" means the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 CFR Part 200, commonly known as the "Super Circular, which supersedes requirements from OMB Circulars A-21, A-87, A-110, A-122, A-89, A-102, and A-133, and the guidance in Circular A-50 on Single Audit Act follow-up.

FF. "**Work**" means the Goods delivered and Services performed pursuant to this Agreement.

GG. "**Work Product**" means the tangible and intangible results of the Work, whether finished or unfinished, including drafts. Work Product includes, but is not limited to, documents, text, software (including source code), research, reports, proposals, specifications, plans, notes, studies, data, images, photographs, negatives, pictures, drawings, designs, models, surveys, maps, materials, ideas, concepts, know-how, information, and any other results of the Work. "Work Product" does not include any material that was developed prior to the Effective Date that is used, without modification, in the performance of the Work.

Any other term used in this Agreement that is defined elsewhere in this Agreement or in an Exhibit shall be construed and interpreted as defined in that section.

4. STATEMENT OF WORK AND BUDGET

Subrecipient shall complete the Work as described in this Agreement and in accordance with the provisions of Exhibit A. The State shall have no liability to compensate Subrecipient for the delivery of any goods or the performance of any services that are not specifically set forth in this Agreement.

5. PAYMENTS TO SUBRECIPIENT

A. Subaward Maximum Amount

Payments to Subrecipient are limited to the unpaid, obligated balance of the Grant Funds. The State shall not pay Subrecipient any amount under this Agreement that exceeds the Subaward Maximum Amount shown on the Cover Page of this Agreement as "Federal Funds Maximum Amount".

B. Payment Procedures

i. Invoices and Payment

a. The State shall pay Subrecipient in the amounts and in accordance with the schedule and other conditions set forth in Exhibit A.

b. Subrecipient shall initiate payment requests by invoice to the State, in a form and manner approved by the State.

c. Any advance payment allowed under this Agreement, shall comply with State Fiscal Rules and be made in accordance with the provisions of this Agreement and its Exhibits. Eligibility and submission for advance payment is subject to State approval and must include approved documentation in the form and manner set forth and approved by the State.

d. The State shall pay each invoice within 45 days following the State's receipt of that invoice, so long as the amount invoiced correctly represents Work completed by Subrecipient and previously accepted by the State during the term that the invoice covers. If the State determines that the amount of any invoice is not correct, then Subrecipient shall make all changes necessary to correct that invoice.

e. The acceptance of an invoice shall not constitute acceptance of any Work performed or Deliverables provided under this Agreement.

ii. Interest

Amounts not paid by the State within 45 days of the State's acceptance of the invoice shall bear interest on the unpaid balance beginning on the 45th day at the rate of 1% per month, as required by §24-30-202(24)(a), C.R.S., until paid in full; provided, however, that interest shall not accrue on unpaid amounts that the State disputes in writing. Subrecipient shall invoice the State separately for accrued interest on delinquent amounts, and the invoice shall reference the delinquent payment, the number of days' interest to be paid and the interest rate.

iii. Payment Disputes

If Subrecipient disputes any calculation, determination or amount of any payment, Subrecipient shall notify the State in writing of its dispute within 30 days following the earlier to occur of Subrecipient's receipt of the payment or notification of the determination or calculation of the payment by the State. The State will review the information presented by Subrecipient and may make changes to its determination based on this review. The calculation, determination or payment amount that results from the State's review shall not be subject to additional dispute under this subsection. No payment subject to a dispute under this subsection shall be due until after the State has concluded its review, and the State shall not pay any interest on any amount during the period it is subject to dispute under this subsection.

iv. Available Funds-Contingency-Termination.

The State is prohibited by law from making commitments beyond the term of the current State Fiscal Year. Payment to Subrecipient beyond the current State Fiscal Year is contingent on the appropriation and continuing availability of Grant Funds in any subsequent year (as provided in the Colorado Special Provisions). If federal funds or funds from any other non-State funds constitute all or some of the Grant Funds, the State's obligation to pay Subrecipient shall be contingent upon such non-State funding continuing to be made available for payment. Payments to be made pursuant to this Agreement shall be made only from Grant Funds, and the State's liability for such payments shall be limited to the amount remaining of such Grant Funds. If State, federal or other funds are not appropriated, or otherwise become unavailable to fund this Agreement, the State may, upon written notice, terminate this Agreement, in whole or in part, without incurring further liability. The State shall, however, remain obligated to pay for Services and Goods that are delivered and accepted prior to the effective date of notice of termination, and this termination shall otherwise be treated as if this Agreement were terminated in the public interest as described in **§2.E**.

v. Federal Recovery

The close-out of a Federal Award does not affect the right of the Federal Awarding Agency or the State to disallow costs and recover funds on the basis of a later audit or other review. Any cost disallowance recovery is to be made within the Record Retention Period, as defined below.

C. Matching Funds

Subrecipient shall provide Matching Funds as provided in Exhibit A. Subrecipient shall have raised the full amount of Matching Funds prior to the Effective Date and shall report to the State regarding the status of such funds upon request. Subrecipient's obligation to pay all or any part of any Matching Funds, whether direct or contingent, only extends to funds duly and lawfully appropriated for the purposes of this Agreement by the authorized representatives of Subrecipient and paid into Subrecipient's treasury or bank account. Subrecipient represents to the State that the amount designated "Subrecipient's Matching Funds" in Exhibit A has been legally appropriated for the purposes of this Agreement by its authorized representatives and paid into its treasury or bank account. Subrecipient does not by this Agreement irrevocably pledge present cash reserves for payments in future fiscal years, and this Agreement is not intended to create a multiple-fiscal year debt of Subrecipient. Subrecipient shall not pay or be liable for any claimed interest, late charges, fees, taxes or penalties of any nature, except as required by Subrecipient's laws or policies.

D. Reimbursement of Subrecipient Costs

i. The State shall reimburse Subrecipient for the federal share of properly documented allowable costs related to the Work after review and approval thereof, subject to the provisions of **§5**, this Agreement and Exhibit A. However, any costs incurred by Subrecipient prior to the Effective Date shall not be reimbursed absent specific allowance of pre-award costs and indication that the Federal Award funding is retroactive. The State shall pay Subrecipient for costs or expenses incurred or performance by the Subrecipient prior to the Effective Date, only if (1) the Grant Funds involve federal funding and (2) federal laws, rules, and regulations applicable to the Work provide for such retroactive payments to the Subrecipient. Any such retroactive payments shall comply with State Fiscal Rules and be made in accordance with the provisions of this Agreement.

ii. The State shall reimburse Subrecipient's allowable costs, not exceeding the Subaward Maximum Amount shown on the Cover Page of this Agreement and on Exhibit A for all allowable costs

described in this Agreement and shown in Exhibit A. Except as provided in §5.E., Subrecipient may adjust the amounts between each line item of Exhibit A without formal modification to this Agreement as long as the Subrecipient provides notice to the State of the change, the change does not modify the Subaward Maximum Amount or the Subaward Maximum Amount for any federal fiscal year or State Fiscal Year, and the change does not modify any requirements of the Work.

iii. The State shall only reimburse allowable costs described in this Agreement and shown in the Budget if those costs are:

a. Reasonable and necessary to accomplish the Work and for the Goods and Services provided; and

b. Equal to the actual net cost to Subrecipient (i.e. the price paid minus any items of value received by Subrecipient that reduce the cost actually incurred).

iv. Subrecipient's costs for Work performed after the Fund Expenditure End Date shown on the Cover Page for this Agreement, or after any phase performance period end date for a respective phase of the Work, shall not be reimbursable. Subrecipient shall initiate any payment request by submitting invoices to the State in the form and manner set forth and approved by the State.

E. Use of Funds, Budget Adjustments

Grant Funds shall be used only for eligible costs identified herein and/or in the Budget. Subrecipient may adjust budgeted expenditure amounts up to 10% between activities of said Budget without approval of the State. Budget adjustments to activities exceeding 10% but less than 24.99% must be submitted in advance of actual cost and receive written State approval, which approval may be transmitted informally by email or such other means that does not rise to the level of an amendment to this Agreement. A budget revision of **Exhibit A** will be issued by the State with any such adjustment. Adjustments in excess of 24.99% for any activity shall be authorized by the State in an amendment to this Agreement which may also require an amendment to **Exhibit A**. Budget adjustments shall not increase the State's total consideration beyond the Subaward Maximum Amount without an amendment to this Agreement.

F. Close-Out

Subrecipient shall close out this Award within 45 days after the Fund Expenditure End Date shown on the Cover Page for this Agreement. To complete close-out, Subrecipient shall submit to the State all Deliverables (including documentation) as defined in this Agreement and Subrecipient's final reimbursement request or invoice. The State will withhold 5% of allowable costs until all final documentation has been submitted and accepted by the State as substantially complete. If the Federal Awarding Agency has not closed this Federal Award within one year and 90 days after the Fund Expenditure End Date shown on the Cover Page for this Agreement due to Subrecipient's failure to submit required documentation, then Subrecipient may be prohibited from applying for new Federal Awards through the State until such documentation is submitted and accepted.

6. REPORTING - NOTIFICATION

A. Quarterly Reports

In addition to any reports required pursuant to any other Exhibit, for any Agreement having a term longer than three months, Subrecipient shall submit, on a quarterly basis, a written report specifying progress made for each specified performance measure and standard in this Agreement. Such progress report shall be in accordance with the procedures developed and prescribed by the State. Progress reports shall be submitted to the State not later than five Business Days following the end of each calendar quarter or at such time as otherwise specified by the State.

B. Litigation Reporting

If Subrecipient is served with a pleading or other document in connection with an action before a court or other administrative decision making body, and such pleading or document relates to this Agreement or may affect Subrecipient's ability to perform its obligations under this Agreement, Subrecipient shall, within 10 days after being served, notify the State of such action and deliver copies of such pleading or document to the State's Principal Representative identified on the Cover Page for this Agreement.

C. Performance and Final Status

Subrecipient shall submit all financial, performance and other reports to the State no later than 45 calendar days after the end of the Initial Term if no Extension Terms are exercised, or the final Extension Term exercised by the State, containing an evaluation and review of Subrecipient's performance and the final status of Subrecipient's obligations hereunder.

D. Violations Reporting

Subrecipient shall disclose, in a timely manner, in writing to the State and the Federal Awarding Agency, all violations of federal or State criminal law involving fraud, bribery, or gratuity violations potentially affecting the Federal Award. The State or the Federal Awarding Agency may impose any penalties for noncompliance allowed under 2 CFR Part 180 and 31 U.S.C. 3321, which may include, without limitation, suspension or debarment.

7. SUBRECIPIENT RECORDS

A. Maintenance

Subrecipient shall make, keep, maintain, and allow inspection and monitoring by the State of a complete file of all records, documents, communications, notes and other written materials, electronic media files, and communications, pertaining in any manner to the Work and the delivery of Services (including, but not limited to the operation of programs) or Goods hereunder (collectively, the "Subrecipient Records"). Subrecipient shall maintain such records for a period of three years following the date of submission to the State of the final expenditure report, or if this Award is renewed quarterly or annually, from the date of the submission of each quarterly or annual report, respectively (the "Record Retention Period"). If any litigation, claim, or audit related to this Award starts before expiration of the Record Retention Period, the Record Retention Period shall extend until all litigation, claims, or audit findings have been resolved and final action taken by the State or Federal Awarding Agency. The Federal Awarding Agency, a cognizant agency for audit, oversight or indirect costs, and the State, may notify Subrecipient in writing that the Record Retention Period shall be extended. For records for real property and equipment, the Record Retention Period shall extend three years following final disposition of such property.

B. Inspection

Subrecipient shall permit the State, the federal government, and any other duly authorized agent of a governmental agency to audit, inspect, examine, excerpt, copy and transcribe Subrecipient Records during the Record Retention Period. Subrecipient shall make Subrecipient Records available during normal business hours at Subrecipient's office or place of business, or at other mutually agreed upon times or locations, upon no fewer than two Business Days' notice from the State, unless the State determines that a shorter period of notice, or no notice, is necessary to protect the interests of the State.

C. Monitoring

The State, the federal government, and any other duly authorized agent of a governmental agency, in its discretion, may monitor Subrecipient's performance of its obligations under this Agreement using procedures as determined by the State or that governmental entity. Subrecipient shall allow the State to perform all monitoring required by the Uniform Guidance, based on the State's risk analysis of Subrecipient and this Agreement. The State shall have the right, in its sole discretion, to change its monitoring procedures and requirements at any time during the term of this Agreement. The State shall monitor Subrecipient's performance in a manner that does not unduly interfere with Subrecipient's performance of the Work.

D. Final Audit Report

Subrecipient shall promptly submit to the State a copy of any final audit report of an audit performed on Subrecipient's records that relates to or affects this Agreement or the Work, whether the audit is conducted by Subrecipient or a third party. Additionally, if Subrecipient is required to perform a single audit under 2 CFR 200.501, ***et. seq.***, then Subrecipient shall submit a copy of the results of that audit to the State within the same timelines as the submission to the federal government.

8. CONFIDENTIAL INFORMATION – STATE RECORDS

A. Confidentiality

Subrecipient shall keep confidential, and cause all Subcontractors to keep confidential, all State Records, unless those State Records are publicly available. Subrecipient shall not, without prior written approval of the State, use, publish, copy, disclose to any third party, or permit the use by any third party of any State Records, except as otherwise stated in this Agreement, permitted by law or approved in writing by the State. Subrecipient shall provide for the security of all State Confidential Information in accordance with all applicable laws, rules, policies, publications, and guidelines. Subrecipient shall immediately forward any request or demand for State Records to the State's Principal Representative identified on the Cover Page of this Agreement.

B. Other Entity Access and Nondisclosure Agreements

Subrecipient may provide State Records to its agents, employees, assigns and Subcontractors as necessary to perform the Work, but shall restrict access to State Confidential Information to those agents, employees, assigns and Subcontractors who require access to perform their obligations under this Agreement. Subrecipient shall ensure all such agents, employees, assigns, and Subcontractors sign agreements containing nondisclosure provisions at least as protective as those in this Agreement, and that the nondisclosure provisions are in force at all times the agent, employee, assign or Subcontractor has access to any State Confidential Information. Subrecipient shall provide copies of those signed nondisclosure provisions to the State upon execution of the nondisclosure provisions if requested by the State.

C. Use, Security, and Retention

Subrecipient shall use, hold and maintain State Confidential Information in compliance with any and all applicable laws and regulations only in facilities located within the United States, and shall maintain a secure environment that ensures confidentiality of all State Confidential Information. Subrecipient shall provide the State with access, subject to Subrecipient's reasonable security requirements, for purposes of inspecting and monitoring access and use of State Confidential Information and evaluating security control effectiveness. Upon the expiration or termination of this Agreement, Subrecipient shall return State Records provided to Subrecipient or destroy such State Records and certify to the State that it has done so, as directed by the State. If Subrecipient is prevented by law or regulation from returning or destroying State Confidential Information, Subrecipient warrants it will guarantee the confidentiality of, and cease to use, such State Confidential Information.

D. Incident Notice and Remediation

If Subrecipient becomes aware of any Incident, it shall notify the State immediately and cooperate with the State regarding recovery, remediation, and the necessity to involve law enforcement, as determined by the State. After an Incident, Subrecipient shall take steps to reduce the risk of incurring a similar type of Incident in the future as directed by the State, which may include, but is not limited to, developing and implementing a remediation plan that is approved by the State at no additional cost to the State.

E. Data Protection and Handling

Subrecipient shall ensure that all State Records and Work Product in the possession of Subrecipient or any Subcontractors are protected and handled in accordance with the requirements of this Agreement, including the requirements of any Exhibits hereto, at all times. As used in this section, the protections afforded Work Product only apply to Work Product that requires confidential treatment.

F. Safeguarding PII

If Subrecipient or any of its Subcontractors will or may receive PII under this Agreement, Subrecipient shall provide for the security of such PII, in a manner and form acceptable to the State, including, without limitation, State non-disclosure requirements, use of appropriate technology, security practices, computer access security, data access security, data storage encryption, data transmission encryption, security inspections, and audits. Subrecipient shall be a "Third-Party Service Provider" as

defined in §24-73-103(1)(i), C.R.S., and shall maintain security procedures and practices consistent with §§24-73-101, *et seq.*, C.R.S.

9. CONFLICTS OF INTEREST

A. Actual Conflicts of Interest

Subrecipient shall not engage in any business or activities or maintain any relationships that conflict in any way with the full performance of the obligations of Subrecipient under this Agreement. Such a conflict of interest would arise when a Subrecipient or Subcontractor's employee, officer or agent were to offer or provide any tangible personal benefit to an employee of the State, or any member of his or her immediate family or his or her partner, related to the award of, entry into or management or oversight of this Agreement.

B. Apparent Conflicts of Interest

Subrecipient acknowledges that, with respect to this Agreement, even the appearance of a conflict of interest shall be harmful to the State's interests. Absent the State's prior written approval, Subrecipient shall refrain from any practices, activities or relationships that reasonably appear to be in conflict with the full performance of Subrecipient's obligations under this Agreement.

C. Disclosure to the State

If a conflict or the appearance of a conflict arises, or if Subrecipient is uncertain whether a conflict or the appearance of a conflict has arisen, Subrecipient shall submit to the State a disclosure statement setting forth the relevant details for the State's consideration. Failure to promptly submit a disclosure statement or to follow the State's direction in regard to the actual or apparent conflict constitutes a breach of this Agreement.

D. Subrecipient shall not engage in any business or activities, or maintain any relationships that conflict in any way with the full performance of the obligations of Subrecipient under this Subaward. Subrecipient acknowledges that, with respect to this Subaward, even the appearance of a conflict of interest shall be harmful to the State's interests and absent the State's prior written approval, Subrecipient shall refrain from any practices, activities or relationships that reasonably appear to be in conflict with the full performance of Subrecipient's obligations under this Subaward. If a conflict or the appearance of a conflict arises, or if Subrecipient is uncertain whether a conflict or the appearance of a conflict has arisen, Subrecipient shall submit to the State a disclosure statement setting forth the relevant details for the State's consideration. Subrecipient acknowledges that all State employees are subject to the ethical principles described in §24-18-105, C.R.S. Subrecipient further acknowledges that State employees may be subject to the requirements of §24-18-105, C.R.S. with regard to this Subaward.

10. INSURANCE

Subrecipient shall obtain and maintain, and ensure that each Subcontractor shall obtain and maintain, insurance as specified in this section at all times during the term of this Agreement. All insurance policies required by this Agreement that are not provided through self-insurance shall be issued by insurance companies as approved by the State.

A. Workers' Compensation

Workers' compensation insurance as required by state statute, and employers' liability insurance covering all Subrecipient or Subcontractor employees acting within the course and scope of their employment.

B. General Liability

Commercial general liability insurance covering premises operations, fire damage, independent contractors, products and completed operations, blanket contractual liability, personal injury, and advertising liability with minimum limits as follows:

i. $1,000,000 each occurrence;
ii. $1,000,000 general aggregate;
iii. $1,000,000 products and completed operations aggregate; and
iv. $50,000 any 1 fire.

C. Automobile Liability

Automobile liability insurance covering any auto (including owned, hired and non-owned autos) with a minimum limit of $1,000,000 each accident combined single limit.

D. Additional Insured

The State shall be named as additional insured on all commercial general liability policies (leases and construction contracts require additional insured coverage for completed operations) required of Subrecipient and Subcontractors.

E. Primacy of Coverage

Coverage required of Subrecipient and each Subcontractor shall be primary over any insurance or self-insurance program carried by Subrecipient or the State.

F. Cancellation

All insurance policies shall include provisions preventing cancellation or non-renewal, except for cancellation based on non-payment of premiums, without at least 30 days prior notice to Subrecipient and Subrecipient shall forward such notice to the State in accordance with **§14** within seven days of Subrecipient's receipt of such notice.

G. Subrogation Waiver

All insurance policies secured or maintained by Subrecipient or its Subcontractors in relation to this Agreement shall include clauses stating that each carrier shall waive all rights of recovery under subrogation or otherwise against Subrecipient or the State, its agencies, institutions, organizations, officers, agents, employees, and volunteers.

H. Public Entities

If Subrecipient is a "public entity" within the meaning of the Colorado Governmental Immunity Act, §24-10-101, ***et seq.***, C.R.S. (the "GIA"), Subrecipient shall maintain, in lieu of the liability insurance requirements stated above, at all times during the term of this Agreement such liability insurance, by commercial policy or self-insurance, as is necessary to meet its liabilities under the GIA. If a Subcontractor is a public entity within the meaning of the GIA, Subrecipient shall ensure that the Subcontractor maintain at all times during the terms of this Subrecipient, in lieu of the liability insurance requirements stated above, such liability insurance, by commercial policy or self-insurance, as is necessary to meet the Subcontractor's obligations under the GIA.

I. Certificates

For each insurance plan provided by Subrecipient under this Agreement, Subrecipient shall provide to the State certificates evidencing Subrecipient's insurance coverage required in this Agreement prior to the Effective Date. Subrecipient shall provide to the State certificates evidencing Subcontractor insurance coverage required under this Agreement prior to the Effective Date, except that, if Subrecipient's subcontract is not in effect as of the Effective Date, Subrecipient shall provide to the State certificates showing Subcontractor insurance coverage required under this Agreement within seven Business Days following Subrecipient's execution of the subcontract. No later than 15 days before the expiration date of Subrecipient's or any Subcontractor's coverage, Subrecipient shall deliver to the State certificates of insurance evidencing renewals of coverage. At any other time during the term of this Agreement, upon request by the State, Subrecipient shall, within seven Business Days following the request by the State, supply to the State evidence satisfactory to the State of compliance with the provisions of this section.

11. BREACH OF AGREEMENT

In the event of a Breach of Agreement, the aggrieved Party shall give written notice of breach to the other Party. If the notified Party does not cure the Breach of Agreement, at its sole expense, within 30 days after the delivery of written notice, the Party may exercise any of the remedies as described in **§12** for that Party. Notwithstanding any provision of this Agreement to the contrary, the State, in its discretion, need not provide notice or a cure period and may immediately terminate this Agreement in whole or in part or institute any other remedy in this Agreement in order to protect the public interest of the State; or if Subrecipient is debarred or suspended under §24-109-105, C.R.S.,

the State, in its discretion, need not provide notice or cure period and may terminate this Agreement in whole or in part or institute any other remedy in this Agreement as of the date that the debarment or suspension takes effect.

12. REMEDIES

A. State's Remedies

If Subrecipient is in breach under any provision of this Agreement and fails to cure such breach, the State, following the notice and cure period set forth in **§11**, shall have all of the remedies listed in this section in addition to all other remedies set forth in this Agreement or at law. The State may exercise any or all of the remedies available to it, in its discretion, concurrently or consecutively.

i. Termination for Breach of Agreement

In the event of Subrecipient's uncured breach, the State may terminate this entire Agreement or any part of this Agreement. Additionally, if Subrecipient fails to comply with any terms of the Federal Award, then the State may, in its discretion or at the direction of a Federal Awarding Agency, terminate this entire Agreement or any part of this Agreement. Subrecipient shall continue performance of this Agreement to the extent not terminated, if any.

a. Obligations and Rights

To the extent specified in any termination notice, Subrecipient shall not incur further obligations or render further performance past the effective date of such notice, and shall terminate outstanding orders and subcontracts with third parties. However, Subrecipient shall complete and deliver to the State all Work not cancelled by the termination notice, and may incur obligations as necessary to do so within this Agreement's terms. At the request of the State, Subrecipient shall assign to the State all of Subrecipient's rights, title, and interest in and to such terminated orders or subcontracts. Upon termination, Subrecipient shall take timely, reasonable and necessary action to protect and preserve property in the possession of Subrecipient but in which the State has an interest. At the State's request, Subrecipient shall return materials owned by the State in Subrecipient's possession at the time of any termination. Subrecipient shall deliver all completed Work Product and all Work Product that was in the process of completion to the State at the State's request.

b. Payments

Notwithstanding anything to the contrary, the State shall only pay Subrecipient for accepted Work received as of the date of termination. If, after termination by the State, the State agrees that Subrecipient was not in breach or that Subrecipient's action or inaction was excusable, such termination shall be treated as a termination in the public interest, and the rights and obligations of the Parties shall be as if this Agreement had been terminated in the public interest under **§2.E**.

c. Damages and Withholding

Notwithstanding any other remedial action by the State, Subrecipient shall remain liable to the State for any damages sustained by the State in connection with any breach by Subrecipient, and the State may withhold payment to Subrecipient for the purpose of mitigating the State's damages until such time as the exact amount of damages due to the State from Subrecipient is determined. The State may withhold any amount that may be due Subrecipient as the State deems necessary to protect the State against loss including, without limitation, loss as a result of outstanding liens and excess costs incurred by the State in procuring from third parties replacement Work as cover.

ii. Remedies Not Involving Termination

The State, in its discretion, may exercise one or more of the following additional remedies:

a. Suspend Performance

Suspend Subrecipient's performance with respect to all or any portion of the Work pending corrective action as specified by the State without entitling Subrecipient to an adjustment in price or cost or an adjustment in the performance schedule. Subrecipient shall promptly cease

performing Work and incurring costs in accordance with the State's directive, and the State shall not be liable for costs incurred by Subrecipient after the suspension of performance.

b. Withhold Payment

Withhold payment to Subrecipient until Subrecipient corrects its Work.

c. Deny Payment

Deny payment for Work not performed, or that due to Subrecipient's actions or inactions, cannot be performed or if they were performed are reasonably of no value to the state; provided, that any denial of payment shall be equal to the value of the obligations not performed.

d. Removal

Demand immediate removal of any of Subrecipient's employees, agents, or Subcontractors from the Work whom the State deems incompetent, careless, insubordinate, unsuitable, or otherwise unacceptable or whose continued relation to this Agreement is deemed by the State to be contrary to the public interest or the State's best interest.

e. Intellectual Property

If any Work infringes, or if the State in its sole discretion determines that any Work is likely to infringe, a patent, copyright, trademark, trade secret or other intellectual property right, Subrecipient shall, as approved by the State **(i)** secure that right to use such Work for the State and Subrecipient; **(ii)** replace the Work with noninfringing Work or modify the Work so that it becomes noninfringing; or, **(iii)** remove any infringing Work and refund the amount paid for such Work to the State.

B. Subrecipient's Remedies

If the State is in breach of any provision of this Agreement and does not cure such breach, Subrecipient, following the notice and cure period in **§11** and the dispute resolution process in **§13** shall have all remedies available at law and equity.

13. DISPUTE RESOLUTION

A. Initial Resolution

Except as herein specifically provided otherwise, disputes concerning the performance of this Agreement which cannot be resolved by the designated Agreement representatives shall be referred in writing to a senior departmental management staff member designated by the State and a senior manager designated by Subrecipient for resolution.

B. Resolution of Controversies

If the initial resolution described in **§13.A** fails to resolve the dispute within 10 Business Days, Subrecipient shall submit any alleged breach of this Agreement by the State to the Procurement Official of the State Agency named on the Cover Page of this Agreement as described in §24-101-301(30), C.R.S., for resolution following the same resolution of controversies process as described in §§24-106-109, and 24-109-101.1 through 24-109-505, C.R.S., (collectively, the "Resolution Statutes"), except that if Subrecipient wishes to challenge any decision rendered by the Procurement Official, Subrecipient's challenge shall be an appeal to the executive director of the Department of Personnel and Administration, or their delegate, in the same manner as described in the Resolution Statutes before Subrecipient pursues any further action. Except as otherwise stated in this Section, all requirements of the Resolution Statutes shall apply including, without limitation, time limitations regardless of whether the Colorado Procurement Code applies to this Agreement.

14. NOTICES and REPRESENTATIVES

Each individual identified as a Principal Representative on the Cover Page for this Agreement shall be the principal representative of the designating Party. All notices required or permitted to be given under this Agreement shall be in writing, and shall be delivered **(A)** by hand with receipt required, **(B)** by certified or registered mail to such Party's principal representative at the address set forth on the Cover Page for this Agreement or **(C)** as an email with read receipt requested to the principal representative at the email

address, if any, set forth on the Cover Page for this Agreement. If a Party delivers a notice to another through email and the email is undeliverable, then, unless the Party has been provided with an alternate email contact, the Party delivering the notice shall deliver the notice by hand with receipt required or by certified or registered mail to such Party's principal representative at the address set forth on the Cover Page for this Agreement. Either Party may change its principal representative or principal representative contact information, or may designate specific other individuals to receive certain types of notices in addition to or in lieu of a principal representative, by notice submitted in accordance with this section without a formal amendment to this Agreement. Unless otherwise provided in this Agreement, notices shall be effective upon delivery of the written notice.

15. RIGHTS IN WORK PRODUCT AND OTHER INFORMATION

A. Work Product

Subrecipient agrees to provide to the State a royalty-free, non-exclusive and irrevocable license to reproduce publish or otherwise use and to authorize others to use the Work Product described herein, for the Federal Awarding Agency's and State's purposes. All Work Product shall be delivered to the State by Subrecipient upon completion or termination hereof.

B. Exclusive Property of the State

Except to the extent specifically provided elsewhere in this Agreement, all State Records, documents, text, software (including source code), research, reports, proposals, specifications, plans, notes, studies, data, images, photographs, negatives, pictures, drawings, designs, models, surveys, maps, materials, ideas, concepts, know-how, and information provided by or on behalf of the State to Subrecipient are the exclusive property of the State (collectively, "State Materials"). Subrecipient shall not use, willingly allow, cause or permit Work Product or State Materials to be used for any purpose other than the performance of Subrecipient's obligations in this Agreement without the prior written consent of the State. Upon termination of this Agreement for any reason, Subrecipient shall provide all Work Product and State Materials to the State in a form and manner as directed by the State.

C. Exclusive Property of Subrecipient

Subrecipient retains the exclusive rights, title, and ownership to any and all pre-existing materials owned or licensed to Subrecipient including, but not limited to, all pre-existing software, licensed products, associated source code, machine code, text images, audio and/or video, and third-party materials, delivered by Subrecipient under this Agreement, whether incorporated in a Deliverable or necessary to use a Deliverable (collectively, "Subrecipient Property"). Subrecipient Property shall be licensed to the State as set forth in this Agreement or a State approved license agreement: (i) entered into as exhibits to this Agreement, (ii) obtained by the State from the applicable third-party vendor, or (iii) in the case of open source software, the license terms set forth in the applicable open source license agreement.

16. GENERAL PROVISIONS

A. Assignment

Subrecipient's rights and obligations under this Agreement are personal and may not be transferred or assigned without the prior, written consent of the State. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of Subrecipient's rights and obligations approved by the State shall be subject to the provisions of this Agreement.

B. Subcontracts

Subrecipient shall not enter into any subaward or subcontract in connection with its obligations under this Agreement without the prior, written approval of the State. Subrecipient shall submit to the State a copy of each such subaward or subcontract upon request by the State. All subawards and subcontracts entered into by Subrecipient in connection with this Agreement shall comply with all applicable federal and state laws and regulations, shall provide that they are governed by the laws of the State of Colorado, and shall be subject to all provisions of this Agreement. If the entity with whom Subrecipient enters into a subcontract or subaward would also be considered a Subrecipient, then the subcontract or subaward entered into by Subrecipient shall also contain provisions permitting both

Subrecipient and the State to perform all monitoring of that Subcontractor in accordance with the Uniform Guidance.

C. Binding Effect

Except as otherwise provided in **§16.A**., all provisions of this Agreement, including the benefits and burdens, shall extend to and be binding upon the Parties' respective successors and assigns.

D. Authority

Each Party represents and warrants to the other that the execution and delivery of this Agreement and the performance of such Party's obligations have been duly authorized.

E. Captions and References

The captions and headings in this Agreement are for convenience of reference only, and shall not be used to interpret, define, or limit its provisions. All references in this Agreement to sections (whether spelled out or using the § symbol), subsections, exhibits or other attachments, are references to sections, subsections, exhibits or other attachments contained herein or incorporated as a part hereof, unless otherwise noted.

F. Counterparts

This Agreement may be executed in multiple, identical, original counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

G. Entire Understanding

This Agreement represents the complete integration of all understandings between the Parties related to the Work, and all prior representations and understandings related to the Work, oral or written, are merged into this Agreement. Prior or contemporaneous additions, deletions, or other changes to this Agreement shall not have any force or effect whatsoever, unless embodied herein.

H. Digital Signatures

If any signatory signs this Agreement using a digital signature in accordance with the Colorado State Controller Contract, Grant and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Agreement by reference.

I. Modification

Except as otherwise provided in this Agreement, any modification to this Agreement shall only be effective if agreed to in a formal amendment to this Agreement, properly executed and approved in accordance with applicable Colorado State law and State Fiscal Rules. Modifications permitted under this Agreement, other than Agreement amendments, shall conform to the policies issued by the Colorado State Controller.

J. Statutes, Regulations, Fiscal Rules, and Other Authority.

Any reference in this Agreement to a statute, regulation, State Fiscal Rule, fiscal policy or other authority shall be interpreted to refer to such authority then current, as may have been changed or amended since the Effective Date of this Agreement.

K. External Terms and Conditions

Notwithstanding anything to the contrary herein, the State shall not be subject to any provision included in any terms, conditions, or agreements appearing on Subrecipient's or a Subcontractor's website or any provision incorporated into any click-through or online agreements related to the Work unless that provision is specifically referenced in this Agreement.

L. Severability

The invalidity or unenforceability of any provision of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, which shall remain in full force and effect, provided that the Parties can continue to perform their obligations under this Agreement in accordance with the intent of this Agreement.

M. Survival of Certain Agreement Terms

Any provision of this Agreement that imposes an obligation on a Party after termination or expiration of this Agreement shall survive the termination or expiration of this Agreement and shall be enforceable by the other Party.

N. Taxes

The State is exempt from federal excise taxes under I.R.C. Chapter 32 (26 U.S.C., Subtitle D, Ch. 32) (Federal Excise Tax Exemption Certificate of Registry No. 84-730123K) and from State and local government sales and use taxes under §§39-26-704(1), ***et seq.,*** C.R.S. (Colorado Sales Tax Exemption Identification Number 98-02565). The State shall not be liable for the payment of any excise, sales, or use taxes, regardless of whether any political subdivision of the State imposes such taxes on Subrecipient. Subrecipient shall be solely responsible for any exemptions from the collection of excise, sales or use taxes that Subrecipient may wish to have in place in connection with this Agreement.

O. Third Party Beneficiaries

Except for the Parties' respective successors and assigns described in **§16.A**., this Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Agreement and all rights and obligations hereunder are reserved solely to the Parties. Any services or benefits which third parties receive as a result of this Agreement are incidental to this Agreement, and do not create any rights for such third parties.

P. Waiver

A Party's failure or delay in exercising any right, power, or privilege under this Agreement, whether explicit or by lack of enforcement, shall not operate as a waiver, nor shall any single or partial exercise of any right, power, or privilege preclude any other or further exercise of such right, power, or privilege.

Q. CORA Disclosure

To the extent not prohibited by federal law, this Agreement and the performance measures and standards required under §24-106-107, C.R.S., if any, are subject to public release through the CORA.

R. Standard and Manner of Performance

Subrecipient shall perform its obligations under this Agreement in accordance with the highest standards of care, skill and diligence in Subrecipient's industry, trade, or profession.

S. Licenses, Permits, and Other Authorizations

i. Subrecipient shall secure, prior to the Effective Date, and maintain at all times during the term of this Agreement, at its sole expense, all licenses, certifications, permits, and other authorizations required to perform its obligations under this Agreement, and shall ensure that all employees, agents and Subcontractors secure and maintain at all times during the term of their employment, agency or Subcontractor, all license, certifications, permits and other authorizations required to perform their obligations in relation to this Agreement.

ii. Subrecipient, if a foreign corporation or other foreign entity transacting business in the State of Colorado, shall obtain prior to the Effective Date and maintain at all times during the term of this Agreement, at its sole expense, a certificate of authority to transact business in the State of Colorado and designate a registered agent in Colorado to accept service of process.

T. Federal Provisions

Subrecipient shall comply with all applicable requirements of Exhibits C, D, and E at all times during the term of this Agreement.

17. COLORADO SPECIAL PROVISIONS (COLORADO FISCAL RULE 3-3)

These Special Provisions apply to all agreements except where noted in italics.

A. Statutory Approvals. §24-30-202(1), C.R.S.
This Agreement shall not be valid until it has been approved by the Colorado State Controller or designee. If this Agreement is for a Major Information Technology Project, as defined in §24-37.5-102(2.6), C.R.S., then this Agreement shall not be valid until it has been approved by the State's Chief Information Officer or designee.

B. Fund Availability. §24-30-202(5.5), C.R.S.
Financial obligations of the State payable after the current State Fiscal Year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

C. Governmental Immunity.
Liability for claims for injuries to persons or property arising from the negligence of the Parties, its departments, boards, commissions committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the Colorado Governmental Immunity Act, §24-10-101, et seq., C.R.S.; the Federal Tort Claims Act, 28 U.S.C. Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, et seq. C.R.S. No term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, contained in these statutes.

D. Independent Contractor.
Grantee shall perform its duties hereunder as an independent contractor and not as an employee. Neither Grantee nor any agent or employee of Grantee shall be deemed to be an agent or employee of the State. Grantee shall not have authorization, express or implied, to bind the State to any agreement, liability or understanding, except as expressly set forth herein. Grantee and its employees and agents are not entitled to unemployment insurance or workers compensation benefits through the State and the State shall not pay for or otherwise provide such coverage for Grantee or any of its agents or employees. Grantee shall pay when due all applicable employment taxes and income taxes and local head taxes incurred pursuant to this Agreement. Grantee shall (i) provide and keep in force workers' compensation and unemployment compensation insurance in the amounts required by law, (ii) provide proof thereof when requested by the State, and (iii) be solely responsible for its acts and those of its employees and agents.

E. Compliance with Law.
Grantee shall comply with all applicable federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

F. Choice of Law, Jurisdiction, and Venue.
Colorado law, and rules and regulations issued pursuant thereto, shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision included or incorporated herein by reference which conflicts with said laws, rules, and regulations shall be null and void. All suits or actions related to this Agreement shall be filed and proceedings held in the State of Colorado and exclusive venue shall be in the City and County of Denver.

G. Prohibited Terms.
Any term included in this Agreement that requires the State to indemnify or hold Grantee harmless; requires the State to agree to binding arbitration; limits Grantee's liability for damages resulting from death, bodily injury, or damage to tangible property; or that conflicts with this provision in any way shall be void ab initio. Nothing in this Agreement shall be construed as a waiver of any provision of §24-106-109, C.R.S.

H. Software Piracy Provisions.
State or other public funds payable under this Agreement shall not be used for the acquisition, operation, or maintenance of computer software in violation of federal copyright laws or applicable licensing restrictions. Grantee hereby certifies and warrants that, during the term of this Agreement and any extensions, Grantee has and shall maintain in place appropriate systems and controls to prevent such improper use of public funds. If the State determines that Grantee is in violation of this provision, the State may exercise any remedy available at law or in equity or under this Agreement, including, without limitation, immediate termination of this Agreement and any remedy consistent with federal copyright laws or applicable licensing restrictions.

I. Employee Financial Interest/Conflict of Interest §§24-18-201 and 24-50-507, C.R.S.
The signatories aver that to their knowledge, no employee of the State has any personal or beneficial interest whatsoever in the service or property described in this Agreement. Grantee has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of Grantee's services and Grantee shall not employ any person having such known interests.

J. Vendor Offset and Erroneous Payments §§24-30-202(1) and 24-30-202.4, C.R.S.
[Not applicable to intergovernmental agreements] Subject to §24-30-202.4(3.5), C.R.S., the State Controller may withhold payment under the State's vendor offset intercept system for debts owed to State agencies for: (i) unpaid child support debts or child support arrearages; (ii) unpaid balances of

tax, accrued interest, or other charges specified in §§39-21-101, et seq., C.R.S.; (iii) unpaid loans due to the Student Loan Division of the Department of Higher Education; (iv) amounts required to be paid to the Unemployment Compensation Fund; and (v) other unpaid debts owing to the State as a result of final agency determination or judicial action. The State may also recover, at the State's discretion, payments made to Grantee in error for any reason, including, but not limited to, overpayments or improper payments, and unexpended or excess funds received by Grantee by deduction from subsequent payments under this Agreement, deduction from any payment due under any other contracts, grants or agreements between the State and Grantee, or by any other appropriate method for collecting debts owed to the State.

EXHIBIT A, STATEMENT OF WORK AND BUDGET

SA# 26185 – Statement of Work

FY 25 Aurora Traffic Signal Equipment Upgrade

The City of Aurora Traffic Engineering Division of Public Works will be upgrading Aurora's traffic signal system. The system upgrades are focused on upgrading existing traffic signals in order to adjust and monitor signal timing and performance in real time, to reduce motorist frustration and unsafe driving by monitoring and improving traffic signal coordination, and to prevent unnecessary stops and delays, which reduces emissions and fuel consumption. The City of Aurora will achieve these goals by upgrading vehicular detection and uninterruptable power supplies (UPS) with real-time monitoring capabilities at existing traffic signals within the City of Aurora. These locations are critical to achieving the previously mentioned goals on arterial travel corridors within the City, allowing City staff to monitor and respond to maintenance issues proactively, efficiently, and effectively. The City will be installing UPS units and batteries at forty-two (42) signalized intersections owned, operated, and maintained by the City of Aurora. The project will also be upgrading multimodal video detection units at existing traffic signals within the City of Aurora. The City will be installing MioVision Smart 360 cameras at forty-two (42) signalized intersections owned, operated, and maintained by the City of Aurora.

Budget - City of Aurora - STU M055-072 (26185)

A. Cost of Work Estimate

The Grantee has estimated the total cost the Work to be $1,021,000.00, which is to be funded as follows:

1. FUNDING

a.	Federal Funds (100% STBG)	$1,021,000.00
b.	Grantee Funds (0% of STBG)	$0.00
	TOTAL FUNDS ALL SOURCES	**$1,021,000.00**

2. OMB UNIFORM GUIDANCE

a.	Federal Award Identification Number (FAIN):	TBD
b.	Name of Federal Awarding Agency:	FHWA
c.	Grantee Unique Entity Identifier	KVZATDBDECG8
d.	Assistance Listing # Highway Planning and Construction	ALN 20.205
e.	Is the Award for R&D?	No
f.	Indirect Cost Rate (if applicable)	N/A
g.	Amount of Federal Funds Obligated by this Action:	$0.00
h.	Amount of Federal Funds Obligated to Date (including this Action):	$0.00

3. ESTIMATED PAYMENT TO GRANTEE

a.	Federal Funds Budgeted		$1,021,000.00
b.	Less Estimated Federal Share of CDOT-Incurred Costs		$0.00
	TOTAL ESTIMATED PAYMENT TO GRANTEE	**100%**	**$1,021,000.00**
	TOTAL ESTIMATED FUNDING BY GRANTEE	**0%**	**$0.00**
	TOTAL PROJECT ESTIMATED FUNDING	**100%**	**$1,021,000.00**

4. FOR CDOT ENCUMBRANCE PURPOSES

Type of Fed Funds

a.	Total Encumbrance Amount (Federal funds + Grantee funds	$1,021,000.00
b.	Less ROW Acquisition 3111 and/or ROW Relocation 3109	$0.00
	NET TO BE ENCUMBERED BY CDOT IS AS FOLLOWS	**$1,021,000.00**

B. Funding Ratios

The funding ratio for the federal funds for this Work is 100% federal funds to 0% Subrecipient funds, and this ratio applies only to the $1,021,000.00 that is eligible for federal funding. All other costs are borne by the Subrecipient at 100%. If the total cost of performance of the Work exceeds $1,021,000.00, and additional federal funds are not available, the Subrecipient shall pay all such excess costs. If the total cost of performance of the Work is less than $1,021,000.00, then the amounts of Subrecipient and federal funds will be decreased in accordance with the funding ratio described in **A.1**. **This applies to the entire scope of Work.**

C. Maximum Amount Payable

The maximum amount payable to the Subrecipient under this Agreement shall be $1,021,000.00. For CDOT accounting purposes, the federal funds of $1,021,000.00 and the Subrecipient funds of $0.00 will be encumbered for a total encumbrance of $1,021,000.00, unless this amount is increased by an executed amendment before any increased cost is incurred. The total budget is $1,021,000.00, unless this amount is increased by an executed amendment before any increased cost is incurred. The total cost of the Work is the best estimate available, based on the design data as approved at the time of execution of this Agreement, and that any cost is subject to revisions agreed to by the parties prior to bid and award. The maximum amount payable will be reduced without amendment when the actual amount of the Subrecipient's

awarded Agreement is less than the budgeted total of the federal funds and the Subrecipient funds. The maximum amount payable will be reduced through the execution of an Option Letter as described in Section 7. E. of this contract. **This applies to the entire scope of Work.**

D. Single Audit Act Amendment

All state and local government and non-profit organizations receiving $750,000 or more from all funding sources defined as federal financial assistance for Single Audit Act Amendment purposes shall comply with the audit requirements of 2 CFR part 200, subpart F (Audit Requirements) see also, 49 CFR 18.20 through 18.26. The Single Audit Act Amendment requirements applicable to the Subrecipient receiving federal funds are as follows:

i. **Expenditure less than $750,000**
If the Subrecipient expends less than $750,000 in Federal funds (all federal sources, not just Highway funds) in its fiscal year then this requirement does not apply.

ii. **Expenditure of $750,000 or more-Highway Funds Only**
If the Subrecipient expends $750,000 or more, in Federal funds, but only received federal Highway funds (Catalog of Federal Domestic Assistance, CFDA 20.205) then a program specific audit shall be performed. This audit will examine the "financial" procedures and processes for this program area.

iii. **Expenditure of $750,000 or more-Multiple Funding Sources**
If the Subrecipient expends $750,000 or more in Federal funds, and the Federal funds are from multiple sources (FTA, HUD, NPS, etc.) then the Single Audit Act applies, which is an audit on the entire organization/entity.

iv. **Independent CPA**
Single Audit shall only be conducted by an independent CPA, not by an auditor on staff. An audit is an allowable direct or indirect cost.

EXHIBIT B, SAMPLE OPTION LETTER

Paying State Agency
Department of Transportation

Performing State Agency (Subrecipient)
[Insert Subrecipient's Full Legal Name, including "Inc.", "LLC", etc.]

Current Agreement Maximum Amount

Initial Term
Agreement Maximum Amount

State Fiscal Year [20xx]	[$0.00]

Extension Terms

State Fiscal Year [20xx]	[$0.00]
State Fiscal Year [20xx]	[$0.00]
State Fiscal Year [20xx]	[$0.00]
State Fiscal Year [20xx]	[$0.00]
Local Funds	[$0.00]
Total for All Agreement Terms	[$0.00]

Option Letter Number
[Insert the Option Number (e.g. "1" for the first option)]

Original Agreement Number
[Insert CMS number or Other Contract Number of the Original Contract]

Option Agreement Number
[Insert CMS number or Other Contract Number of this Option]

Agreement Performance Beginning Date
[Month, Day, Year

Current Agreement Expiration Date
[Month, Day, Year]

1. **OPTIONS:**
   A. Option to extend for an Extension Term
2. **REQUIRED PROVISIONS:**
   A. **For use with Option 1(A):** In accordance with Section(s) 2.C/2.D of the Original Agreement referenced above, the State hereby exercises its option for an additional term/end of term extension, beginning Insert start date and ending on the current agreement expiration date shown above, at the rates stated in the Original Agreement, as amended.
3. **OPTION EFFECTIVE DATE:**
   A. The effective date of this Option Letter is upon approval of the State Controller or or [Enter date], whichever is later.

STATE OF COLORADO
Jared S. Polis, Governor
Department of Transportation
Shoshana M. Lew, Executive Director

_____
By: [Name & Title of Person Signing for Agency or IHE]
Date: _____

In accordance with §24-30-202, C.R.S., this Option is not valid until signed and dated below by the State Controller or an authorized delegate.
STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

By:_____
[Name of Agency or IHE Delegate-Please delete if agreement will be routed to OSC for approval]

Option Effective Date:_____

EXHIBIT C, FEDERAL PROVISIONS

1. APPLICABILITY OF PROVISIONS.

1.1. The Grant to which these Federal Provisions are attached has been funded, in whole or in part, with an Award of Federal funds. In the event of a conflict between the provisions of these Federal Provisions, the Special Provisions, the body of the Grant, or any attachments or exhibits incorporated into and made a part of the Grant, the provisions of these Federal Provisions shall control.

1.2. The State of Colorado is accountable to Treasury for oversight of their subrecipients, including ensuring their subrecipients comply with federal statutes, Award Terms and Conditions, Treasury's Final Rule, and reporting requirements, as applicable.

1.3. Additionally, any subrecipient that issues a subaward to another entity (2nd tier subrecipient), must hold the 2nd tier subrecipient accountable to these provisions and adhere to reporting requirements.

1.4. These Federal Provisions are subject to the Award as defined in §2 of these Federal Provisions, as may be revised pursuant to ongoing guidance from the relevant Federal or State of Colorado agency or institutions of higher education.

2. DEFINITIONS.

2.1. For the purposes of these Federal Provisions, the following terms shall have the meanings ascribed to them below.

2.1.1. "Award" means an award of Federal financial assistance, and the Grant setting forth the terms and conditions of that financial assistance, that a non-Federal Entity receives or administers.

2.1.2. "Entity" means:

2.1.2.1. a Non-Federal Entity;

2.1.2.2. a foreign public entity;

2.1.2.3. a foreign organization;

2.1.2.4. a non-profit organization;

2.1.2.5. a domestic for-profit organization (for 2 CFR parts 25 and 170 only);

2.1.2.6. a foreign non-profit organization (only for 2 CFR part 170) only);

2.1.2.7. a Federal agency, but only as a Subrecipient under an Award or Subaward to a non-Federal entity (or 2 CFR 200.1); or

2.1.2.8. a foreign for-profit organization (for 2 CFR part 170 only).

2.1.3. "Executive" means an officer, managing partner or any other employee in a management position.

2.1.4. "Expenditure Category (EC)" means the category of eligible uses as defined by the US Department of Treasury in "Appendix 1 of the Compliance and Reporting Guidance, State and Local Fiscal Recovery Funds" report available at www.treasury.gov.

2.1.5. "Federal Awarding Agency" means a Federal agency providing a Federal Award to a Recipient as described in 2 CFR 200.1

2.1.6. "Grant" means the Grant to which these Federal Provisions are attached.

2.1.7. "Grantee" means the party or parties identified as such in the Grant to which these Federal Provisions are attached.

2.1.8. "Non-Federal Entity means a State, local government, Indian tribe, institution of higher education, or nonprofit organization that carries out a Federal Award as a Recipient or a Subrecipient.

2.1.9. "Nonprofit Organization" means any corporation, trust, association, cooperative, or other organization, not including IHEs, that:

2.1.9.1. Is operated primarily for scientific, educational, service, charitable, or similar purposes in the public interest;

2.1.9.2. Is not organized primarily for profit; and

2.1.9.3. Uses net proceeds to maintain, improve, or expand the operations of the organization.

2.1.10. "OMB" means the Executive Office of the President, Office of Management and Budget.

2.1.11. "Pass-through Entity" means a non-Federal Entity that provides a Subaward to a Subrecipient to carry out part of a Federal program.

2.1.12. "Prime Recipient" means the Colorado State agency or institution of higher education identified as the Grantor in the Grant to which these Federal Provisions are attached.

2.1.13. "Subaward" means an award by a Prime Recipient to a Subrecipient funded in whole or in part by a Federal Award. The terms and conditions of the Federal Award flow down to the Subaward unless the terms and conditions of the Federal Award specifically indicate otherwise in accordance with 2 CFR 200.101. The term does not include payments to a Contractor or payments to an individual that is a beneficiary of a Federal program.

2.1.14. "Subrecipient" or "Subgrantee" means a non-Federal Entity (or a Federal agency under an Award or Subaward to a non-Federal Entity) receiving Federal funds through a Prime Recipient to support the performance of the Federal project or program for which the Federal funds were awarded. A Subrecipient is subject to the terms and conditions of the Federal Award to the Prime Recipient, including program compliance requirements. The term does not include an individual who is a beneficiary of a federal program. For SLFRF Grants, a subrecipient relationship continues to exist for Expenditure Category 6.1 Revenue Replacement.

2.1.15. "System for Award Management (SAM)" means the Federal repository into which an Entity must enter the information required under the Transparency Act, which may be found at http://www.sam.gov. "Total Compensation" means the cash and noncash dollar value earned by an Executive during the Prime Recipient's or Subrecipient's preceding fiscal year (see 48 CFR 52.204-10, as prescribed in 48 CFR 4.1403(a)) and includes the following:

2.1.15.1. Salary and bonus;

2.1.15.2. Awards of stock, stock options, and stock appreciation rights, using the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with the Statement of Financial Accounting Standards No. 123 (Revised 2005) (FAS 123R), Shared Based Payments;

2.1.15.3. Earnings for services under non-equity incentive plans, not including group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of Executives and are available generally to all salaried employees;

2.1.15.4. Change in present value of defined benefit and actuarial pension plans;

2.1.15.5. Above-market earnings on deferred compensation which is not tax-qualified;

2.1.15.6. Other compensation, if the aggregate value of all such other compensation (e.g., severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property) for the Executive exceeds $10,000.

2.1.16. "Transparency Act" means the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109-282), as amended by §6202 of Public Law 110-252.

2.1.17. "Uniform Guidance" means the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. The terms and conditions of the Uniform Guidance flow down to Awards to Subrecipients unless the Uniform Guidance or the terms and conditions of the Federal Award specifically indicate otherwise.

2.1.18. "Unique Entity ID Number" means the Unique Entity ID established by the federal government for a Grantee at https://sam.gov/content/home

3. COMPLIANCE.

3.1. Grantee shall comply with all applicable provisions of the Transparency Act and the regulations issued pursuant thereto, all provisions of the Uniform Guidance, and all applicable Federal Laws and regulations required by this Federal Award. Any revisions to such provisions or regulations shall automatically become a part of these Federal Provisions, without the necessity of either party executing any further instrument. The State of Colorado, at its discretion, may provide written notification to Grantee of such revisions, but such notice shall not be a condition precedent to the effectiveness of such revisions.

3.2. Per US Treasury Final Award requirements, grantee programs or services must not include terms or conditions that undermine efforts to stop COVID-19 or discourage compliance with recommendations and CDC guidelines.

4. SYSTEM FOR AWARD MANAGEMENT (SAM) AND UNIQUE ENTITY ID SYSTEM (UEI) REQUIREMENTS.

4.1. SAM. Grantee shall maintain the currency of its information in SAM until the Grantee submits the final financial report required under the Award or receives final payment, whichever is later. Grantee shall review and update SAM information at least annually.

4.2. UEI. Grantee shall provide its Unique Entity ID to its Prime Recipient, and shall update Grantee's information in SAM.gov at least annually.

5. TOTAL COMPENSATION.

5.1. Grantee shall include Total Compensation in SAM for each of its five most highly compensated Executives for the preceding fiscal year if:

5.1.1. The total Federal funding authorized to date under the Award is $30,000 or more; and

5.1.2. In the preceding fiscal year, Grantee received:

5.1.2.1. 80% or more of its annual gross revenues from Federal procurement Agreements and Subcontractors and/or Federal financial assistance Awards or Subawards subject to the Transparency Act; and

5.1.2.2. $30,000,000 or more in annual gross revenues from Federal procurement Agreements and Subcontractors and/or Federal financial assistance Awards or Subawards subject to the Transparency Act; and

5.1.2.3. 5.1.2.3 The public does not have access to information about the compensation of such Executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d) or § 6104 of the Internal Revenue Code of 1986.

6. REPORTING.

6.1. If Grantee is a Subrecipient of the Award pursuant to the Transparency Act, Grantee shall report data elements to SAM and to the Prime Recipient as required in this Exhibit. No direct payment shall be made to Grantee for providing any reports required under these Federal Provisions and the cost of producing such reports shall be included in the Grant price. The reporting requirements in this Exhibit are based on guidance from the OMB, and as such are subject to change at any time by OMB. Any such changes shall be automatically incorporated into this Grant and shall become part of Grantee's obligations under this Grant.

7. EFFECTIVE DATE AND DOLLAR THRESHOLD FOR FEDERAL REPORTING.

7.1. Reporting requirements in §8 below apply to new Awards as of October 1, 2010, if the initial award is $30,000 or more. If the initial Award is below $30,000 but subsequent Award modifications result in a total Award of $30,000 or more, the Award is subject to the reporting requirements as of the date the Award exceeds $30,000. If the initial Award is $30,000 or more, but funding is subsequently de-obligated such that the total award amount falls below $30,000, the Award shall continue to be subject to the reporting requirements. If the total award is below $30,000 no reporting required; if more than $30,000 and less than $50,000 then FFATA reporting is required; and, $50,000 and above SLFRF reporting is required.

7.2. The procurement standards in §9 below are applicable to new Awards made by Prime Recipient as of December 26, 2015. The standards set forth in §11 below are applicable to audits of fiscal years beginning on or after December 26, 2014.

8. SUBRECIPIENT REPORTING REQUIREMENTS. [INTENTIONALLY DELETED]

9. PROCUREMENT STANDARDS.

9.1. Procurement Procedures. A Subrecipient shall use its own documented procurement procedures which reflect applicable State, local, and Tribal laws and applicable regulations, provided that the procurements conform to applicable Federal law and the standards identified in the Uniform Guidance, including without limitation, 2 CFR 200.318 through 200.327 thereof.

9.2. Domestic preference for procurements (2 CFR 200.322). As appropriate and to the extent consistent with law, the non-Federal entity should, to the greatest extent practicable under a Federal award, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). The requirements of this section must be included in all subawards including all Agreements and purchase orders for work or products under this award.

9.3. Procurement of Recovered Materials. If a Subrecipient is a State Agency or an agency of a political subdivision of the State, its Contractors must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR part 247, that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

10. ACCESS TO RECORDS.

10.1. A Subrecipient shall permit Prime Recipient and its auditors to have access to Subrecipient's records and financial statements as necessary for Recipient to meet the requirements of 2 CFR 200.332 (Requirements for pass-through entities), 2 CFR 200.300 (Statutory and national policy requirements) through 2 CFR 200.309 (Period of performance), and Subpart F-Audit Requirements of the Uniform Guidance.

11. SINGLE AUDIT REQUIREMENTS.

11.1. If a Subrecipient expends $750,000 or more in Federal Awards during the Subrecipient's fiscal year, the Subrecipient shall procure or arrange for a single or program-specific audit conducted for that year in accordance with the provisions of Subpart F-Audit Requirements of the Uniform Guidance, issued pursuant to the Single Audit Act Amendments of 1996, (31 U.S.C. 7501-7507). 2 CFR 200.501.

11.1.1. Election. A Subrecipient shall have a single audit conducted in accordance with Uniform Guidance 2 CFR 200.514 (Scope of audit), except when it elects to have a program-specific audit conducted in accordance with 2 CFR 200.507 (Program-specific audits). The Subrecipient may elect to have a program-specific audit if Subrecipient expends Federal Awards under only one Federal program (excluding research and development) and the Federal program's statutes, regulations, or the terms and conditions of the Federal award do not require a financial statement audit of Prime Recipient. A program-specific audit may not be elected for research and development unless all of the Federal Awards expended were received from Recipient and Recipient approves in advance a program-specific audit.

11.1.2. Exemption. If a Subrecipient expends less than $750,000 in Federal Awards during its fiscal year, the Subrecipient shall be exempt from Federal audit requirements for that year, except as noted in 2 CFR 200.503 (Relation to other audit requirements), but records shall be available for review or audit by appropriate officials of the Federal agency, the State, and the Government Accountability Office.

11.1.3. Subrecipient Compliance Responsibility. A Subrecipient shall procure or otherwise arrange for the audit required by Subpart F of the Uniform Guidance and ensure it is properly performed and submitted when due in accordance with the Uniform Guidance. Subrecipient shall prepare appropriate financial statements, including the schedule of expenditures of Federal awards in accordance with 2 CFR 200.510 (Financial statements) and provide the auditor with access to personnel, accounts, books, records, supporting documentation, and other information as needed for the auditor to perform the audit required by Uniform Guidance Subpart F-Audit Requirements.

12. GRANT PROVISIONS FOR SUBRECIPIENT AGREEMENTS.

12.1. In addition to other provisions required by the Federal Awarding Agency or the Prime Recipient, Grantees that are Subrecipients shall comply with the following provisions. Subrecipients shall include all of the following applicable provisions in all Subcontractors entered into by it pursuant to this Grant.

12.1.1. [Applicable to federally assisted construction Agreements.] Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all Agreements that meet the definition of "federally assisted construction Agreement" in 41 CFR Part 60-1.3 shall include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR part 60, Office of Federal Agreement Compliance Programs, Equal Employment Opportunity, Department of Labor.

12.1.2. [Applicable to on-site employees working on government-funded construction, alteration and repair projects.] Davis-Bacon Act. Davis-Bacon Act, as amended (40 U.S.C. 3141-3148).

12.1.3. Rights to Inventions Made Under a grant or agreement. If the Federal Award meets the definition of "funding agreement" under 37 CFR 401.2 (a) and the Prime Recipient or Subrecipient wishes to enter into an Agreement with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the Prime Recipient or Subrecipient must comply with the requirements of 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Agreements and Cooperative Agreements," and any implementing regulations issued by the Federal Awarding Agency.

12.1.4. Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended. Agreements and subgrants of amounts in excess of $150,000 must contain a provision that requires the non-Federal awardees to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Awarding Agency and the Regional Office of the Environmental Protection Agency (EPA).

12.1.5. Debarment and Suspension (Executive Orders 12549 and 12689). A Agreement award (see 2 CFR 180.220) must not be made to parties listed on the government wide exclusions in SAM, in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR part 1986 Comp., p. 189) and 12689 (3 CFR part 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

12.1.6. Byrd Anti-Lobbying Amendment (31 U.S.C. 1352). Contractors that apply or bid for an award exceeding $100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal Agreement, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

12.1.7. Never Contract with the Enemy (2 CFR 200.215). Federal awarding agencies and recipients are subject to the regulations implementing "Never Contract with the Enemy" in 2 CFR part 183. The regulations in 2 CFR part 183 affect covered Agreements, grants and cooperative agreements that are expected to exceed $50,000 within the period of performance, are performed outside the United States and its territories, and are in support of a contingency operation in which members of the Armed Forces are actively engaged in hostilities.

12.1.8. Prohibition on certain telecommunications and video surveillance services or equipment (2 CFR 200.216). Grantee is prohibited from obligating or expending loan or grant funds on certain telecommunications and video surveillance services or equipment pursuant to 2 CFR 200.216.

12.1.9. Title VI of the Civil Rights Act. The Subgrantee, Contractor, Subcontractor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this Agreement (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S. C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CRF Part 22, and herein incorporated by reference and made part of this Agreement or agreement.

13. CERTIFICATIONS.

13.1. Subrecipient Certification. Subrecipient shall sign a "State of Colorado Agreement with Recipient of Federal Recovery Funds" Certification Form in Exhibit E and submit to State Agency with signed grant agreement.

13.2. Unless prohibited by Federal statutes or regulations, Prime Recipient may require Subrecipient to submit certifications and representations required by Federal statutes or regulations on an annual basis. 2 CFR 200.208. Submission may be required more frequently if Subrecipient fails to meet a requirement of the Federal award. Subrecipient shall certify in writing to the State at the end of the Award that the project or activity was completed or the level of effort was expended. 2 CFR 200.201(3). If the required level of activity or effort was not carried out, the amount of the Award must be adjusted.

14. EXEMPTIONS.

14.1. These Federal Provisions do not apply to an individual who receives an Award as a natural person, unrelated to any business or non-profit organization he or she may own or operate in his or her name.

14.2. A Grantee with gross income from all sources of less than $300,000 in the previous tax year is exempt from the requirements to report Subawards and the Total Compensation of its most highly compensated Executives.

15. EVENT OF DEFAULT AND TERMINATION.

15.1. Failure to comply with these Federal Provisions shall constitute an event of default under the Grant and the State of Colorado may terminate the Grant upon 30 days prior written notice if the default remains uncured five calendar days following the termination of the 30-day notice period. This remedy will be in addition to any other remedy available to the State of Colorado under the Grant, at law or in equity.

15.2. Termination (2 CFR 200.340). The Federal Award may be terminated in whole or in part as follows:

15.2.1. By the Federal Awarding Agency or Pass-through Entity, if a Non-Federal Entity fails to comply with the terms and conditions of a Federal Award;

15.2.2. By the Federal awarding agency or Pass-through Entity, to the greatest extent authorized by law, if an award no longer effectuates the program goals or agency priorities;

15.2.3. By the Federal awarding agency or Pass-through Entity with the consent of the Non-Federal Entity, in which case the two parties must agree upon the termination conditions, including the effective date and, in the case of partial termination, the portion to be terminated;

15.2.4. By the Non-Federal Entity upon sending to the Federal Awarding Agency or Pass-through Entity written notification setting forth the reasons for such termination, the effective date, and, in the case of partial termination, the portion to be terminated. However, if the Federal Awarding Agency or Pass-through Entity determines in the case of partial termination that the reduced or modified portion of the Federal Award or Subaward will not accomplish the purposes for which the Federal Award was made, the Federal Awarding Agency or Pass-through Entity may terminate the Federal Award in its entirety; or

15.2.5. By the Federal Awarding Agency or Pass-through Entity pursuant to termination provisions included in the Federal Award.

EXHIBIT D, ADDITIONAL PROGRAM REQUIREMENTS

A. Work

Per 23 CFR 420.111, SUBRECIPIENT shall complete the Work and other obligations as described herein and Exhibit A. Work performed prior to the Effective Date or after the Termination date shall not be considered part of the Work. SUBRECIPIENT shall take all reasonable steps to carry out all activities described and identified in the Statement of Work. The Statement shall include an estimation of anticipated benefits from each program submitted, a Budget, the activity purpose, objectives, major tasks, timeline of expected completion, and an Evaluation process to determine the success of each activity stated in Exhibit A. In addition, SUBRECIPIENT shall be responsible for:

1.) The initial design and implementation of its congestion mitigation and air quality program as outlined in the current TIP;
2.) Monitoring and Evaluating the program effectiveness;
3.) The promotion of congestion mitigation and air quality program(s) by employers;
4.) Submittal of an annual report to CDOT; and,

B. Notice

SUBRECIPIENT shall not commence Work until the date specified by a written notice, which may be electronic, and shall complete the Work within the period specified in the Agreement unless the period or terms thereof are extended according to this Agreement.

C. Staff/Consultant Services

SUBRECIPIENT shall be responsible to select staff/consultant services in compliance with all applicable federal procurement requirements including 23 CFR 172 and 2 CFR 200. Any Request for Proposal (RFP) used by SUBRECIPIENT to secure consultant Services must be reviewed by CDOT before SUBRECIPIENT releases the RFP. CDOT shall have 15 calendar days from the date of receiving the RFP in which to return comments. Responses to CDOT's comments will be provided by SUBRECIPIENT within 15 calendar days of receipt of the comments. SUBRECIPIENT shall notify CDOT in writing before executing any Agreement for consultant Services which utilizes Grant funding.

D. Statement of Work and Budget Amendment

SUBRECIPIENT shall amend Exhibit A in accordance with the terms of this Agreement, when:

1.) Reallocating funds between budget line items in Exhibit A, as permitted pursuant to §5(E); and
2.) Adding or deleting activities listed in Exhibit A to reflect authorized budget line item reallocations permitted pursuant to §5(E).

If any changes to Exhibit A (i) require an increase or decrease to the maximum amount of this Subaward, (ii) change the term of the Agreement, or (iii) exceed the 24.99% threshold in §5(E) for any activity, the Parties must amend this Agreement prior to such change being effective.

E. Limited Availability of Funds

The amount of Federal Funds available to pay for the Work performed by Subrecipient in any one year is limited to the amount of the unused portion of the allocated funds, made available through 23 §USC 104 (b)(3) and (f) as amended, and 49 USC 5303 as amended.

F. Additional Funds Use

Federal Funds shall be used only to reimburse Subrecipient for eligible allowable costs incurred and Subrecipient shall be solely responsible for all costs incurred that are either not allowable or which exceed the funds available in the Agreement as identified herein and/or in the Exhibit A.

G. Billing, Reimbursement, and Allowable Costs

1.) **Reimbursement**

The Parties hereto exprssly recognize that the Subrecipient is to be paid, reimbursed, or otherwise compensated with the funds provided to CDOT by the U.S. Department of Transportation for the purpose of completing the Work and therefore, the Subrecipient expressly understands and agrees that all its rights, demands, and claims to compensation arising under this Agreement are contingent upon receipt of such funds by CDOT.

2.) **Allowable Costs**

CDOT shall not be obligated to use State funds under this Agreement. CDOT's use of Federal Fnds shall be to reimburse Subrecipient for allowable costs incurred by Subrecipient, as defined in this

Agreement. Subrecipient shall be solely responsible for all costs incurred which are not allowable or which exceed the funds available in the Agreement.

H. Allowable and Indirect Costs

Allowable and indirect costs may include but are not limited to those listed in 2 CFR 200, or State Fiscal Rule 2-7: "Official Functions and Training Functions," whichever may apply. However, such costs shall be limited to those costs determined by the CDOT as necessary to directly carry out the Work for this Agreement. In determining the amount of allowable costs, CDOT will exclude:

a) Any costs incurred by the Subrecipient before the execution of the Agreement.

b) Any costs incurred by the Subrecipient that are not included in **Exhibit A**.

c) Any cost incurred by the Subrecipient after the termination date of this Agreement as amended.

d) Memberships, subscriptions, and professional activities, which do not meet the following requirements:

(1). Costs of membership in civic and community, social organizations are allowable as a direct cost with the approval of the federal-awarding agency;

(2). Costs of subscriptions to business, professional, and technical periodicals;

(3). Costs of meetings, conferences, and conventions where the primary purpose is the dissemination of technical information, including meals, transportation, rental of meeting facilities, and other incidental costs; or

(4). Costs of memberships in business, technical, and professional organizations. However, costs of membership in organizations substantially engaged in lobbying are not allowed and thus unallowable.

e) Official Function Expenditures (as defined by Rule 2-7 of the Colorado State Fiscal Rules), which do not qualify as a meeting, conference, meal or other function that is hosted by the MPO or Subrecipient staff and attended by guests and/or other MPO or Subrecipient personnel and held for official MPO or Subrecipient business. Expenditures incurred for official functions shall be approved by the responsible MPO or Subrecipient official.

I. Disallow Costs

CDOT has the right to disallow any costs incurred by the Subrecipient, which are not consistent with this Agreement, or on any activity not in compliance with the authorized Work.

J. Reimbursement Waiver

Subrecipient agrees that reimbursement of any cost under this Agreement does not constitute a final CDOT decision about the allowability of the costs and does not constitute a waiver of any violation by Subrecipient of the terms of this Agreement.

K. Certification

Upon submitting request for reimbursement, the designated representative of the Subrecipient has certified that:

a) The costs are allowable, and therefore reimburseable;

b) The expenditure amount for that time period is correct;

c) The agreed upon Work has been performed and/or Work Product has been produced;

d) All Requests for Proposals and/or Requests for Qualifications have been forwarded to CDOT for review and comment; and

e) Reimbursements are being requested in accordance with the terms of this Agreement.

L. Expenditures

Along with the form requesting reimbursement, the Subrecipient shall include expenditures of Federal Funds for Work. The information shall contain:

i. Budgetted amount;

ii. Expenditures for current billing cycle and year-to-date;

iii. Unexpended balance after current cycle;

iv. Percent expended year-to-date; and

v. Copies of Subcontractors invoices, if applicable.

M. Invoice

CDOT shall pay the Subrecipient's voucher for expenditures incurred in performance of Work, up to the maximum amount described in §7, and elsewhere in this Agreement, subject to conditions specified herein, within 30 days of receipt.

N. Final Report

Within 30 days after the end of the Program period, SUBRECIPIENT will provide to CDOT a final accomplishment report of the activities performed under this Agreement for the completed fiscal year. It shall include, but not be limited to:

1.) Final accompishments by activities; and
2.) Status of uncompleted products; and
3.) Accomplishment of performance measures; and
4.) Actual expenditures for the Program Period.

O. Reporting Guidance

Reporting made for the purpose of this Agreement and its activities shall be done in accordance with 23 CFR Part 420.117, 450 and 2 CFR 200, and any supporting sections or amendments. The provisions of this paragraph do not constitute a waiver of legal and administrative appeals available to SUBRECIPIENT or the State.

P. Monitoring

In accordance with 2 CFR 200 and other applicable standards, the State will monitor all the activities conducted by SUBRECIPIENT pursuant to the terms of this Agreement to assure that the Project is being performed consistent with supporting federal laws and regulations, as amended, to enable the preparation and submission of appropriate reports that will contain at a minimum:

1.) Comparison of actual performance with established goals during the program and once the program is complete;
2.) Progress in meeting schedules;
3.) Comparison of budgeted (approved) amounts and actual costs incurred;
4.) Cost variances to budget;
5.) Approved program revisions; and
6.) Other supporting data.

Q. Performance, Progress, Personnel, and Funds

In responding to these requirements, CDOT will utilize the following steps and procedures to ensure that assigned responsibilities are carried out:

1.) **Monitoring Documents**
CDOT will use the current Statement of Work, and supporting documents, in reviewing the progress being made by SUBRECIPIENT to meet the commitments in this Agreement. The Statement of Work must include all activities, deliverables, and performance measures, and Budgets committed to by SUBRECIPIENT.

2.) **Monitoring Meetings**
Meetings between CDOT and SUBRECIPIENT representatives will be conducted at CDOT's discretion for the purpose of reviewing progress, resource allocations, and billings.

3.) **Progress and Financial Reports**
CDOT will prepare and submit progress and financial reports to the appropriate federal agencies.

R. Noncompliance

Any Product that SUBRECIPIENT has committed to in the Statement of Work not produced and justification not provided in a timely manner in accordance with this agreement, may result in the delay of payment of funds and/or termination as provided under this Agreement. Along with the terms of this Agreement and in accordance with 2 CFR 200, the following steps will be implemented by CDOT:

1.) CDOT representative will meet with SUBRECIPIENT representative to discuss performance.
2.) The CDOT representative will report the progress to the Division of Transportation Development Director.
3.) The Director will issue a decision as to whether performance is satisfactory or unsatisfactory. If performance was determined to have been unsatisfactory, CDOT shall determine if a reduction in allocation is appropriate. SUBRECIPIENT will be notified of any decisions made by CDOT.

S. Additional Requirements for Rights in Data, Documents, and Computer Software

Whenever possible, published material shall acknowledge the financial participation of CDOT and/or the FHWA and other agencies contributing funding to the Work Product. Any published material acknowledging the contribution of the FHWA shall include the federal disclaimer statement: "FUNDED BY THE FHWA". Published materials include any non-internal documents, reports, maps, photographs,

computer software, or like materials that are intended to be viewed by those outside of CDOT, and Subrecipient.

Patents: In addition to the standard patent rights clauses of 37 CFR §401 et. al, and other applicable laws and regulations, CDOT, Subrecipient, and either party's subrecipients are subject to the provisions of 37 CFR part 401, governing patents and inventions whereby "The Subcontractor or Subrecipient will retain all rights provided for the State in this clause, and the State will not, as part of the consideration for awarding the subaward or Agreement, obtain rights in the Subcontractor's or Subrecipient 's subject inventions."

T. 2 CFR 200 Subpart F

In accordance with the provisions of 2 CFR 200: "Audits of States, Local Governments, and Nonprofit Organizations", all nonfederal entities including state and local government and non-profit organizations, receiving more than $750,000 from all federal financial assistance funding sources, shall comply with the audit requirements of 2 CFR 200. Compliance with 2 CFR 200 is required in the following manner:

a) If the Subcontractor expends less than $750,000 in Federal funds (all federal sources, not just Highway funds) in its fiscal year then this requirement does not apply.

b) If the Subcontractor expends more than $750,000 in Federal funds, but only received federal Highway funds (Catalog of Federal Domestic Assistance, CFDA 20.205) then a program specific audit shall be performed. This audit will examine the "financial" procedures and processes for this program area.

c) If the Subcontractor expends more than $750,000 in federal funds, and the federal funds are from multiple sources (FTA, HUD, NPS, etc.) then the Single Audit Act applies, which is an audit on the entire organization/entity.

d) Single Audit can only be conducted by an independent auditor in accordance with generally accepted government auditing standards covering financial audits (2 CFR 200). An audit is an allowable direct or indirect cost.

U. Final Audit Report

If an audit is performed on Subrecipient's records for any fiscal year covering a portion of the term of this Agreement, Subrecipient shall submit a copy of the final audit report to CDOT or its principal representative at the address specified herein.

EXHIBIT E, TITLE VI – CIVIL RIGHTS

Nondiscrimination Requirements

Subrecipient shall not exclude from participation in, deny the benefits of, or subject to discrimination any person in the United States on the ground of race, color, national origin, sex, age or disability.

Subrecipient shall abide by all applicable federal and state nondiscrimination laws and regulations, including but not limited to, Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d et seq.; The Civil Rights Restoration Act of 1987, Pub. L. No. 100-259, 102 Stat. 28; 49 CFR Part 21: Nondiscrimination in Federally-Assisted Programs of the Department of Transportation; 23 CFR Part 200: Title VI Program and Related Statutes - Implementation and Review Procedures; Title II of the Americans with Disabilities Act of 1990, 42 U.S.C §§12101 - 12213; Rehabilitation Act of 1973 § 504, 29 U.S.C § 794; 49 CFR Part 27: Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Assistance; 28 CFR Part 35: Nondiscrimination on the Basis of Disability in State and Local Government Services; 49 CFR Part 28: Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.

As a condition of federal financial assistance, Subrecipient shall develop and maintain a Title VI Program in accordance with the "Requirements for FHWA Subrecipients" set forth in CDOT's Title VI Program Plan. Subrecipient shall also facilitate compliance with Executive Order 12898 and DOT Order 5610.2(a) by incorporating the principles of environmental justice in planning, project development and public outreach in accordance with applicable CDOT and FHWA guidance.

In any contract utilizing federal funds, land, or other federal aid, Subrecipient shall require the federal-aid recipient or contractor to provide a statement of written assurance that they will comply with Section 504 and not discriminate on the basis of disability. Subrecipient shall develop and maintain an ADA Program in accordance with 28 CFR Part 35, Nondiscrimination on the Basis of Disability in State and Local Government Services and any other requirements established by CDOT for FHWA subrecipients.

Disadvantaged Business Enterprise Requirements

The requirements of 49 CFR Part 26 and CDOT's DOT-approved DBE program are incorporated by reference into this agreement. Subrecipient shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. Subrecipient shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted Agreement. Failure by Subrecipient to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as CDOT deems appropriate. Subrecipient must include this assurance in all DOT-assisted contracts.

Prompt Payment

Subrecipient shall require that all contractors pay subcontractors for satisfactory performance of work no later than 30 days after the receipt of payment for that work from the contractor. If Subrecipient allows contractors to withhold retainage from subcontractors, retainage shall be released within 30 days from the date the work is satisfactorily completed.

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

August 24, 2023

Members Present: Council Member (CM) Juan Marcano, Chair; Council Member (CM) Angela Lawson, Vice-Chair, Council Member (CM) Ruben Medina; Council Member (CM) Francoise Bergan

Others Present: Carlie Campuzano, Elly Watson, Julie Patterson, Traci Burton, Rachel Allen, Brian Rulla, James Paral, Lynne Center, Ryan Germeroth, Tom Worker-Braddock, Mac Callison, Mindy Parnes, Huiliang Liu, Haley Busch Johansen, Michelle Gardner, Cindy Colip, Laura Perry, and Scott Bauman

---

1. WELCOME AND INTRODUCTION

---

2. APPROVAL OF MINUTES

The minutes for the July 27, 2023 TAPS meeting were approved as written.

---

3. CONSENT ITEMS (None)

---

4. GENERAL BUSINESS

4.a. DRCOG 2024-2027 Regional Transportation Operations and Technology Set-Aside Application Update

Summary of Issue and Discussion:

Carlie Campuzano, Traffic Manager in the Public Works Department, presented on recent grant applications they submitted the previous month that were part of the DRCOG Regional Transportation Operations and Technology Set-Aside Program. She said this program was focused on transportation technology projects. She stated the three applications they submitted were to upgrade the traffics signal communication system, create a traffic management center, and upgrade different traffic signal equipment. The three projects totaled $2.8 million with a local match of approximately $700,000. Ms. Campuzano said the applications were being scored and reviewed and they were hoping to hear back next month.

Ms. Campuzano gave some background on how their system operated and initiatives they were working with as far as fiber. She stated that the city has a lot of traffic signals and other field devices, and staff needs to bring back data from them. She said traffic signals currently operate on a wireless network comprised of radios throughout the city, but the overall bandwidth of the communications

network is limited, which limits the type of data that can be brought back. She said staff has identified the need for fiber to bolster the existing communications system. She said the Public Works Department kicked off a fiber master plan project in 2021, and they pulled resources together along with Aurora Water and Aurora IT to create the plan. She said they were working with a consultant on a fiber master plan and planned on presenting it later in the year. Ms. Campuzano showed maps of where the city would benefit from fiber. She noted a high priority segment for them was connecting different city facilities along Chambers Rd and Smoky Hill Pkwy. She pointed out that it would not happen overnight as the total cost is about 80 million dollars for City-wide fiber. Ms. Campuzano said they identified a potential cost sharing opportunity with CDOT, because they already have fiber along I-225, I-70, and Colfax, and CDOT is open to letting the city use 8 strands of fiber for City traffic and IT purposes. She said City staff drafted a proposal and submitted it to CDOT earlier in the year, which they reviewed and approved. She said it would help the City improve data reliability and capacity.

Ms. Campuzano discussed the grant application for a communications infrastructure upgrade, which was aimed at doing the connection work needed to connect to the CDOT fiber. She said staff are working on a formal agreement with CDOT that would be presented in a few months as an IGA. She stated it would allow the city to connect 12 traffic signals and two city facilities. She also spoke about the application for equipment for the traffic management center (TMC), which would pay for a lot of the hardware needed for a future TMC. She also talked about the application to purchase different hardware equipment, including 42 video detection units and battery backup power supplies.

Committee Discussion:
CM Lawson thanked C. Campuzano for the presentation. She asked if they looked at the future growth of the city and any needs they would have.

Ms. Campuzano said they did have a portion of the fiber master plan and extra maps that addressed the area of the city that was growing. She said that staff already updated design standards to require developers to install conduit proactively as a part of new projects.

CM Lawson stated that was good to know. She said it was a little concerning that the older part of the city was going to be more difficult to make it happen and hoped they would examine that to make sure everything is somewhat on a level playing field for everyone in the city.

CM Marcano asked if it was eligible for federal grant funding with the broadband money they recently approved.

Cindy Colip stated that she did not know, but staff would reach out to Scott Newman in IT.

CM Marcano asked if they were still looking to lease broadband access to other providers or explore municipal broadband in the future.

Ms. Campuzano said that was something Scott was looking at and they would have him there to provide answers when they present the Fiber Master Plan. She said they tried to overestimate quantities in order to lease out strands, so it was a consideration.

Outcome: Information only.

Follow-up Action: No follow-up needed.

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

June 26, 2024

Members Present:	Council Member (CM) Stephanie Hancock, Chair; Council Member (CM) Francoise Bergan, Vice-Chair; Council Member (CM) Angela Lawson, Member
Others Present:	Carlie Campuzano, Julie Patterson, Ryan Germeroth, Mac Callison, Huiliang Liu, Haley Busch Johansen, Laura Perry, Cathy Valencia, Mindy Parnes, Stephanie Sinclair, Adrian Morris, Traci Burton, Jeannine Rustad, Marc Tamburro, Brian Rulla, Nicholas Johnson, Daniel Clark, Hector Reynoso, Rachel Allen, Michelle Gardner
Guest:	Keith Borsheim

1. WELCOME AND INTRODUCTION

2. APPROVAL OF MAY 16, 2024 MEETING MINUTES

3. CONSENT ITEMS (None)

4. GENERAL BUSINESS

4.a. Consideration to Approve a Resolution for the IGA with CDOT for the Aurora Traffic Signal Equipment Upgrade Project

Summary of Issue and Discussion:

Carlie Campuzano, Traffic Manager, asked for consideration and approval for a resolution for the IGA (Intergovernmental Agreement) with Colorado Department of Transportation (CDOT) for the Aurora Traffic Signal Equipment Upgrade Project. This is for a grant project applied for through DRCOG (Denver Regional Council of Governments) for the Regional Transportation Operations and Technology set-side program that is administered by CDOT. C. Campuzano noted that they applied for three different grant projects for traffic items and received funding for all three, which are for communications infrastructure, traffic management center, and this project, which is for traffic signal equipment upgrades. Staff selected 42 locations to upgrade multimodal detection units which provide data and metrics as well as 42 backup power supply units. The federal funding will procure the hardware and internal staff will phase in the installations.

Committee Discussion:
CM Bergan asked what the criteria was for choosing the 42 locations.

C. Campuzano responded that the locations were determined primarily based on which corridors were eligible, but they tend to be high volume and higher crash locations.

CM Lawson inquired if there was any regional coordination to do something on Parker Road.

C. Campuzano said there was a lot of multijurisdictional coordination, and the there is a city-wide safety action plan coming up which includes all of Aurora that is funded by DRCOG. She said she would bring forward updates on that next year.

Outcome: The Committee recommended the item move forward to Study Session.

Follow-up Action: Staff will move the item forward to Study Session.

4.b. Consideration to Approve a Resolution for the IGA with CDOT for the Main Task Order for Fiber and Equipment Exchange

Summary of Issue and Discussion:
Carlie Campuzano, Traffic Manager, asked for consideration and approval for a resolution for the IGA with CDOT for the Main Task Order for Fiber and Equipment Exchange, which will also set them up for a future option letter for a construction project. Through the Fiber Master Plan process, staff set goals and strategies for deploying fiber in the city and coordinated with external stakeholders. This coordination included the identification of a high priority sharing opportunity with CDOT. This IGA is the Main Task Order that defines how fiber and equipment will be shared between Aurora and CDOT, and it does not involve any funding.

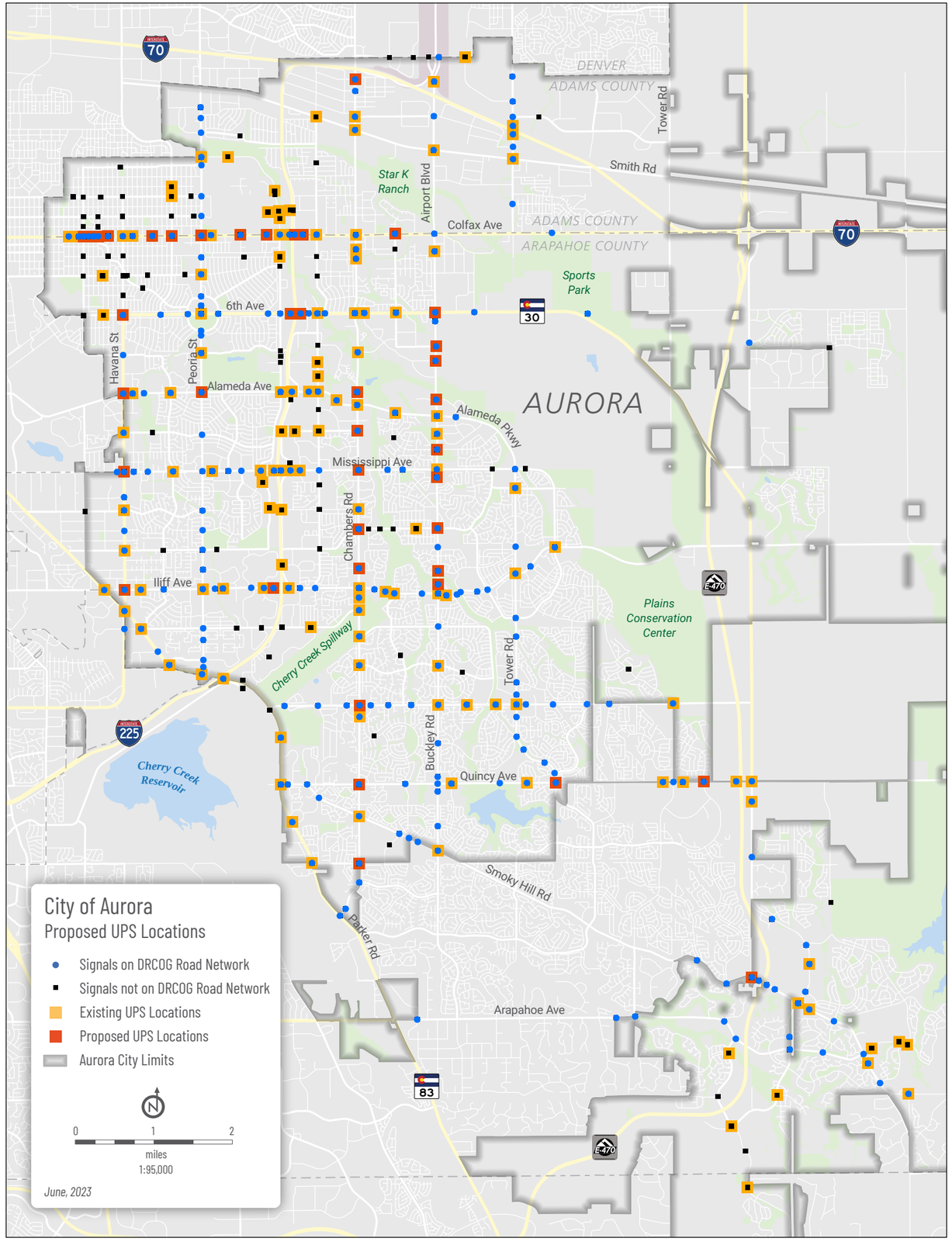
Committee Discussion: None.

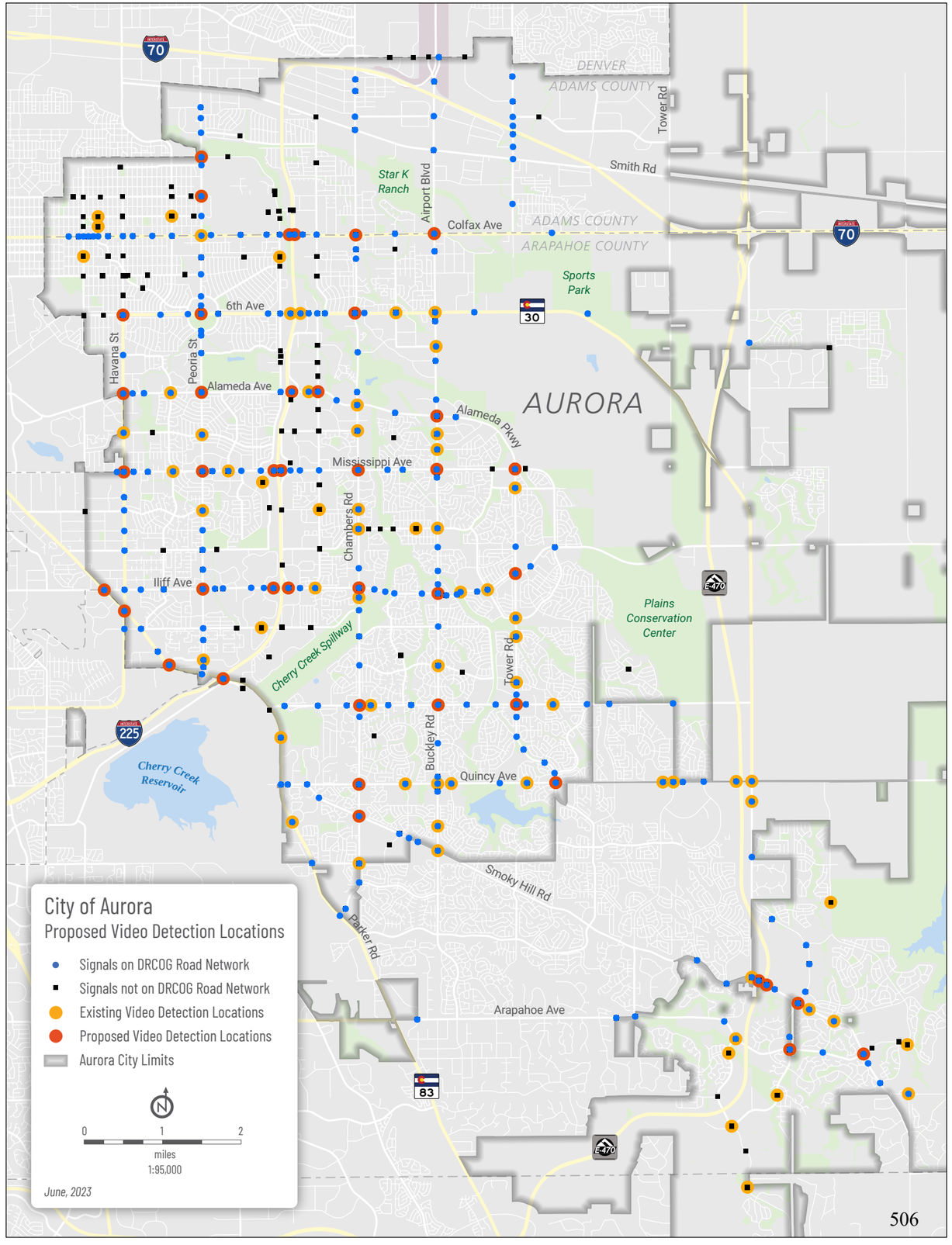
Outcome: The Committee recommended the item move forward to Study Session.

Follow-up Action: Staff will move the item forward to Study Session.

4.c. Connecting Aurora - Aurora Citywide Multimodal Transportation Master Plan Project Update

Summary of Issue and Discussion:
Keith Borsheim, Consultant Project Manager, gave an update on Connecting Aurora, the Citywide Multimodal Transportation Master Plan Project. They are 85 to 90% done with existing conditions analysis, have completed the first round of public engagement, and hope to present the draft vision, mission, and goals to Council next month. The project team hosted four in-person open houses, an online open house, an online map, and attended six community events and popups. They also had extensive engagement efforts through social-media, newsletters, flyers, post cards and traditional media coverages, etc., and received great feedback. The feedback showed that people feel somewhat safe in a vehicle, but somewhat unsafe with other non-vehicle modes of transportation. Regarding vehicle travel, they heard about driving challenges, important factors on why people travel in a car, and how often and how long people are traveling via a vehicle. For walking, they heard about what prevents people from walking and what desired sidewalk improvements are. For biking, they heard about what prevents people from biking and what desired bikeway improvements are. On the public transit, they found that most people do not use


DENVER
ADAMS COUNTY
ARAPAHOE COUNTY
AURORA
Star K Ranch
Sports Park
Plains Conservation Center
Cherry Creek Reservoir
Cherry Creek Spillway
Tower Rd
Smith Rd
Airport Blvd
Colfax Ave
6th Ave
Havana St
Peoria St
Alameda Ave
Alameda Pkwy
Mississippi Ave
Chambers Rd
Iliff Ave
Buckley Rd
Quincy Ave
Smoky Hill Rd
Parker Rd
Arapahoe Ave
70
225
30
83
E-470
City of Aurora
Proposed UPS Locations
Signals on DRCOG Road Network
Signals not on DRCOG Road Network
Existing UPS Locations
Proposed UPS Locations
Aurora City Limits
0
1
2
miles
1:95,000
June, 2023


DENVER
ADAMS COUNTY
ARAPAHOE COUNTY
AURORA
Star K Ranch
Sports Park
Plains Conservation Center
Cherry Creek Reservoir
Cherry Creek Spillway
Tower Rd
Smith Rd
Airport Blvd
Colfax Ave
6th Ave
Havana St
Peoria St
Alameda Ave
Alameda Pkwy
Mississippi Ave
Chambers Rd
Iliff Ave
Buckley Rd
Quincy Ave
Smoky Hill Rd
Parker Rd
Arapahoe Ave
70
225
30
83
E-470
City of Aurora
Proposed Video Detection Locations
Signals on DRCOG Road Network
Signals not on DRCOG Road Network
Existing Video Detection Locations
Proposed Video Detection Locations
Aurora City Limits
0
1
2
miles
1:95,000
June, 2023

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

STATE OF COLORADO INTERGOVERNMENTAL AGREEMENT
Signature and Cover Page

State Agency Department of Transportation			**Agreement Routing Number** 24-HA1-XC-00048
Local Agency CITY OF AURORA			**Agreement Effective Date** The later of the effective date or April 03, 2024
Agreement Description FY25 Aurora Traffic Signal Equipment Upgrade			**Agreement Expiration Date** April 02, 2034
Project # STU M055-072 (26185)	**Region #** R1	**Contract Writer** DMM	**Agreement Maximum Amount** $1,021,000.00

THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

Each person signing this Agreement represents and warrants that he or she is duly authorized to execute this Agreement and to bind the Party authorizing his or her signature.

LOCAL AGENCY
CITY OF AURORA

DocuSigned by:
Mike Coffman
6BED1A94972549D...
By: Mike Coffman, Mayor

Date: 10/17/2024

STATE OF COLORADO
Jared S. Polis, Governor
Department of Transportation
Shoshana M. Lew, Executive Director

DocuSigned by:
Keith Stefanik
63C1E827D40E4B3...
Keith Stefanik, P.E., Chief Engineer

Date: 10/18/2024

Additional Local Agency Signatures

Attested:
DocuSigned by:
Kadee Rodriguez
00BFFB2D180A492...
Kadee Rodriguez, City Clerk

Date: 10/18/2024

Approved as to Form:
DocuSigned by:
Michelle Gardner
CC19FD03C0C749A...
Michelle Gardner, Sr. Assistant City Attorney

Date: 10/17/2024

LEGAL REVIEW
Philip J. Weiser, Attorney General

N/A
Assistant Attorney General

By: (Print Name and Title)

Date:

In accordance with §24-30-202 C.R.S., this Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.

STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

By: DocuSigned by:
Lori Copeland
BDA801C5CFAC478...
Department of Transportation

Effective Date: 10/18/2024

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

TABLE OF CONTENTS

1. PARTIES 2
2. TERM AND EFFECTIVE DATE 2
3. AUTHORITY 3
4. PURPOSE 4
5. DEFINITIONS 4
6. SCOPE OF WORK 7
7. PAYMENTS 11
8. REPORTING - NOTIFICATION 15
9. LOCAL AGENCY RECORDS 16
10. CONFIDENTIAL INFORMATION-STATE RECORDS 17
11. CONFLICTS OF INTEREST 18
12. INSURANCE 18
13. BREACH 20
14. REMEDIES 21
15. DISPUTE RESOLUTION 22
16. NOTICES AND REPRESENTATIVES 23
17. RIGHTS IN WORK PRODUCT AND OTHER INFORMATION 23
18. GOVERNMENTAL IMMUNITY 24
19. STATEWIDE CONTRACT MANAGEMENT SYSTEM 24
20. GENERAL PROVISIONS 25
21. COLORADO SPECIAL PROVISIONS (COLORADO FISCAL RULE 3-3) 27
22. FEDERAL REQUIREMENTS 29
23. DISADVANTAGED BUSINESS ENTERPRISE (DBE) 29

EXHIBIT A, SCOPE OF WORK
EXHIBIT B, SAMPLE OPTION LETTER
EXHIBIT C, FUNDING PROVISIONS (Budget)
EXHIBIT D, LOCAL AGENCY RESOLUTION
EXHIBIT E, LOCAL AGENCY AGREEMENT ADMINISTRATION CHECKLIST
EXHIBIT F, CERTIFICATION FOR FEDERAL-AID AGREEMENTS
EXHIBIT G, DISADVANTAGED BUSINESS ENTERPRISE
EXHIBIT H, LOCAL AGENCY PROCEDURES FOR CONSULTANT SERVICES
EXHIBIT I, FEDERAL-AID AGREEMENT PROVISIONS FOR CONSTRUCTION AGREEMENTS
EXHIBIT J, ADDITIONAL FEDERAL REQUIREMENTS
EXHIBIT K, FFATA SUPPLEMENTAL FEDERAL PROVISIONS
EXHIBIT L, SAMPLE SUBRECIPIENT MONITORING AND RISK ASSESSMENT FORM
EXHIBIT M, OMB UNIFORM GUIDANCE FOR FEDERAL AWARDS
EXHIBIT N, FEDERAL TREASURY PROVISIONS
EXHIBIT O, AGREEMENT WITH SUBRECIPIENT OF FEDERAL RECOVERY FUNDS
EXHIBIT P, SLFRF SUBRECIPIENT QUARTERLY REPORT
EXHIBIT Q, SLFRF REPORTING MODIFICATION FORM
EXHIBIT R, APPLICABLE FEDERAL AWARDS
EXHIBIT S, PII CERTIFICATION
EXHIBIT T, CHECKLIST OF REQUIRED EXHIBITS DEPENDENT ON FUNDING SOURCE

1. PARTIES

This Agreement is entered into by and between Local Agency named on the Signature and Cover Page for this Agreement ("Local Agency"), and the STATE OF COLORADO acting by and through the State agency named on the Signature and Cover Page for this Agreement (the "State" or "CDOT"). Local Agency and the State agree to the terms and conditions in this Agreement.

2. TERM AND EFFECTIVE DATE

A. Effective Date

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

This Agreement shall not be valid or enforceable until the Effective Date, and Agreement Funds shall be expended within the dates shown in **Exhibit C** for each respective phase ("Phase Performance Period(s)"). The State shall not be bound by any provision of this Agreement before the Effective Date, and shall have no obligation to pay Local Agency for any Work performed or expense incurred before 1) the Effective Date of this original Agreement; except as described in **§7.D**; 2) before the encumbering document for the respective phase *and* the official Notice to Proceed for the respective phase; or 3) after the Final Phase Performance End Date, as shown in **Exhibit C**. Additionally, the State shall have no obligation to pay Local Agency for any Work performed or expense incurred after the Agreement Expiration Date or after required billing deadline specified in **§7.B.i.e**., or the expiration of "Special Funding" if applicable, whichever is sooner. The State's obligation to pay Agreement Funds exclusive of Special Funding will continue until the Agreement Expiration Date. If Agreement Funds expire before the Agreement Expiration Date, then no payments will be made after expiration of Agreement Funds.

B. Initial Term and Extension

The Parties' respective performances under this Agreement shall commence on the Agreement Effective Date shown on the Signature and Cover Page for this Agreement and shall terminate on April 02, 2034 as shown on the Signature and Cover Page for this Agreement, unless sooner terminated or further extended in accordance with the terms of this Agreement. Upon request of Local Agency, the State may, in its sole discretion, extend the term of this Agreement by Option Letter pursuant **§7.E.iv**. If the Work will be performed in multiple phases, the period of performance start and end date of each phase is detailed under the Project Schedule in **Exhibit C**.

C. Early Termination in the Public Interest

The State is entering into this Agreement to serve the public interest of the State of Colorado as determined by its Governor, General Assembly, or Courts. If this Agreement ceases to further the public interest of the State, and this ARPA Award is not appropriated, or otherwise become unavailable to fund this ARPA Award the State, in its discretion, may terminate this Agreement in whole or in part. This subsection shall not apply to a termination of this Agreement by the State for breach by Local Agency, which shall be governed by **§14.A.i.**

i. Method and Content

The State shall notify Local Agency by providing written notice to Local Agency of the termination and be in accordance with **§16.** The notice shall specify the effective date of the termination and whether it affects all or a portion of this Agreement.

ii. Obligations and Rights

Upon receipt of a termination notice for termination in the public interest, Local Agency shall be subject to **§14.A.i.a**

iii. Payments

If the State terminates this Agreement in the public interest, the State shall pay Local Agency an amount equal to the percentage of the total reimbursement payable under this Agreement that corresponds to the percentage of Work satisfactorily completed and accepted, as determined by the State, less payments previously made. Additionally, if this Agreement is less than 60% completed, as determined by the State, the State may reimburse Local Agency for a portion of actual out-of-pocket expenses, not otherwise reimbursed under this Agreement, incurred by Local Agency which are directly attributable to the uncompleted portion of Local Agency's obligations, provided that the sum of any and all reimbursement shall not exceed the maximum amount payable to Local Agency hereunder. This subsection shall not apply to a termination of this ARPA Award by the State for breach by Local Agency.

D. Local Agency Termination Under Federal Requirements

Local Agency may request termination of the ARPA Award by sending notice to the State, which includes the effective date of the termination. If this ARPA Award is terminated in this manner, then Local Agency shall return any advanced payments made for work that will not be performed prior to the effective date of the termination.

3. AUTHORITY

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Authority to enter into this Agreement exists in the law as follows:

A. Federal Authority

Pursuant to Title I, Subtitle A, of the "Fixing America's Surface Transportation Act" (FAST Act) of 2015, and to applicable provisions of Title 23 of the United States Code and implementing regulations at Title 23 of the Code of Federal Regulations, as may be amended, (collectively referred to hereinafter as the "Federal Provisions"), certain federal funds have been and are expected to continue to be allocated for transportation projects requested by Local Agency and eligible under the Surface Transportation Improvement Program that has been proposed by the State and approved by the Federal Highway Administration ("FHWA").

Pursuant to Title VI of the Social Security Act, Section 602 of the "Coronavirus State and Local Fiscal Recovery Funds", a part of the American Rescue Plan, provides state, local and Tribal governments with the resources needed to respond to the pandemic and its economic effects and to build a stronger, more equitable economy during the recovery.

B. State Authority

Pursuant to CRS §43-1-223 and to applicable portions of the Federal Provisions, the State is responsible for the general administration and supervision of performance of projects in the Program, including the administration of federal funds for a Program project performed by a Local Agency under a contract with the State. This Agreement is executed under the authority of CRS §§29-1-203, 43-1-110; 43-1-116, 43-2-101(4)(c) and 43-2-104.5.

4. PURPOSE

The purpose of this Agreement is to disburse Federal funds to the Local Agency pursuant to CDOT's Stewardship Agreement with the FHWA and/or USDT as shown in **Exhibit C**.

5. DEFINITIONS

The following terms shall be construed and interpreted as follows:

A. "**Agreement**" means this agreement, including all attached Exhibits, all documents incorporated by reference, all referenced statutes, rules and cited authorities, and any future modifications thereto.

B. "**Agreement Funds**" means the funds that have been appropriated, designated, encumbered, or otherwise made available for payment by the State under this Agreement.

C. "**ARPA**" means American Rescue Plan Act, funded by the US Department of the Treasury ("USDT"). See "SLFRF" below.

D. "**Award**" means an award by a Recipient to a Subrecipient funded in whole or in part by a Federal Award. The terms and conditions of the Federal Award flow down to the Award unless the terms and conditions of the Federal Award specifically indicate otherwise.

E. "**Budget**" means the budget for the Work described in **Exhibit C**.

F. "**Business Day**" means any day in which the State is open and conducting business, but shall not include Saturday, Sunday or any day on which the State observes one of the holidays listed in §24-11-101(1) C.R.S..

G. "**Chief Procurement Officer**" means the individual to whom the Executive Director has delegated his or her authority pursuant to §24-102-202 to procure or supervise the procurement of all supplies and services needed by the State.

H. "**CJI**" means criminal justice information collected by criminal justice agencies needed for the performance of their authorized functions, including, without limitation, all information defined as criminal justice information by the U.S. Department of Justice, Federal Bureau of Investigation, Criminal Justice Information Services Security Policy, as amended and all Criminal Justice Records as defined under §24-72-302, C.R.S.

I. "**Consultant**" means a professional engineer or designer hired by Local Agency to design the Work Product.

J. "**Contractor**" means the general construction contractor hired by Local Agency to construct the Work.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

K. "**CORA**" means the Colorado Open Records Act, §§24-72-200.1 *et. seq.*, C.R.S.

L. "**Effective Date**" means the date on which this Agreement is approved and signed by the Colorado State Controller or designee, as shown on the Signature and Cover Page for this Agreement.

M. "**Evaluation**" means the process of examining Local Agency's Work and rating it based on criteria established in **§6, Exhibit A** and **Exhibit E**.

N. "**Exhibits**" means the following exhibits attached to this Agreement:

i. **Exhibit A**, Scope of Work.
ii. **Exhibit B**, Sample Option Letter.
iii. **Exhibit C**, Funding Provisions
iv. **Exhibit D**, Local Agency Resolution
v. **Exhibit E**, Local Agency Contract Administration Checklist
vi. **Exhibit F**, Certification for Federal-Aid Contracts
vii. **Exhibit G**, Disadvantaged Business Enterprise
viii. **Exhibit H**, Local Agency Procedures for Consultant Services
ix. **Exhibit I**, Federal-Aid Contract Provisions for Construction Contracts
x. **Exhibit J**, Additional Federal Requirements
xi. **Exhibit K**, The Federal Funding Accountability and Transparency Act of 2006 (FFATA) Supplemental Federal Provisions
xii. **Exhibit L**, Sample Sub-Recipient Monitoring and Risk Assessment Form
xiii. **Exhibit M**, Supplemental Provisions for Federal Awards Subject to The Office of Management and Budget Uniform Administrative Requirements, Cost principles, and Audit Requirements for Federal Awards (the "Uniform Guidance")
xiv. **Exhibit N**, Federal Treasury Provisions
xv. **Exhibit O**, Agreement with Subrecipient of Federal Recovery Funds
xvi. **Exhibit P**, SLFRF Subrecipient Quarterly Report
xvii. **Exhibit Q**, SLFRF Reporting Modification Form
xviii. **Exhibit R**, Applicable Federal Awards
xix. **Exhibit S**, PII Certification
xx. **Exhibit T**, Checklist of Required Exhibits Dependent on Funding Source

O. "**Expiration Date**" means the date on which this Agreement expires, as shown on the Signature and Cover Page for this Agreement.

P. "**Extension Term**" means the period of time by which the ARPA Expiration Date is extended by the State through delivery of an updated ARPA Letter.

Q. "**Federal Award**" means an award of Federal financial assistance or a cost-reimbursement contract under the Federal Acquisition Requirements by a Federal Awarding Agency to a Recipient. "Federal Award" also means an agreement setting forth the terms and conditions of the Federal Award. The term does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program.

R. "**Federal Awarding Agency**" means a Federal agency providing a Federal Award to a Recipient. The US Department of the Treasury is the Federal Awarding Agency for the Federal Award, which may be the subject of this Agreement.

S. "**FHWA**" means the Federal Highway Administration, which is one of the twelve administrations under the Office of the Secretary of Transportation at the U.S. Department of Transportation. FHWA provides stewardship over the construction, maintenance and preservation of the Nation's highways and tunnels. FHWA is the Federal Awarding Agency for the Federal Award which is the subject of this Agreement.

T. "**Goods**" means any movable material acquired, produced, or delivered by Local Agency as set forth in this Agreement and shall include any movable material acquired, produced, or delivered by Local Agency in connection with the Services.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

U. "**Incident**" means any accidental or deliberate event that results in or constitutes an imminent threat of the unauthorized access or disclosure of State Confidential Information or of the unauthorized modification, disruption, or destruction of any State Records.

V. "**Initial Term**" means the time period defined in **§2.B**.

W. "**Local Funds**" means the funds provided by the Local Agency as their obligated contribution to the federal and/or State Awards to receive the federal and/or State funding.

X. "**Notice to Proceed**" means the letter issued by the State to the Local Agency stating the date the Local Agency can begin work subject to the conditions of this Agreement.

Y. "**OMB**" means the Executive Office of the President, Office of Management and Budget.

Z. "**Oversight**" means the term as it is defined in the Stewardship Agreement between CDOT and the FHWA.

AA. "**Party**" means the State or Local Agency, and "**Parties**" means both the State and Local Agency.

BB. "**PCI**" means payment card information including any data related to credit card holders' names, credit card numbers, or the other credit card information as may be protected by state or federal law.

CC. "**PHI**" means any protected health information, including, without limitation any information whether oral or recorded in any form or medium: **(i)** that relates to the past, present or future physical or mental condition of an individual; the provision of health care to an individual; or the past, present or future payment for the provision of health care to an individual; and **(ii)** that identifies the individual or with respect to which there is a reasonable basis to believe the information can be used to identify the individual. PHI includes, but is not limited to, any information defined as Individually Identifiable Health Information by the federal Health Insurance Portability and Accountability Act.

DD. "**PII**" means personally identifiable information including, without limitation, any information maintained by the State about an individual that can be used to distinguish or trace an individual's identity, such as name, social security number, date and place of birth, mother's maiden name, or biometric records; and any other information that is linked or linkable to an individual, such as medical, educational, financial, and employment information. PII includes, but is not limited to, all information defined as personally identifiable information in §24-72-501 C.R.S. "PII" shall also mean "personal identifying information" as set forth at § 24-74-102, et. seq., C.R.S.

EE. "**Recipient**" means the Colorado Department of Transportation (CDOT) for this Federal Award.

FF. "**Services**" means the services to be performed by Local Agency as set forth in this Agreement and shall include any services to be rendered by Local Agency in connection with the Goods.

GG. "**SLFRF**" means State and Local Fiscal Recovery Funds, provided by ARPA, funded by the US Treasury Department.

HH. "**Special Funding**" means an award by Federal agency or the State which may include but is not limited to one or a combination of Multimodal Transportation & Mitigation Options Funding, Revitalizing Main Streets, Safer Main Streets, Stimulus Funds, Coronavirus Response and Relief Supplemental Funds, ARPA, SLFRF, or COVID Relief.

II. "**State Confidential Information**" means any and all State Records not subject to disclosure under CORA. State Confidential Information shall include, but is not limited to, PII and State personnel records not subject to disclosure under CORA.

JJ. "**State Fiscal Rules**" means the fiscal rules promulgated by the Colorado State Controller pursuant to §24-30-202(13)(a).

KK. "**State Fiscal Year**" means a 12-month period beginning on July 1 of each calendar year and ending on June 30 of the following calendar year. If a single calendar year follows the term, then it means the State Fiscal Year ending in that calendar year.

LL. "**State Purchasing Director**" means the position described in the Colorado Procurement Code and its implementing regulations.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

MM. "**State Records**" means any and all State data, information, and records, regardless of physical form, including, but not limited to, information subject to disclosure under CORA.

NN. "**Sub-Award**" means this Award by the State to Local Agency funded in whole or in part by a Federal Award. The terms and conditions of the Federal Award flow down to this Sub-Award unless the terms and conditions of the Federal Award specifically indicate otherwise.

OO. "**Subcontractor**" means third parties, if any, engaged by Local Agency to aid in performance of the Work.

PP. "**Subrecipient**" means a non-Federal entity that receives a sub-award from a Recipient to carry out part of a Federal program but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other Federal Awards directly from a Federal Awarding Agency.

QQ. "**Tax Information**" means Federal and State of Colorado tax information including, without limitation, Federal and State tax returns, return information, and such other tax-related information as may be protected by Federal and State law and regulation. Tax Information includes but is not limited to all information defined as Federal tax Information in Internal Revenue Service Publication 1075.

RR. "**Uniform Guidance**" means the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, which supersedes requirements from OMB Circulars A-21, A-87, A-110, A-122, A-89, A-102, and A-133, and the guidance in Circular A-50 on Single Audit Act follow-up.

SS. "**USDT**" The United States Department of the Treasury (**USDT**) is the national treasury and finance department of the federal government of the United States where it serves as an executive department. The USDT funds ARPA.

TT. "**Work**" means the delivery of the Goods and performance of the Services in compliance with CDOT's Local Agency Manual described in this Agreement.

UU. "**Work Product**" means the tangible and intangible results of the Work, whether finished or unfinished, including drafts. Work Product includes, but is not limited to, documents, text, software (including source code), research, reports, proposals, specifications, plans, notes, studies, data, images, photographs, negatives, pictures, drawings, designs, models, surveys, maps, materials, ideas, concepts, know-how, and any other results of the Work. "Work Product" does not include any material that was developed prior to the Effective Date that is used, without modification, in the performance of the Work.

Any other term used in this Agreement that is defined in an Exhibit shall be construed and interpreted as defined in that Exhibit.

6. SCOPE OF WORK

Local Agency shall complete the Work as described in this Agreement and in accordance with the provisions of **Exhibit A**, and the Local Agency Manual. The State shall have no liability to compensate Local Agency for the delivery of any Goods or the performance of any Services that are not specifically set forth in this Agreement. Work may be divided into multiple phases that have separate periods of performance. The State may not compensate for Work that Local Agency performs outside of its designated phase performance period. The performance period of phases, including, but not limited to Design, Construction, Right of Way, Utilities, or Environment phases, are identified in **Exhibit C**. The State may unilaterally modify **Exhibit C** from time to time, at its sole discretion, to extend the Agreement Expiration Date and/or to extend the period of performance for a phase of Work authorized under this Agreement. To exercise these options to extend the Agreement Expiration Date and/or to update the phase performance period extension option, the State will provide written notice to Local Agency in a form substantially equivalent to **Exhibit B.** The State's unilateral extension of the Agreement Expiration Date and/or the phase performance periods will not amend or alter in any way the funding provisions or any other terms specified in this Agreement, notwithstanding the options listed under **§7.E**

A. Local Agency Commitments

i. Design

If the Work includes preliminary design, final design, design work sheets, or special provisions and estimates (collectively referred to as the "Plans"), Local Agency shall ensure that it and its Contractors comply with and are responsible for satisfying the following requirements:

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

a. Perform or provide the Plans to the extent required by the nature of the Work.

b. Prepare final design in accordance with the requirements of the latest edition of the American Association of State Highway Transportation Officials (AASHTO) manual or other standard, such as the Uniform Building Code, as approved by the State.

c. Prepare provisions and estimates in accordance with the most current version of the State's Roadway and Bridge Design Manuals and Standard Specifications for Road and Bridge Construction or Local Agency specifications if approved by the State.

d. Include details of any required detours in the Plans in order to prevent any interference of the construction Work and to protect the traveling public.

e. Stamp the Plans as produced by a Colorado registered professional engineer.

f. Provide final assembly of Plans and all other necessary documents.

g. Ensure the Plans are accurate and complete.

h. Make no further changes in the Plans following the award of the construction contract to Contractor unless agreed to in writing by the Parties. The Plans shall be considered final when approved in writing by CDOT, and when final, they will be deemed incorporated herein.

ii. Local Agency Work

a. Local Agency shall comply with the requirements of the Americans With Disabilities Act (ADA) 42 U.S.C. § 12101, et. seq., and applicable federal regulations and standards as contained in the document "ADA Accessibility Requirements in CDOT Transportation Projects".

b. Local Agency shall afford the State ample opportunity to review the Plans and shall make any changes in the Plans that are directed by the State to comply with FHWA requirements.

c. Local Agency may enter into a contract with a Consultant to perform all or any portion of the Plans and/or construction administration. Provided, however, if federal-aid funds are involved in the cost of such Work to be done by such Consultant, such Consultant contract (and the performance provision of the Plans under the contract) must comply with all applicable requirements of 23 C.F.R. Part 172 and with any procedures implementing those requirements as provided by the State, including those in **Exhibit H**. If Local Agency enters into a contract with a Consultant for the Work:

1) Local Agency shall submit a certification that procurement of any Consultant contract complies with the requirements of 23 C.F.R. 172.5(1) prior to entering into such Consultant contract, subject to the State's approval. If not approved by the State, Local Agency shall not enter into such Consultant contract.

2) Local Agency shall ensure that all changes in the Consultant contract have prior approval by the State and FHWA and that they are in writing. Immediately after the Consultant contract has been awarded, one copy of the executed Consultant contract and any amendments shall be submitted to the State.

3) Local Agency shall require that all billings under the Consultant contract comply with the State's standardized billing format. Examples of the billing formats are available from the CDOT Agreements Office.

4) Local Agency (and any Consultant) shall comply with 23 C.F.R. 172.5(b) and (d) and use the CDOT procedures described in **Exhibit H** to administer the Consultant contract.

5) Local Agency may expedite any CDOT approval of its procurement process and/or Consultant contract by submitting a letter to CDOT from Local Agency's attorney/authorized representative certifying compliance with **Exhibit H** and 23 C.F.R. 172.5(b)and (d).

6) Local Agency shall ensure that the Consultant contract complies with the requirements of 49 CFR 18.36(i) and contains the following language verbatim:

(a) The design work under this Agreement shall be compatible with the requirements of the contract between Local Agency and the State (which is incorporated herein by this

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

reference) for the design/construction of the project. The State is an intended third-party beneficiary of this agreement for that purpose.

(b) Upon advertisement of the project work for construction, the consultant shall make available services as requested by the State to assist the State in the evaluation of construction and the resolution of construction problems that may arise during the construction of the project.

(c) The consultant shall review the construction Contractor's shop drawings for conformance with the contract documents and compliance with the provisions of the State's publication, Standard Specifications for Road and Bridge Construction, in connection with this work.

(d) The State, in its sole discretion, may review construction plans, special provisions and estimates and may require Local Agency to make such changes therein as the State determines necessary to comply with State and FHWA requirements.

iii. Construction

If the Work includes construction, Local Agency shall perform the construction in accordance with the approved design plans and/or administer the construction in accordance with **Exhibit E**. Such administration shall include Work inspection and testing; approving sources of materials; performing required plant and shop inspections; documentation of contract payments, testing and inspection activities; preparing and approving pay estimates; preparing, approving and securing the funding for contract modification orders and minor contract revisions; processing construction Contractor claims; construction supervision; and meeting the quality control requirements of the FHWA/CDOT Stewardship Agreement, as described in **Exhibit E**.

a. The State may, after providing written notice of the reason for the suspension to Local Agency, suspend the Work, wholly or in part, due to the failure of Local Agency or its Contractor to correct conditions which are unsafe for workers or for such periods as the State may deem necessary due to unsuitable weather, or for conditions considered unsuitable for the prosecution of the Work, or for any other condition or reason deemed by the State to be in the public interest.

b. Local Agency shall be responsible for the following:

1) Appointing a qualified professional engineer, licensed in the State of Colorado, as Local Agency Project Engineer (LAPE), to perform engineering administration. The LAPE shall administer the Work in accordance with this Agreement, the requirements of the construction contract and applicable State procedures, as defined in the CDOT Local Agency Manual (https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual).

2) For the construction Services, advertising the call for bids, following its approval by the State, and awarding the construction contract(s) to the lowest responsible bidder(s).

(a) All Local Agency's advertising and bid awards pursuant to this Agreement shall comply with applicable requirements of 23 U.S.C. §112 and 23 C.F.R. Parts 633 and 635 and C.R.S. § 24-92-101 et seq. Those requirements include, without limitation, that Local Agency and its Contractor(s) incorporate Form 1273 (Exhibit I) in its entirety, verbatim, into any subcontract(s) for Services as terms and conditions thereof, as required by 23 C.F.R. 633.102(e).

(b) Local Agency may accept or reject the proposal of the apparent low bidder for Work on which competitive bids have been received. Local Agency must accept or reject such bids within three (3) working days after they are publicly opened.

(c) If Local Agency accepts bids and makes awards that exceed the amount of available Agreement Funds, Local Agency shall provide the additional funds necessary to complete the Work or not award such bids.

(d) The requirements of **§6.A.iii.b.2** also apply to any advertising and bid awards made by the State.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

(e) The State (and in some cases FHWA) must approve in advance all Force Account Construction, and Local Agency shall not initiate any such Services until the State issues a written Notice to Proceed.

iv. Right of Way (ROW) and Acquisition/Relocation

a. If Local Agency purchases a ROW for a State highway, including areas of influence, Local Agency shall convey the ROW to CDOT promptly upon the completion of the project/construction.

b. Any acquisition/relocation activities shall comply with all applicable federal and State statutes and regulations, including but not limited to, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs, as amended (49 C.F.R. Part 24), CDOT's Right of Way Manual, and CDOT's Policy and Procedural Directives.

c. The Parties' respective responsibilities for ensuring compliance with acquisition, relocation and incidentals depend on the level of federal participation as detailed in CDOT's Right of Way Manual (located at http://www.codot.gov/business/manuals/right-of-way); however, the State always retains oversight responsibilities.

d. The Parties' respective responsibilities at each level of federal participation in CDOT's Right of Way Manual, and the State's reimbursement of Local Agency costs will be determined pursuant the following categories:

1) Right of way acquisition (3111) for federal participation and non-participation;

2) Relocation activities, if applicable (3109);

3) Right of way incidentals, if applicable (expenses incidental to acquisition/relocation of right of way – 3114).

v. Utilities

If necessary, Local Agency shall be responsible for obtaining the proper clearance or approval from any utility company that may become involved in the Work. Prior to the Work being advertised for bids, Local Agency shall certify in writing to the State that all such clearances have been obtained.

vi. Railroads

If the Work involves modification of a railroad company's facilities and such modification will be accomplished by the railroad company, Local Agency shall make timely application to the Public Utilities Commission ("PUC") requesting its order providing for the installation of the proposed improvements. Local Agency shall not proceed with that part of the Work before obtaining the PUC's order. Local Agency shall also establish contact with the railroad company involved for the purpose of complying with applicable provisions of 23 C.F.R. 646, subpart B, concerning federal-aid projects involving railroad facilities, and:

a. Execute an agreement with the railroad company setting out what work is to be accomplished and the location(s) thereof, and which costs shall be eligible for federal participation.

b. Obtain the railroad's detailed estimate of the cost of the Work.

c. Establish future maintenance responsibilities for the proposed installation.

d. Proscribe in the agreement the future use or dispositions of the proposed improvements in the event of abandonment or elimination of a grade crossing.

e. Establish future repair and/or replacement responsibilities, as between the railroad company and the Local Agency, in the event of accidental destruction or damage to the installation.

vii. Environmental Obligations

Local Agency shall perform all Work in accordance with the requirements of current federal and State environmental regulations, including the National Environmental Policy Act of 1969 (NEPA) as applicable.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

viii. Maintenance Obligations

Local Agency shall maintain and operate the Work constructed under this Agreement at its own cost and expense during their useful life, in a manner satisfactory to the State and FHWA. Local Agency shall conduct such maintenance and operations in accordance with all applicable statutes, ordinances, and regulations pertaining to maintaining such improvements. The State and FHWA may make periodic inspections to verify that such improvements are being adequately maintained.

ix. Monitoring Obligations

Local Agency shall respond in a timely manner to and participate fully with the monitoring activities described in **§7.F.vi.**

B. State's Commitments

i. The State will perform a final project inspection of the Work as a quality control/assurance activity. When all Work has been satisfactorily completed, the State will sign the FHWA Form 1212.

ii. Notwithstanding any consents or approvals given by the State for the Plans, the State shall not be liable or responsible in any manner for the structural design, details or construction of any Work constituting major structures designed by, or that are the responsibility of, Local Agency, as identified in **Exhibit E**.

7. PAYMENTS

A. Maximum Amount

Payments to Local Agency are limited to the unpaid, obligated balance of the Agreement Funds set forth in **Exhibit C**. The State shall not pay Local Agency any amount under this Agreement that exceeds the Agreement Maximum set forth in **Exhibit C**.

B. Payment Procedures

i. Invoices and Payment

a. The State shall pay Local Agency in the amounts and in accordance with conditions set forth in **Exhibit C**.

b. Local Agency shall initiate payment requests by invoice to the State, in a form and manner approved by the State.

c. The State shall pay each invoice within 45 days following the State's receipt of that invoice, so long as the amount invoiced correctly represents Work completed by Local Agency and previously accepted by the State during the term that the invoice covers. If the State determines that the amount of any invoice is not correct, then Local Agency shall make all changes necessary to correct that invoice.

d. The acceptance of an invoice shall not constitute acceptance of any Work performed or deliverables provided under the Agreement.

e. If a project is funded in part with Federal or State special funding there may be an expiration date for the funds. The expiration date applies to grants and local funds used to match grants. To receive payment or credit for the match, Work must be completed or substantially completed, as outlined in the terms of the grant, prior to the expiration date of the special funding and invoiced in compliance with the rules outlined in the award of the funding. The acceptance of an invoice shall not constitute acceptance of any Work performed or deliverables provided under the Agreement.

ii. Interest

Amounts not paid by the State within 45 days after the State's acceptance of the invoice shall bear interest on the unpaid balance beginning on the 46th day at the rate of 1% per month, as required by §24-30-202(24)(a), C.R.S., until paid in full; provided, however, that interest shall not accrue on unpaid amounts that the State disputes in writing. Local Agency shall invoice the State separately for accrued interest on delinquent amounts, and the invoice shall reference the delinquent payment, the number of days interest to be paid and the interest rate.

iii. Payment Disputes

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

If Local Agency disputes any calculation, determination, or amount of any payment, Local Agency shall notify the State in writing of its dispute within 30 days following the earlier to occur of Local Agency's receipt of the payment or notification of the determination or calculation of the payment by the State. The State will review the information presented by Local Agency and may make changes to its determination based on this review. The calculation, determination, or payment amount that results from the State's review shall not be subject to additional dispute under this subsection. No payment subject to a dispute under this subsection shall be due until after the State has concluded its review, and the State shall not pay any interest on any amount during the period it is subject to dispute under this subsection.

iv. Available Funds-Contingency-Termination

a. The State is prohibited by law from making commitments beyond the term of the current State Fiscal Year. Payment to Local Agency beyond the current State Fiscal Year is contingent on the appropriation and continuing availability of Agreement Funds in any subsequent year (as provided in the Colorado Special Provisions). If federal funds or funds from any other non-State funds constitute all or some of the Agreement Funds, the State's obligation to pay Local Agency shall be contingent upon such non-State funding continuing to be made available for payment. Payments to be made pursuant to this Agreement shall be made only from Agreement Funds, and the State's liability for such payments shall be limited to the amount remaining of such Agreement Funds. If State, federal or other funds are not appropriated, or otherwise become unavailable to fund this Agreement, the State may, upon written notice, terminate this Agreement, in whole or in part, without incurring further liability. The State shall, however, remain obligated to pay for Services and Goods that are delivered and accepted prior to the effective date of notice of termination, and this termination shall otherwise be treated as if this Agreement were terminated in the public interest as described in **§2.C**.

b. If the agreement funds are terminated, the State can terminate the contract early. Payment due for work done to the date of termination will be processed in a manner consistent with **§2.C**.

v. Erroneous Payments

The State may recover, at the State's discretion, payments made to Local Agency in error for any reason, including, but not limited to, overpayments or improper payments, and unexpended or excess funds received by Local Agency. The State may recover such payments by deduction from subsequent payments under this Agreement, deduction from any payment due under any other contracts, grants or agreements between the State and Local Agency, or by any other appropriate method for collecting debts owed to the State. The close out of a Federal Award does not affect the right of FHWA or the State to disallow costs and recover funds on the basis of a later audit or other review. Any cost disallowance recovery is to be made within the Record Retention Period (as defined below in **§9.A**.).

vi. Federal Recovery

The close-out of a Federal Award does not affect the right of the Federal Awarding Agency or the State to disallow costs and recover funds on the basis of a later audit or other review. Any cost disallowance recovery is to be made within the Record Retention Period, as defined below.

C. Local Agency Funds

Local Agency shall provide their obligated contribution funds as outlined in **§7.A**. and **Exhibit C**. Local Agency shall have raised the full amount of their funds prior to the Effective Date and shall report to the State regarding the status of such funds upon request. Local Agency's obligation to pay all or any part of any matching funds, whether direct or contingent, only extend to funds duly and lawfully appropriated for the purposes of this Agreement by the authorized representatives of Local Agency and paid into Local Agency's treasury. Local Agency represents to the State that the amount designated "Local Agency Funds" in **Exhibit C** has been legally appropriated for the purpose of this Agreement by its authorized representatives and paid into its treasury. Local Agency may evidence such obligation by an appropriate ordinance/resolution or other authority letter expressly authorizing Local Agency to enter into this Agreement and to expend its match share of the Work. A copy of any such ordinance/resolution or authority letter is attached hereto as **Exhibit D** if applicable. Local Agency does not by this Agreement irrevocably pledge present cash reserves for payments in future fiscal years, and this Agreement is not intended to create a multiple-fiscal year debt of

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Local Agency. Local Agency shall not pay or be liable for any claimed interest, late charges, fees, taxes, or penalties of any nature, except as required by Local Agency's laws or policies.

D. Reimbursement of Local Agency Costs

The State shall reimburse Local Agency's allowable costs, not exceeding the maximum total amount described in **Exhibit C** and **§7**. However, any costs incurred by Local Agency prior to the Effective Date shall not be reimbursed absent specific allowance of pre-award costs and indication that the Federal Award funding is retroactive. The State shall pay Local Agency for costs or expenses incurred or performance by the Local Agency prior to the Effective Date, only if (1) the Grant Funds involve federal funding and (2) federal laws, rules, and regulations applicable to the Work provide for such retroactive payments to the Local Agency. Any such retroactive payments shall comply with State Fiscal Rules and be made in accordance with the provisions of this Agreement. The applicable principles described in 2 C.F.R. Part 200 shall govern the State's obligation to reimburse all costs incurred by Local Agency and submitted to the State for reimbursement hereunder, and Local Agency shall comply with all such principles. The State shall reimburse Local Agency for the federal-aid share of properly documented costs related to the Work after review and approval thereof, subject to the provisions of this Agreement and **Exhibit C**. Local Agency costs for Work performed prior to the Effective Date shall not be reimbursed absent specific allowance of pre-award costs and indication that the Federal Award funding is retroactive. Local Agency costs for Work performed after any Performance Period End Date for a respective phase of the Work, is not reimbursable. Allowable costs shall be:

i. Reasonable and necessary to accomplish the Work and for the Goods and Services provided.

ii. Actual net cost to Local Agency (i.e. the price paid minus any items of value received by Local Agency that reduce the cost actually incurred).

E. Unilateral Modification of Agreement Funds Budget by State Option Letter

The State may, at its discretion, issue an "Option Letter" to Local Agency to add or modify Work phases in the Work schedule in **Exhibit C** if such modifications do not increase total budgeted Agreement Funds. Such Option Letters shall amend and update **Exhibit C**, Sections 2 or 4 of the Table, and sub-sections B and C of the **Exhibit C**. Option Letters shall not be deemed valid until signed by the State Controller or an authorized delegate. **This is NOT a Notice to Proceed**. Modification of **Exhibit C** by unilateral Option Letter is permitted only in the specific scenarios listed below. The State will exercise such options by providing Local Agency a fully executed Option Letter, in a form substantially equivalent to **Exhibit B**. Such Option Letters will be incorporated into this Agreement. This applies to the entire Scope of Work.

i. Option to Begin a Phase and/or Increase or Decrease the Encumbrance Amount

The State may require by Option Letter that Local Agency begin a new Work phase that may include Design, Construction, Environmental, Utilities, ROW Incidentals or Miscellaneous Work (but may not include Right of Way Acquisition/Relocation or Railroads) as detailed in **Exhibit A.** Such Option Letters may not modify the other terms and conditions stated in this Agreement and must decrease the amount budgeted and encumbered for one or more other Work phases so that the total amount of budgeted Agreement Funds remains the same. The State may also change the funding sources so long as the amount budgeted remains the same and the Local Agency contribution does not increase. The State may also issue a unilateral Option Letter to increase and/or decrease the total encumbrance amount of two or more existing Work phases, as long as the total amount of budgeted Agreement Funds remains the same, replacing the original Agreement Funding exhibit (**Exhibit C**) with an updated **Exhibit C-1** (with subsequent exhibits labeled **C-2**, **C-3**, etc.).

ii. Option to Transfer Funds from One Phase to Another Phase.

The State may require or permit Local Agency to transfer Agreement Funds from one Work phase (Design, Construction, Environmental, Utilities, ROW Incidentals or Miscellaneous) to another phase as a result of changes to State, federal, and local match funding. In such case, the original funding exhibit (**Exhibit C**) will be replaced with an updated **Exhibit C-1** (with subsequent exhibits labeled **C-2**, **C-3**, etc.) attached to the Option Letter. The Agreement Funds transferred from one Work phase to another are subject to the same terms and conditions stated in the original Agreement with the total budgeted Agreement Funds remaining the same. The State may unilaterally exercise this option by providing a

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

fully executed Option Letter to Local Agency within thirty (30) days before the initial targeted start date of the Work phase, in a form substantially equivalent to **Exhibit B**.

iii. Option to Exercise Options i and ii.

The State may require Local Agency to add a Work phase as detailed in **Exhibit A**, and encumber and transfer Agreement Funds from one Work phase to another. The original funding exhibit (**Exhibit C**) in the original Agreement will be replaced with an updated **Exhibit C-1** (with subsequent exhibits labeled **C-2**, **C-3**, etc.) attached to the Option Letter. The addition of a Work phase and encumbrance and transfer of Agreement Funds are subject to the same terms and conditions stated in the original Agreement with the total budgeted Agreement Funds remaining the same. The State may unilaterally exercise this option by providing a fully executed Option Letter to Local Agency within 30 days before the initial targeted start date of the Work phase, in a form substantially equivalent to **Exhibit B**.

iv. Option to Extend Agreement/Phase Term and/or modify the OMB Uniform Guidance. The State, at its discretion, shall have the option to extend the term of this Agreement and/or update a Work Phase Performance Period and/or modify information required under the OMB Uniform Guidance, as outlined in **Exhibit C**. Any updated version of **Exhibit C** shall be attached to any executed Option Letter as **Exhibit C-1** (with subsequent exhibits labeled **C-2**, **C-3**, etc.). In order to exercise this option, the State shall provide written notice to the Local Agency in a form substantially equivalent to **Exhibit B**.

F. Accounting

Local Agency shall establish and maintain accounting systems in accordance with generally accepted accounting standards (a separate set of accounts, or as a separate and integral part of its current accounting scheme). Such accounting systems shall, at a minimum, provide as follows:

i. Local Agency Performing the Work

If Local Agency is performing the Work, it shall document all allowable costs, including any approved Services contributed by Local Agency or subcontractors, using payrolls, time records, invoices, contracts, vouchers, and other applicable records.

ii. Local Agency-Checks or Draws

Checks issued or draws made by Local Agency shall be made or drawn against properly signed vouchers detailing the purpose thereof. Local Agency shall keep on file all checks, payrolls, invoices, contracts, vouchers, orders, and other accounting documents in the office of Local Agency, clearly identified, readily accessible, and to the extent feasible, separate and apart from all other Work documents.

iii. State-Administrative Services

The State may perform any necessary administrative support services required hereunder. Local Agency shall reimburse the State for the costs of any such services from the budgeted Agreement Funds as provided for in **Exhibit C**. If FHWA Agreement Funds are or become unavailable, or if Local Agency terminates this Agreement prior to the Work being approved by the State or otherwise completed, then all actual incurred costs of such services and assistance provided by the State shall be reimbursed to the State by Local Agency at its sole expense.

iv. Local Agency-Invoices

Local Agency's invoices shall describe in detail the reimbursable costs incurred by Local Agency for which it seeks reimbursement, the dates such costs were incurred and the amounts thereof, and Local Agency shall not submit more than one invoice per month.

v. Invoicing Within 60 Days

The State shall not be liable to reimburse Local Agency for any costs invoiced more than 60 days after the date on which the costs were incurred, including costs included in Local Agency's final invoice. The State may withhold final payment to Local Agency at the State's sole discretion until completion of final audit. Any costs incurred by Local Agency that are not allowable under 2 C.F.R. Part 200 shall be Local Agency's responsibility, and the State will deduct such disallowed costs from any payments due to Local Agency. The State will not reimburse costs for Work performed after the Performance Period End Date for a respective Work phase. The State will not reimburse costs for Work performed prior to Performance

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Period End Date, but for which an invoice is received more than 60 days after the Performance Period End Date.

vi. Risk Assessment & Monitoring

Pursuant to 2 C.F.R. 200.331(b), – CDOT will evaluate Local Agency's risk of noncompliance with federal statutes, regulations, and terms and conditions of this Agreement. Local Agency shall complete a Risk Assessment Form (**Exhibit L**) when that may be requested by CDOT. The risk assessment is a quantitative and/or qualitative determination of the potential for Local Agency's non-compliance with the requirements of the Federal Award. The risk assessment will evaluate some or all of the following factors:

- Experience: Factors associated with the experience and history of the Subrecipient with the same or similar Federal Awards or grants.
- Monitoring/Audit: Factors associated with the results of the Subrecipient's previous audits or monitoring visits, including those performed by the Federal Awarding Agency, when the Subrecipient also receives direct federal funding. Include audit results if Subrecipient receives single audit, where the specific award being assessed was selected as a major program.
- Operation: Factors associated with the significant aspects of the Subrecipient's operations, in which failure could impact the Subrecipient's ability to perform and account for the contracted goods or services.
- Financial: Factors associated with the Subrecipient's financial stability and ability to comply with financial requirements of the Federal Award.
- Internal Controls: Factors associated with safeguarding assets and resources, deterring and detecting errors, fraud and theft, ensuring accuracy and completeness of accounting data, producing reliable and timely financial and management information, and ensuring adherence to its policies and plans.
- Impact: Factors associated with the potential impact of a Subrecipient's non-compliance to the overall success of the program objectives.
- Program Management: Factors associated with processes to manage critical personnel, approved written procedures, and knowledge of rules and regulations regarding federal-aid projects.

Following Local Agency's completion of the Risk Assessment Tool (**Exhibit L**), CDOT will determine the level of monitoring it will apply to Local Agency's performance of the Work. This risk assessment may be re-evaluated after CDOT begins performing monitoring activities.

G. Close Out

Local Agency shall close out this Award within 90 days after the Final Phase Performance End Date. If SLFRF Funds are used the Local Agency shall close out that portion of the Award within 45 days after the ARPA Award Expiration Date. Close out requires Local Agency's submission to the State of all deliverables defined in this Agreement, and Local Agency's final reimbursement request or invoice. The State will withhold 5% of allowable costs until all final documentation has been submitted and accepted by the State as substantially complete. If FHWA or US Treasury has not closed this Federal Award within one (1) year and 90 days after the Final Phase Performance End Date due to Local Agency's failure to submit required documentation, then Local Agency may be prohibited from applying for new Federal Awards through the State until such documentation is submitted and accepted.

8. REPORTING - NOTIFICATION

A. Quarterly Reports

In addition to any reports required pursuant to **§19** or pursuant to any exhibit, for any contract having a term longer than 3 months, Local Agency shall submit, on a quarterly basis, a written report specifying progress made for each specified performance measure and standard in this Agreement. Such progress report shall be in accordance with the procedures developed and prescribed by the State. Progress reports shall be submitted to the State not later than ten (10) Business Days following the end of each calendar quarter or at such time as otherwise specified by the State. If SLFRF Funds are used the report must be in the format of **Exhibit P**.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

B. Litigation Reporting

If Local Agency is served with a pleading or other document in connection with an action before a court or other administrative decision making body, and such pleading or document relates to this Agreement or may affect Local Agency's ability to perform its obligations under this Agreement, Local Agency shall, within 10 days after being served, notify the State of such action and deliver copies of such pleading or document to the State's principal representative identified in **§16**.

C. Performance and Final Status

Local Agency shall submit all financial, performance and other reports to the State no later than 60 calendar days after the Final Phase Performance End Date or sooner termination of this Agreement, containing an Evaluation of Subrecipient's performance and the final status of Subrecipient's obligations hereunder.

D. Violations Reporting

Local Agency must disclose, in a timely manner, in writing to the State and FHWA, all violations of federal or State criminal law involving fraud, bribery, or gratuity violations potentially affecting the Federal Award. Penalties for noncompliance may include suspension or debarment (2 CFR Part 180 and 31 U.S.C. 3321).

9. LOCAL AGENCY RECORDS

A. Maintenance

Local Agency shall make, keep, maintain, and allow inspection and monitoring by the State of a complete file of all records, documents, communications, notes and other written materials, electronic media files, and communications, pertaining in any manner to the Work or the delivery of Services (including, but not limited to the operation of programs) or Goods hereunder. Local Agency shall maintain such records for a period (the "Record Retention Period") pursuant to the requirements of the funding source and for a minimum of three (3) years following the date of submission to the State of the final expenditure report, whichever is longer, or if this Award is renewed quarterly or annually, from the date of the submission of each quarterly or annual report, respectively. If any litigation, claim, or audit related to this Award starts before expiration of the Record Retention Period, the Record Retention Period shall extend until all litigation, claims, or audit findings have been resolved and final action taken by the State or Federal Awarding Agency. The Federal Awarding Agency, a cognizant agency for audit, oversight or indirect costs, and the State, may notify Local Agency in writing that the Record Retention Period shall be extended. For records for real property and equipment, the Record Retention Period shall extend three (3) years following final disposition of such property.

B. Inspection

Records during the Record Retention Period. Local Agency shall make Local Agency Records available during normal business hours at Local Agency's office or place of business, or at other mutually agreed upon times or locations, upon no fewer than two (2) Business Days' notice from the State, unless the State determines that a shorter period of notice, or no notice, is necessary to protect the interests of the State.

C. Monitoring

The State will monitor Local Agency's performance of its obligations under this Agreement using procedures as determined by the State. The State shall monitor Local Agency's performance in a manner that does not unduly interfere with Local Agency's performance of the Work. Local Agency shall allow the State to perform all monitoring required by the Uniform Guidance, based on the State's risk analysis of Local Agency. The State shall have the right, in its sole discretion, to change its monitoring procedures and requirements at any time during the term of this Agreement. The State shall monitor Local Agency's performance in a manner that does not unduly interfere with Local Agency's performance of the Work. If Local Agency enters into a subcontract with an entity that would also be considered a Subrecipient, then the subcontract entered into by Local Agency shall contain provisions permitting both Local Agency and the State to perform all monitoring of that Subcontractor in accordance with the Uniform Guidance.

D. Final Audit Report

Local Agency shall promptly submit to the State a copy of any final audit report of an audit performed on Local Agency's records that relates to or affects this Agreement or the Work, whether the audit is conducted

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

by Local Agency or a third party. Additionally, if Local Agency is required to perform a single audit under 2 CFR 200.501, *et seq*., then Local Agency shall submit a copy of the results of that audit to the State within the same timelines as the submission to the federal government.

10. CONFIDENTIAL INFORMATION-STATE RECORDS

A. Confidentiality

Local Agency shall hold and maintain, and cause all Subcontractors to hold and maintain, any and all State Records that the State provides or makes available to Local Agency for the sole and exclusive benefit of the State, unless those State Records are otherwise publicly available at the time of disclosure or are subject to disclosure by Local Agency under CORA. Local Agency shall not, without prior written approval of the State, use for Local Agency's own benefit, publish, copy, or otherwise disclose to any third party, or permit the use by any third party for its benefit or to the detriment of the State, any State Records, except as otherwise stated in this Agreement. Local Agency shall provide for the security of all State Confidential Information in accordance with all policies promulgated by the Colorado Office of Information Security and all applicable laws, rules, policies, publications, and guidelines. Local Agency shall immediately forward any request or demand for State Records to the State's principal representative. If Local Agency or any of its Subcontractors will or may receive the following types of data, Local Agency or its Subcontractors shall provide for the security of such data according to the following: **(i)** the most recently promulgated IRS Publication 1075 for all Tax Information and in accordance with the Safeguarding Requirements for Federal Tax Information attached to this Award as an Exhibit, if applicable, **(ii)** the most recently updated PCI Data Security Standard from the PCI Security Standards Council for all PCI, **(iii)** the most recently issued version of the U.S. Department of Justice, Federal Bureau of Investigation, Criminal Justice Information Services Security Policy for all CJI, and **(iv)** the federal Health Insurance Portability and Accountability Act for all PHI and the HIPAA Business Associate Agreement attached to this Award, if applicable. Local Agency shall immediately forward any request or demand for State Records to the State's principal representative.

B. Other Entity Access and Nondisclosure Agreements

Local Agency may provide State Records to its agents, employees, assigns and Subcontractors as necessary to perform the Work, but shall restrict access to State Confidential Information to those agents, employees, assigns and Subcontractors who require access to perform their obligations under this Agreement. Local Agency shall ensure all such agents, employees, assigns, and Subcontractors sign nondisclosure agreements with provisions at least as protective as those in this Agreement, and that the nondisclosure agreements are in force at all times the agent, employee, assign or Subcontractor has access to any State Confidential Information. Local Agency shall provide copies of those signed nondisclosure agreements to the State upon request.

C. Use, Security, and Retention

Local Agency shall use, hold and maintain State Confidential Information in compliance with any and all applicable laws and regulations in facilities located within the United States, and shall maintain a secure environment that ensures confidentiality of all State Confidential Information wherever located. Local Agency shall provide the State with access, subject to Local Agency's reasonable security requirements, for purposes of inspecting and monitoring access and use of State Confidential Information and evaluating security control effectiveness. Upon the expiration or termination of this Agreement, Local Agency shall return State Records provided to Local Agency or destroy such State Records and certify to the State that it has done so, as directed by the State. If Local Agency is prevented by law or regulation from returning or destroying State Confidential Information, Local Agency warrants it will guarantee the confidentiality of, and cease to use, such State Confidential Information.

D. Incident Notice and Remediation

If Local Agency becomes aware of any Incident, it shall notify the State immediately and cooperate with the State regarding recovery, remediation, and the necessity to involve law enforcement, as determined by the State. Unless Local Agency can establish that none of Local Agency or any of its agents, employees, assigns, or Subcontractors are the cause or source of the Incident, Local Agency shall be responsible for the cost of notifying each person who may have been impacted by the Incident. After an Incident, Local Agency shall take steps to reduce the risk of incurring a similar type of Incident in the future as directed by the State, which

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

may include, but is not limited to, developing, and implementing a remediation plan that is approved by the State at no additional cost to the State.

E. Safeguarding Personally Identifying Information "PII"

If Local Agency or any of its Subcontracts will or may receive PII under this agreement, Local Agency shall provide for the security for such PII, in a manner and form acceptable to the State, including, without limitation, State non-disclosure requirements, use of appropriate technology, security practices, computer access security, data access security, data storage encryption, data transmission encryption, security inspections, and audits. Local Agency shall be a "Third Party Service Provider" as defined in §24-73-103(1)(i), C.R.S. and shall maintain security procedures and practices consistent with §§24-73-101 et seq., C.R.S. In addition, as set forth in § 24-74-102, et. seq., C.R.S., Contractor, including, but not limited to, Contractor's employees, agents and Subcontractors, agrees not to share any PII with any third parties for the purpose of investigating for, participating in, cooperating with, or assisting with Federal immigration enforcement. If Contractor is given direct access to any State databases containing PII, Contractor shall execute, on behalf of itself and its employees, the certification attached hereto as **Exhibit S** on an annual basis Contractor's duty and obligation to certify as set forth in **Exhibit S** shall continue as long as Contractor has direct access to any State databases containing PII. If Contractor uses any Subcontractors to perform services requiring direct access to State databases containing PII, the Contractor shall require such Subcontractors to execute and deliver the certification to the State on an annual basis, so long as the Subcontractor has access to State databases containing PII.

11. CONFLICTS OF INTEREST

A. Actual Conflicts of Interest

Local Agency shall not engage in any business or activities or maintain any relationships that conflict in any way with the full performance of the obligations of Local Agency under this Agreement. Such a conflict of interest would arise when a Local Agency or Subcontractor's employee, officer or agent were to offer or provide any tangible personal benefit to an employee of the State, or any member of his or her immediate family or his or her partner, related to the award of, entry into or management or oversight of this Agreement. Officers, employees, and agents of Local Agency may neither solicit nor accept gratuities, favors or anything of monetary value from contractors or parties to subcontracts.

B. Apparent Conflicts of Interest

Local Agency acknowledges that, with respect to this Agreement, even the appearance of a conflict of interest shall be harmful to the State's interests. Absent the State's prior written approval, Local Agency shall refrain from any practices, activities or relationships that reasonably appear to be in conflict with the full performance of Local Agency's obligations under this Agreement.

C. Disclosure to the State

If a conflict or the appearance of a conflict arises, or if Local Agency is uncertain whether a conflict or the appearance of a conflict has arisen, Local Agency shall submit to the State a disclosure statement setting forth the relevant details for the State's consideration. Failure to promptly submit a disclosure statement or to follow the State's direction in regard to the actual or apparent conflict constitutes a breach of this Agreement.

12. INSURANCE

Local Agency shall obtain and maintain, and ensure that each Subcontractor shall obtain and maintain, insurance as specified in this section at all times during the term of this Agreement. All insurance policies required by this Agreement that are not provided through self-insurance shall be issued by insurance companies with an AM Best rating of A-VIII or better.

A. Local Agency Insurance

Local Agency is a "public entity" within the meaning of the Colorado Governmental Immunity Act, §24-10-101, *et seq.*, C.R.S. (the "GIA") and shall maintain at all times during the term of this Agreement such liability insurance, by commercial policy or self-insurance, as is necessary to meet its liabilities under the GIA.

B. Subcontractor Requirements

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Local Agency shall ensure that each Subcontractor that is a public entity within the meaning of the GIA, maintains at all times during the terms of this Agreement, such liability insurance, by commercial policy or self-insurance, as is necessary to meet the Subcontractor's obligations under the GIA. Local Agency shall ensure that each Subcontractor that is not a public entity within the meaning of the GIA, maintains at all times during the terms of this Agreement all of the following insurance policies:

i. Workers' Compensation

Workers' compensation insurance as required by state statute, and employers' liability insurance covering all Local Agency or Subcontractor employees acting within the course and scope of their employment.

ii. General Liability

Commercial general liability insurance written on an Insurance Services Office occurrence form, covering premises operations, fire damage, independent contractors, products and completed operations, blanket contractual liability, personal injury, and advertising liability with minimum limits as follows:

a. $1,000,000 each occurrence;

b. $1,000,000 general aggregate;

c. $1,000,000 products and completed operations aggregate; and

d. $50,000 any 1 fire.

iii. Automobile Liability

Automobile liability insurance covering any auto (including owned, hired and non-owned autos) with a minimum limit of $1,000,000 each accident combined single limit.

iv. Protected Information (this insurance requirement only applies if the Subcontractor has or will have access to State Confidential Information)

Liability insurance covering all loss of State Confidential Information, such as PII, PHI, PCI, Tax Information, and CJI, and claims based on alleged violations of privacy rights through improper use or disclosure of protected information with minimum limits as follows:

a. $1,000,000 each occurrence; and

b. $2,000,000 general aggregate.

v. Professional Liability Insurance (this insurance requirement only applies if the Subcontractor is providing professional services including but not limited to engineering, architectural, landscape architectural, professional surveying, industrial hygiene services, or any other commonly understood professional service)

Professional liability insurance covering any damages caused by an error, omission or any negligent act with minimum limits as follows:

a. $1,000,000 each occurrence; and

b. $1,000,000 general aggregate.

vi. Crime Insurance

Crime insurance including employee dishonesty coverage with minimum limits as follows:

a. $1,000,000 each occurrence; and

b. $1,000,000 general aggregate.

vii. Cyber/Network Security and Privacy Liability

Liability insurance covering all civil, regulatory and statutory damages, contractual damages, data breach management exposure, and any loss of State Confidential Information, such as PII, PHI, PCI, Tax Information, and CJI, and claims based on alleged violations of breach, violation or infringement of right to privacy rights through improper use or disclosure of protected consumer data protection law,

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

confidentiality or other legal protection for personal information, as well as State Confidential Information with minimum limits as follows:

a. $1,000,000 each occurrence; and

b. $2,000,000 general aggregate.

C. Additional Insured

The State shall be named as additional insured on all commercial general liability policies (leases and construction contracts require additional insured coverage for completed operations) required of Local Agency and Subcontractors. In the event of cancellation of any commercial general liability policy, the carrier shall provide at least 10 days prior written notice to CDOT.

D. Primacy of Coverage

Coverage required of Local Agency and each Subcontractor shall be primary over any insurance or self-insurance program carried by Local Agency or the State.

E. Cancellation

All commercial insurance policies shall include provisions preventing cancellation or non-renewal, except for cancellation based on non-payment of premiums, without at least 30 days prior notice to Local Agency and Local Agency shall forward such notice to the State in accordance with **§16** within 7 days of Local Agency's receipt of such notice.

F. Subrogation Waiver

All commercial insurance policies secured or maintained by Local Agency or its Subcontractors in relation to this Agreement shall include clauses stating that each carrier shall waive all rights of recovery under subrogation or otherwise against Local Agency or the State, its agencies, institutions, organizations, officers, agents, employees, and volunteers.

G. Certificates

For each commercial insurance plan provided by Local Agency under this Agreement, Local Agency shall provide to the State certificates evidencing Local Agency's insurance coverage required in this Agreement within seven (7) Business Days following the Effective Date. Local Agency shall provide to the State certificates evidencing Subcontractor insurance coverage required under this Agreement within seven (7) Business Days following the Effective Date, except that, if Local Agency's subcontract is not in effect as of the Effective Date, Local Agency shall provide to the State certificates showing Subcontractor insurance coverage required under this Agreement within seven (7) Business Days following Local Agency's execution of the subcontract. No later than 15 days before the expiration date of Local Agency's or any Subcontractor's coverage, Local Agency shall deliver to the State certificates of insurance evidencing renewals of coverage. At any other time during the term of this Agreement, upon request by the State, Local Agency shall, within seven (7) Business Days following the request by the State, supply to the State evidence satisfactory to the State of compliance with the provisions of this **§12**.

13. BREACH

A. Defined

The failure of a Party to perform any of its obligations in accordance with this Agreement, in whole or in part or in a timely or satisfactory manner, shall be a breach. The institution of proceedings under any bankruptcy, insolvency, reorganization, or similar law, by or against Local Agency, or the appointment of a receiver or similar officer for Local Agency or any of its property, which is not vacated or fully stayed within 30 days after the institution of such proceeding, shall also constitute a breach.

B. Notice and Cure Period

In the event of a breach, the aggrieved Party shall give written notice of breach to the other Party. If the notified Party does not cure the breach, at its sole expense, within 30 days after the delivery of written notice, the Party may exercise any of the remedies as described in **§14** for that Party. Notwithstanding any provision of this Agreement to the contrary, the State, in its discretion, need not provide notice or a cure period and

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

may immediately terminate this Agreement in whole or in part or institute any other remedy in the Agreement in order to protect the public interest of the State.

14. REMEDIES

A. State's Remedies

If Local Agency is in breach under any provision of this Agreement and fails to cure such breach, the State, following the notice and cure period set forth in **§13.B,** shall have all of the remedies listed in this **§14.A.** in addition to all other remedies set forth in this Agreement or at law. The State may exercise any or all of the remedies available to it, in its discretion, concurrently or consecutively.

i. Termination for Breach

In the event of Local Agency's uncured breach, the State may terminate this entire Agreement or any part of this Agreement. Local Agency shall continue performance of this Agreement to the extent not terminated, if any.

a. Obligations and Rights

To the extent specified in any termination notice, Local Agency shall not incur further obligations or render further performance past the effective date of such notice and shall terminate outstanding orders and subcontracts with third parties. However, Local Agency shall complete and deliver to the State all Work not canceled by the termination notice and may incur obligations as necessary to do so within this Agreement's terms. At the request of the State, Local Agency shall assign to the State all of Local Agency's rights, title, and interest in and to such terminated orders or subcontracts. Upon termination, Local Agency shall take timely, reasonable, and necessary action to protect and preserve property in the possession of Local Agency but in which the State has an interest. At the State's request, Local Agency shall return materials owned by the State in Local Agency's possession at the time of any termination. Local Agency shall deliver all completed Work Product and all Work Product that was in the process of completion to the State at the State's request.

b. Payments

Notwithstanding anything to the contrary, the State shall only pay Local Agency for accepted Work received as of the date of termination. If, after termination by the State, the State agrees that Local Agency was not in breach or that Local Agency's action or inaction was excusable, such termination shall be treated as a termination in the public interest, and the rights and obligations of the Parties shall be as if this Agreement had been terminated in the public interest under **§2.C**.

c. Damages and Withholding

Notwithstanding any other remedial action by the State, Local Agency shall remain liable to the State for any damages sustained by the State in connection with any breach by Local Agency, and the State may withhold payment to Local Agency for the purpose of mitigating the State's damages until such time as the exact amount of damages due to the State from Local Agency is determined. The State may withhold any amount that may be due Local Agency as the State deems necessary to protect the State against loss including, without limitation, loss as a result of outstanding liens and excess costs incurred by the State in procuring from third parties replacement Work as cover.

ii. Remedies Not Involving Termination

The State, in its discretion, may exercise one or more of the following additional remedies:

a. Suspend Performance

Suspend Local Agency's performance with respect to all or any portion of the Work pending corrective action as specified by the State without entitling Local Agency to an adjustment in price or cost or an adjustment in the performance schedule. Local Agency shall promptly cease performing Work and incurring costs in accordance with the State's directive, and the State shall not be liable for costs incurred by Local Agency after the suspension of performance.

b. Withhold Payment

Withhold payment to Local Agency until Local Agency corrects its Work.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

c. Deny Payment

Deny payment for Work not performed, or that due to Local Agency's actions or inactions, cannot be performed or if they were performed are reasonably of no value to the state; provided, that any denial of payment shall be equal to the value of the obligations not performed.

d. Removal

Demand immediate removal from the Work of any of Local Agency's employees, agents, or Subcontractors from the Work whom the State deems incompetent, careless, insubordinate, unsuitable, or otherwise unacceptable or whose continued relation to this Agreement is deemed by the State to be contrary to the public interest or the State's best interest.

e. Intellectual Property

If any Work infringes a patent, copyright, trademark, trade secret, or other intellectual property right, Local Agency shall, as approved by the State (a) secure that right to use such Work for the State or Local Agency; (b) replace the Work with non infringing Work or modify the Work so that it becomes non infringing; or, (c) remove any infringing Work and refund the amount paid for such Work to the State.

B. Local Agency's Remedies

If the State is in breach of any provision of this Agreement and does not cure such breach, Local Agency, following the notice and cure period in **§13.B** and the dispute resolution process in **§15** shall have all remedies available at law and equity.

15. DISPUTE RESOLUTION

A. Initial Resolution

Except as herein specifically provided otherwise, disputes concerning the performance of this Agreement which cannot be resolved by the designated Agreement representatives shall be referred in writing to a senior departmental management staff member designated by the State and a senior manager designated by Local Agency for resolution.

B. Resolution of Controversies

If the initial resolution described in §15.A fails to resolve the dispute within 10 Business Days, Contractor shall submit any alleged breach of this Contract by the State to the Procurement Official of CDOT as described in §24-101-301(30), C.R.S. for resolution in accordance with the provisions of §§24-106-109, 24-109-101.1, 24-109-101.5, 24-109-106, 24-109-107, 24-109-201 through 24-109-206, and 24-109-501 through 24-109-505, C.R.S., (the "Resolution Statutes"), except that if Contractor wishes to challenge any decision rendered by the Procurement Official, Contractor's challenge shall be an appeal to the executive director of the Department of Personnel and Administration, or their delegate, under the Resolution Statutes before Contractor pursues any further action as permitted by such statutes. Except as otherwise stated in this Section, all requirements of the Resolution Statutes shall apply including, without limitation, time limitations.

C. Questions of Fact

Except as otherwise provided in this Agreement, any dispute concerning a question of fact arising under this Agreement which is not disposed of by agreement shall be decided by the Chief Engineer of the Department of Transportation. The decision of the Chief Engineer will be final and conclusive unless, within 30 calendar days after the date of receipt of a copy of such written decision, Local Agency mails or otherwise furnishes to the State a written appeal addressed to the Executive Director of CDOT. In connection with any appeal proceeding under this clause, Local Agency shall be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, Local Agency shall proceed diligently with the performance of this Agreement in accordance with the Chief Engineer's decision. The decision of the Executive Director or his duly authorized representative for the determination of such appeals shall be final and conclusive and serve as final agency action. This dispute clause does not preclude consideration of questions of law in connection with decisions provided for herein. Nothing in this Agreement, however, shall be construed as making final the decision of any administrative official, representative, or board on a question of law.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

16. NOTICES AND REPRESENTATIVES

Each individual identified below shall be the principal representative of the designating Party. All notices required or permitted to be given under this Agreement shall be in writing and shall be delivered **(i)** by hand with receipt required, **(ii)** by certified or registered mail to such Party's principal representative at the address set forth below or **(iii)** as an email with read receipt requested to the principal representative at the email address, if any, set forth below. If a Party delivers a notice to another through email and the email is undeliverable, then, unless the Party has been provided with an alternate email contact, the Party delivering the notice shall deliver the notice by hand with receipt required or by certified or registered mail to such Party's principal representative at the address set forth below. Either Party may change its principal representative or principal representative contact information by notice submitted in accordance with this **§16** without a formal amendment to this Agreement. Unless otherwise provided in this Agreement, notices shall be effective upon delivery of the written notice.

For the State

Colorado Department of Transportation (CDOT)
Chris Vokurka, P.E. I – Signals
CDOT
2829 W Howard Pl
Denver, CO 80204
303-512-4058
christopher.vokurka@state.co.us

For the Local Agency

CITY OF AURORA
Carlie Campuzano, Traffic Manager
15151 E Alameda Pkwy Ste 3200
Aurora, CO 80012
303-739-7309
ccampuza@auroragov.org

17. RIGHTS IN WORK PRODUCT AND OTHER INFORMATION

A. Work Product

Local Agency hereby grants to the State a perpetual, irrevocable, non-exclusive, royalty free license, with the right to sublicense, to make, use, reproduce, distribute, perform, display, create derivatives of and otherwise exploit all intellectual property created by Local Agency or any Subcontractors. Local Agency assigns to the State and its successors and assigns, the entire right, title, and interest in and to all causes of action, either in law or in equity, for past, present, or future infringement of intellectual property rights related to the Work Product and all works based on, derived from, or incorporating the Work Product. Whether or not Local Agency is under contract with the State at the time, Local Agency shall execute applications, assignments, and other documents, and shall render all other reasonable assistance requested by the State, to enable the State to secure patents, copyrights, licenses and other intellectual property rights related to the Work Product. The Parties intend the Work Product to be works made for hire.

i. Copyrights

To the extent that the Work Product (or any portion of the Work Product) would not be considered works made for hire under applicable law, Local Agency hereby assigns to the State, the entire right, title, and interest in and to copyrights in all Work Product and all works based upon, derived from, or incorporating the Work Product; all copyright applications, registrations, extensions, or renewals relating to all Work Product and all works based upon, derived from, or incorporating the Work Product; and all moral rights or similar rights with respect to the Work Product throughout the world. To the extent that Local Agency cannot make any of the assignments required by this section, Local Agency hereby grants to the State a perpetual, irrevocable, royalty-free license to use, modify, copy, publish, display, perform, transfer, distribute, sell, and create derivative works of the Work Product and all works based upon, derived from,

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

or incorporating the Work Product by all means and methods and in any format now known or invented in the future. The State may assign and license its rights under this license.

ii. Patents

In addition, Local Agency grants to the State (and to recipients of Work Product distributed by or on behalf of the State) a perpetual, worldwide, no-charge, royalty-free, irrevocable patent license to make, have made, use, distribute, sell, offer for sale, import, transfer, and otherwise utilize, operate, modify and propagate the contents of the Work Product. Such license applies only to those patent claims licensable by Local Agency that are necessarily infringed by the Work Product alone, or by the combination of the Work Product with anything else used by the State.

iii. Assignments and Assistance

Whether or not the Local Agency is under Agreement with the State at the time, Local Agency shall execute applications, assignments, and other documents, and shall render all other reasonable assistance requested by the State, to enable the State to secure patents, copyrights, licenses and other intellectual property rights related to the Work Product. The Parties intend the Work Product to be works made for hire. Local Agency assigns to the State and its successors and assigns, the entire right, title, and interest in and to all causes of action, either in law or in equity, for past, present, or future infringement of intellectual property rights related to the Work Product and all works based on, derived from, or incorporating the Work Product.

B. Exclusive Property of the State

Except to the extent specifically provided elsewhere in this Agreement, any pre-existing State Records, State software, research, reports, studies, photographs, negatives, or other documents, drawings, models, materials, data, and information shall be the exclusive property of the State (collectively, "State Materials"). Local Agency shall not use, willingly allow, cause or permit Work Product or State Materials to be used for any purpose other than the performance of Local Agency's obligations in this Agreement without the prior written consent of the State. Upon termination of this Agreement for any reason, Local Agency shall provide all Work Product and State Materials to the State in a form and manner as directed by the State.

C. Exclusive Property of Local Agency

Local Agency retains the exclusive rights, title, and ownership to any and all pre-existing materials owned or licensed to Local Agency including, but not limited to, all pre-existing software, licensed products, associated source code, machine code, text images, audio and/or video, and third-party materials, delivered by Local Agency under this Agreement, whether incorporated in a Deliverable or necessary to use a Deliverable (collectively, "Local Agency Property"). Local Agency Property shall be licensed to the State as set forth in this Agreement or a State approved license agreement: (i) entered into as exhibits to this Agreement, (ii) obtained by the State from the applicable third-party vendor, or (iii) in the case of open source software, the license terms set forth in the applicable open source license agreement.

18. GOVERNMENTAL IMMUNITY

Liability for claims for injuries to persons or property arising from the negligence of the Parties, their departments, boards, commissions committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the GIA; the Federal Tort Claims Act, 28 U.S.C. Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, *et seq.* C.R.S. The following applies through June 30, 2022: no term or condition of this Contract shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, contained in these statutes.

19. STATEWIDE CONTRACT MANAGEMENT SYSTEM

If the maximum amount payable to Local Agency under this Agreement is $100,000 or greater, either on the Effective Date or at any time thereafter, this **§19** shall apply. Local Agency agrees to be governed by and comply with the provisions of §24-106-103, §24-102-206, §24-106-106, §24-106-107 C.R.S. regarding the monitoring of vendor performance and the reporting of contract performance information in the State's contract management system ("Contract Management System" or "CMS"). Local Agency's performance shall be subject to evaluation and review in accordance with the terms and conditions of this Agreement, Colorado statutes governing CMS, and State Fiscal Rules and State Controller policies.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

20. GENERAL PROVISIONS

A. Assignment

Local Agency's rights and obligations under this Agreement are personal and may not be transferred or assigned without the prior, written consent of the State. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of Local Agency's rights and obligations approved by the State shall be subject to the provisions of this Agreement

B. Subcontracts

Local Agency shall not enter into any subcontract in connection with its obligations under this Agreement without the prior, written approval of the State. Local Agency shall submit to the State a copy of each such subcontract upon request by the State. All subcontracts entered into by Local Agency in connection with this Agreement shall comply with all applicable federal and state laws and regulations, shall provide that they are governed by the laws of the State of Colorado, and shall be subject to all provisions of this Agreement.

C. Binding Effect

Except as otherwise provided in **§20.A.** all provisions of this Agreement, including the benefits and burdens, shall extend to and be binding upon the Parties' respective successors and assigns.

D. Authority

Each Party represents and warrants to the other that the execution and delivery of this Agreement and the performance of such Party's obligations have been duly authorized.

E. Captions and References

The captions and headings in this Agreement are for convenience of reference only, and shall not be used to interpret, define, or limit its provisions. All references in this Agreement to sections (whether spelled out or using the § symbol), subsections, exhibits or other attachments, are references to sections, subsections, exhibits or other attachments contained herein or incorporated as a part hereof, unless otherwise noted.

F. Counterparts

This Agreement may be executed in multiple, identical, original counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

G. Digital Signatures

If any signatory signs this agreement using a digital signature in accordance with the Colorado State Controller Contract, Grant and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Contract by reference.

H. Entire Understanding

This Agreement represents the complete integration of all understandings between the Parties related to the Work, and all prior representations and understandings related to the Work, oral or written, are merged into this Agreement. Prior or contemporaneous additions, deletions, or other changes to this Agreement shall not have any force or effect whatsoever, unless embodied herein.

I. Jurisdiction and Venue

All suits or actions related to this Agreement shall be filed and proceedings held in the State of Colorado and exclusive venue shall be in the City and County of Denver.

J. Modification

Except as otherwise provided in this Agreement, any modification to this Agreement shall only be effective if agreed to in a formal amendment to this Agreement, properly executed and approved in accordance with applicable Colorado State law and State Fiscal Rules. Modifications permitted under this Agreement, other than contract amendments, shall conform to the policies promulgated by the Colorado State Controller.

K. Statutes, Regulations, Fiscal Rules, and Other Authority.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Any reference in this Agreement to a statute, regulation, State Fiscal Rule, fiscal policy or other authority shall be interpreted to refer to such authority then current, as may have been changed or amended since the Effective Date of this Agreement.

L. Order of Precedence

In the event of a conflict or inconsistency between this Agreement and any exhibits or attachment such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

i. The provisions of the other sections of the main body of this Agreement.
ii. **Exhibit N**, Federal Treasury Provisions.
iii. **Exhibit F**, Certification for Federal-Aid Contracts.
iv. **Exhibit G**, Disadvantaged Business Enterprise.
v. **Exhibit I**, Federal-Aid Contract Provisions for Construction Contracts.
vi. **Exhibit J**, Additional Federal Requirements.
vii. **Exhibit K**, Federal Funding Accountability and Transparency Act of 2006 (FFATA) Supplemental Federal Provisions.
viii. **Exhibit L**, Sample Sub-Recipient Monitoring and Risk Assessment Form.
ix. **Exhibit M**, Supplemental Provisions for Federal Awards Subject to The Office of Management and Budget Uniform Administrative Requirements, Cost principles, and Audit Requirements for Federal Awards (the "Uniform Guidance").
x. **Exhibit O**, Agreement with Subrecipient of Federal Recovery Funds.
xi. **Exhibit R**. Applicable Federal Awards.
xii Colorado Special Provisions in the main body of this Agreement.
xiii. **Exhibit A**, Scope of Work.
xiv. **Exhibit H**, Local Agency Procedures for Consultant Services.
xv. **Exhibit B**, Sample Option Letter.
xvi. **Exhibit C**, Funding Provisions.
xvii. **Exhibit P**, SLFRF Subrecipient Quarterly Report.
xviii. **Exhibit Q**, SLFRF Reporting Modification Form.
xix. **Exhibit D**, Local Agency Resolution.
xx. **Exhibit E**, Local Agency Contract Administration Checklist.
xxi. **Exhibit S**, PII Certification.
xxii. **Exhibit T**, Checklist of Required Exhibits Dependent on Funding Source.
xxiii. Other exhibits in descending order of their attachment.

M. Severability

The invalidity or unenforceability of any provision of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, which shall remain in full force and effect, provided that the Parties can continue to perform their obligations under this Agreement in accordance with the intent of the Agreement.

N. Survival of Certain Agreement Terms

Any provision of this Agreement that imposes an obligation on a Party after termination or expiration of the Agreement shall survive the termination or expiration of the Agreement and shall be enforceable by the other Party.

O. Third Party Beneficiaries

Except for the Parties' respective successors and assigns described in **§20.C,** this Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Agreement and all rights and obligations hereunder are reserved solely to the Parties. Any services or benefits which third parties receive as a result of this Agreement are incidental to the Agreement, and do not create any rights for such third parties.

P. Waiver

A Party's failure or delay in exercising any right, power, or privilege under this Agreement, whether explicit or by lack of enforcement, shall not operate as a waiver, nor shall any single or partial exercise of any right, power, or privilege preclude any other or further exercise of such right, power, or privilege.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Q. CORA Disclosure

To the extent not prohibited by federal law, this Agreement and the performance measures and standards required under §24-106-107 C.R.S., if any, are subject to public release through the CORA.

R. Standard and Manner of Performance

Local Agency shall perform its obligations under this Agreement in accordance with the highest standards of care, skill and diligence in Local Agency's industry, trade, or profession.

S. Licenses, Permits, and Other Authorizations.

Local Agency shall secure, prior to the Effective Date, and maintain at all times during the term of this Agreement, at its sole expense, all licenses, certifications, permits, and other authorizations required to perform its obligations under this Agreement, and shall ensure that all employees, agents and Subcontractors secure and maintain at all times during the term of their employment, agency or subcontract, all license, certifications, permits and other authorizations required to perform their obligations in relation to this Agreement.

T. Compliance with State and Federal Law, Regulations, and Executive Orders

Local Agency shall comply with all State and Federal law, regulations, executive orders, State and Federal Awarding Agency policies, procedures, directives, and reporting requirements at all times during the term of this Agreement.

U. Accessibility

i. Local Agency shall comply with and the Work Product provided under this Agreement shall be in compliance with all applicable provisions of §§24-85-101, et seq., C.R.S., and the Accessibility Standards for Individuals with a Disability, as established by the Governor's Office of Information Technology (OIT), pursuant to Section §24-85-103 (2.5), C.R.S. Local Agency shall also comply with all State of Colorado technology standards related to technology accessibility and with Level AA of the most current version of the Web Content Accessibility Guidelines (WCAG), incorporated in the State of Colorado technology standards.

ii. Each Party agrees to be responsible for its own liability incurred as a result of its participation in and performance under this Agreement. In the event any claim is litigated, each Party will be responsible for its own attorneys' fees, expenses of litigation, or other costs. No provision of this Agreement shall be deemed or construed to be a relinquishment or waiver of any kind of the applicable limitations of liability provided to either the Local Agency or the State by the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq. and Article XI of the Colorado Constitution. Nothing in the Agreement shall be construed as a waiver of any provision of the State Fiscal Rules.

iii. The State may require Local Agency's compliance to the State's Accessibility Standards to be determined by a third party selected by the State to attest to Local Agency's Work Product and software is in compliance with §§24-85-101, et seq., C.R.S., and the Accessibility Standards for Individuals with a Disability as established by OIT pursuant to Section §24-85-103 (2.5), C.R.S.

V. Taxes

The State is exempt from federal excise taxes under I.R.C. Chapter 32 (26 U.S.C., Subtitle D, Ch. 32) (Federal Excise Tax Exemption Certificate of Registry No. 84-730123K) and from State and local government sales and use taxes under §§39-26-704(1), *et seq.,* C.R.S. (Colorado Sales Tax Exemption Identification Number 98-02565). The State shall not be liable for the payment of any excise, sales, or use taxes, regardless of whether any political subdivision of the state imposes such taxes on Local Agency. Local Agency shall be solely responsible for any exemptions from the collection of excise, sales or use taxes that Local Agency may wish to have in place in connection with this Agreement.

21. COLORADO SPECIAL PROVISIONS (COLORADO FISCAL RULE 3-3)

These Special Provisions apply to all contracts. Contractor refers to Local Agency and Contract refers to Agreement.

A. STATUTORY APPROVAL. §24-30-202(1), C.R.S.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

This Contract shall not be valid until it has been approved by the Colorado State Controller or designee. If this Contract is for a Major Information Technology Project, as defined in §24-37.5-102(19), then this Contract shall not be valid until it has been approved by the State's Chief Information Officer or designee.

B. FUND AVAILABILITY. §24-30-202(5.5), C.R.S., applicable Local Agency law, rule or regulation.

Financial obligations of the Parties payable after the current State Fiscal Year or fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

C. GOVERNMENTAL IMMUNITY.

Liability for claims for injuries to persons or property arising from the negligence of the Parties, its departments, boards, commissions committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the Colorado Governmental Immunity Act, §24-10-101, et seq., C.R.S.; the Federal Tort Claims Act, 28 U.S.C. Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, et seq. C.R.S. No term or condition of this Contract shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, contained in these statutes.

D. INDEPENDENT CONTRACTOR

Contractor shall perform its duties hereunder as an independent contractor and not as an employee. Neither Contractor nor any agent or employee of Contractor shall be deemed to be an agent or employee of the State. Contractor shall not have authorization, express or implied, to bind the State to any agreement, liability or understanding, except as expressly set forth herein. **Contractor and its employees and agents are not entitled to unemployment insurance or workers compensation benefits through the State and the State shall not pay for or otherwise provide such coverage for Contractor or any of its agents or employees. Contractor shall pay when due all applicable employment taxes and income taxes and local head taxes incurred pursuant to this Contract. Contractor shall (i) provide and keep in force workers' compensation and unemployment compensation insurance in the amounts required by law, (ii) provide proof thereof when requested by the State, and (iii) be solely responsible for its acts and those of its employees and agents.**

E. COMPLIANCE WITH LAW.

Contractor shall comply with all applicable federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

F. CHOICE OF LAW, JURISDICTION, AND VENUE.

Colorado law, and rules and regulations issued pursuant thereto, shall be applied in the interpretation, execution, and enforcement of this Contract. Any provision included or incorporated herein by reference which conflicts with said laws, rules, and regulations shall be null and void. All suits or actions related to this Contract shall be filed and proceedings held in the State of Colorado and exclusive venue shall be in the City and County of Denver.

G. PROHIBITED TERMS.

Any term included in this Contract that requires the Parties to indemnify or hold Contractor harmless; requires the Parties to agree to binding arbitration; limits Contractor's liability for damages resulting from death, bodily injury, or damage to tangible property; or that conflicts with this provision in any way shall be void ab initio. Nothing in this Contract shall be construed as a waiver of any provision of §24-106-109 C.R.S. Any term included in this Contract that limits Contractor's liability that is not void under this section shall apply only in excess of any insurance to be maintained under this Contract, and no insurance policy shall be interpreted as being subject to any limitations of liability of this Contract.

H. SOFTWARE PIRACY PROHIBITION.

State or other public funds payable under this Contract shall not be used for the acquisition, operation, or maintenance of computer software in violation of federal copyright laws or applicable licensing restrictions. Contractor hereby certifies and warrants that, during the term of this Contract and any extensions, Contractor has and shall maintain in place appropriate systems and controls to prevent such improper use of public funds. If the State determines that Contractor is in violation of this provision, the State may exercise any remedy

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

available at law or in equity or under this Contract, including, without limitation, immediate termination of this Contract and any remedy consistent with federal copyright laws or applicable licensing restrictions.

I. EMPLOYEE FINANCIAL INTEREST/CONFLICT OF INTEREST. §§24-18-201 and 24-50-507, C.R.S.

The signatories aver that to their knowledge, no employee of the State has any personal or beneficial interest whatsoever in the service or property described in this Contract. Contractor has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of Contractor's services and Contractor shall not employ any person having such known interests.

22. FEDERAL REQUIREMENTS

Local Agency and/or their contractors, subcontractors, and consultants shall at all times during the execution of this Agreement strictly adhere to, and comply with, all applicable federal and State laws, and their implementing regulations, as they currently exist and may hereafter be amended. A summary of applicable federal provisions are attached hereto as **Exhibit F**, **Exhibit I**, **Exhibit J**, **Exhibit K**, **Exhibit M, Exhibit N** and **Exhibit O** are hereby incorporated by this reference.

23. DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Local Agency will comply with all requirements of **Exhibit G** and **Exhibit E,** Local Agency Contract Administration Checklist, regarding DBE requirements for the Work, except that if Local Agency desires to use its own DBE program to implement and administer the DBE provisions of 49 C.F.R. Part 26 under this Agreement, it must submit a copy of its program's requirements to the State for review and approval before the execution of this Agreement. If Local Agency uses any State- approved DBE program for this Agreement, Local Agency shall be solely responsible to defend that DBE program and its use of that program against all legal and other challenges or complaints, at its sole cost and expense. Such responsibility includes, without limitation, determinations concerning DBE eligibility requirements and certification, adequate legal and factual bases for DBE goals and good faith efforts. State approval (if provided) of Local Agency's DBE program does not waive or modify the sole responsibility of Local Agency for use of its program.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT A

SCOPE OF WORK

Name of Project: FY25 Aurora Traffic Signal Equipment Upgrade
Project Number: STU M055-072
SubAccount #: 26185

The project will deploy new video detection systems and UPS at 42 intersections along the DRCOG roadway network within the City of Aurora. Project components will include all video detection systems, mounting hardware, cabling, power supplies, cabinet components, licensing, integration, and testing. The equipment will be purchased from qualified vendors and the installation work will be completed by City of Aurora staff.

Currently, intersections without video detection are unable to provide multimodal detection, 24/7 traffic counts, and remote configuration of detection zones. The absence of these elements results in increased maintenance costs as well as an increased need for external count data services. Existing detection is sometimes unreliable and cannot always be monitored remotely. The installation of video detection will address these issues.

Currently, intersections without Uninterruptible Power Supplies (UPS) are at risk of becoming inoperable in the event of a power failure. The UPS also provides power conditioning to incoming utility power thereby providing clean and stable power that can extend the life of the traffic signal equipment within the cabinet. The installation of UPS will address these issues and allow the intersections to continue to operate.

This project is for the procurement of equipment only and the City will complete the installation with our own workforce.

If ARPA funds are used, all ARPA funds must be encumbered by December 31, 2024. All work funded by ARPA must be completed by December 31, 2026 and all bills must be submitted to CDOT for payment by January 31, 2027. These bills must be paid by CDOT by March 31, 2027.

By accepting funds for this Scope of Work, Local Agency acknowledges, understands, and accepts the continuing responsibility for the safety of the traveling public after initial acceptance of the project. **Local Agency is responsible for maintaining and operating the scope of work described in this Exhibit A constructed under this Agreement at its own cost and expense during its useful life.**

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT B

SAMPLE IGA OPTION LETTER

Date	State Fiscal Year	Option Letter No.
Project Code	**Original Agreement #**	

Vendor Name:

Option to unilaterally add phasing to include Design, Construction, Environmental, Utilities, ROW incidentals or Miscellaneous and to update encumbrance amount(s).

Option to unilaterally transfer funds from one phase to another phase.

Option to unilaterally add phasing to include Design, Construction, Environmental, Utilities, ROW incidentals or Miscellaneous, to update encumbrance amount(s), and to unilaterally transfer funds from one phase to another phase.

Option to unilaterally extend the term of this Agreement and/or update a Work Phase Performance Period and/or modify OMB Guidance.

Option A

In accordance with the terms of the original Agreement between the State of Colorado, Department of Transportation and the Local Agency, the State hereby exercises the option to authorize the Local Agency to add a phase and to encumber funds for the phase based on changes in funding availability and authorization. The total encumbrance is (or increased) by $0.00. A new **Exhibit C-1** is made part of the original Agreement and replaces **Exhibit C**.

Option B

In accordance with the terms of the original Agreement between the State of Colorado, Department of Transportation and the Local Agency, the State hereby exercises the option to transfer funds based on variance in actual phase costs and original phase estimates. A new **Exhibit C-1** is made part of the original Agreement and replaces **Exhibit C**.

Option C

In accordance with the terms of the original Agreement between the State of Colorado, Department of Transportation and the Local Agency, the State hereby exercises the option to 1) release the Local Agency to begin a phase; 2) to encumber funds for the phase based upon changes in funding availability and authorization; and 3) to transfer funds from phases based on variance in actual phase costs and

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

original phase estimates. A new **Exhibit C-1** is made part of the original Agreement and replaces **Exhibit C**.

Option D

In accordance with the terms of the original Agreement between the State of Colorado, Department of Transportation and the Local Agency, the State hereby exercises the option extend the term of this Agreement and/or update a Work Phase Performance Period and/or modify information required under the OMB Uniform Guidance, as outlined in **Exhibit C**. This is made part of the original Agreement and replaces the Expiration Date shown on the Signature and Cover Page. Any updated version of **Exhibit C** shall be attached to any executed Option Letter as **Exhibit C-1** (with subsequent exhibits labeled **C-2**, **C-3**, etc.).

The effective date of this option letter is upon approval of the State Controller or delegate.

STATE OF COLORADO
Jared S. Polis
Department of Transportation

By:_____
Keith Stefanik, P.E., Chief Engineer
(For) Shoshana M. Lew, Executive Director

Date: _____

ALL AGREEMENTS MUST BE APPROVED BY THE STATE CONTROLLER

CRS §24-30-202 requires the State Controller to approve all State Agreements. This Agreement is not valid until signed and dated below by the State Controller or delegate. Contractor is not authorized to begin performance until such time. If the Local Agency begins performing prior thereto, the State of Colorado is not obligated to pay the Local Agency for such performance or for any goods and/or services provided hereunder.

STATE OF COLORADO
STATE CONTROLLER
Robert Jaros, CPA, MBA, JD

By: _____
Colorado Department of Transportation

Date:_____

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Fed $ LA Work

EXHIBIT C - FUNDING PROVISIONS

City of Aurora - STU M055-072 (26185)

A. Cost of Work Estimate

The Local Agency has estimated the total cost of the Work to be $1,021,000.00, which is to be funded as follows:

1. FUNDING

a. Federal Funds (100% of STBG Award)	$1,021,000.00
b. Local Agency Funds (0% of STBG Award)	$0.00
TOTAL FUNDS ALL SOURCES	**$1,021,000.00**

2. OMB UNIFORM GUIDANCE

a.	Federal Award Identification Number (FAIN):	TBD
b.	Name of Federal Awarding Agency:	FHWA
c.	Local Agency Unique Entity Identifier	KVZATDBDECG8
d.	Assistance Listing # Highway Planning and Construction	ALN 20.205
e.	Is the Award for R&D?	No
f.	Indirect Cost Rate (if applicable)	N/A
g.	Amount of Federal Funds Obligated by this Action:	$0.00
h.	Amount of Federal Funds Obligated to Date (including this Action):	$0.00

3. ESTIMATED PAYMENT TO LOCAL AGENCY

a.	Federal Funds Budgeted	$1,021,000.00
b.	Less Estimated Federal Share of CDOT-Incurred Costs	$0.00

TOTAL ESTIMATED PAYMENT TO LOCAL AGENCY	**100%**	**$1,021,000.00**
TOTAL ESTIMATED FUNDING BY LOCAL AGENCY	**0%**	**$0.00**
TOTAL PROJECT ESTIMATED FUNDING	**100%**	**$1,021,000.00**

4. FOR CDOT ENCUMBRANCE PURPOSES

a.	Total Encumbrance Amount (Federal funds + Local Agency funds)	$1,021,000.00
b.	Less ROW Acquisition 3111 and/or ROW Relocation 3109	$0.00
NET TO BE ENCUMBERED BY CDOT IS AS FOLLOWS		**$1,021,000.00**

Note: No funds are currently available. Design and Construction funds will become available after execution of an Option letter (Exhibit B) or formal Amendment.

WBS Element 26185.10.30	Performance Period Start*/End Date TBD-TBD	Design	3020	$0.00
WBS Element 26185.20.10	Performance Period Start*/End Date TBD- TBD	Const.	3301	$0.00

*The Local Agency should not begin work until all three (3) of the following are in place: 1) Phase Performance Period Start Date; 2) the execution of the document encumbering funds for the respective phase; and 3) Local Agency receipt of the official Notice to Proceed. Any work performed before these three (3) milestones are achieved will not be reimbursable.

B. Funding Ratios

The funding ratio for the federal funds for this Work is 100% federal funds to 0% Local Agency funds, and this ratio applies only to the $1,021,000.00 that is eligible for federal funding. All other costs are borne by the Local Agency at 100%. If the total cost of performance of the Work exceeds $1,021,000.00, and additional federal funds are not available, the Local Agency shall pay all such excess costs. If the total

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

cost of performance of the Work is less than $1,021,000.00, then the amounts of Local Agency and federal funds will be decreased in accordance with the funding ratio described in **A1**. **This applies to the entire scope of Work.**

C. Maximum Amount Payable

The maximum amount payable to the Local Agency under this Agreement shall be $1,021,000.00. For CDOT accounting purposes, the federal funds of $1,021,000.00 and the Local Agency funds of $0.00 will be encumbered for a total encumbrance of $1,021,000.00, unless this amount is increased by an executed amendment before any increased cost is incurred. The total budget is $1,021,000.00, unless this amount is increased by an executed amendment before any increased cost is incurred. The total cost of the Work is the best estimate available, based on the design data as approved at the time of execution of this Agreement, and that any cost is subject to revisions agreed to by the parties prior to bid and award. The maximum amount payable will be reduced without amendment when the actual amount of the Local Agency's awarded Agreement is less than the budgeted total of the federal funds and the Local Agency funds. The maximum amount payable will be reduced through the execution of an Option Letter as described in Section 7. E. of this contract. **This applies to the entire scope of Work.**

D. Single Audit Act Amendment

All state and local government and non-profit organizations receiving $750,000 or more from all funding sources defined as federal financial assistance for Single Audit Act Amendment purposes shall comply with the audit requirements of 2 CFR part 200, subpart F (Audit Requirements) see also, 49 CFR 18.20 through 18.26. The Single Audit Act Amendment requirements applicable to the Local Agency receiving federal funds are as follows:

i. **Expenditure less than $750,000**
If the Local Agency expends less than $750,000 in Federal funds (all federal sources, not just Highway funds) in its fiscal year then this requirement does not apply.

ii. **Expenditure of $750,000 or more-Highway Funds Only**
If the Local Agency expends $750,000 or more, in Federal funds, but only received federal Highway funds (Catalog of Federal Domestic Assistance, CFDA 20.205) then a program specific audit shall be performed. This audit will examine the "financial" procedures and processes for this program area.

iii. **Expenditure of $750,000 or more-Multiple Funding Sources**
If the Local Agency expends $750,000 or more in Federal funds, and the Federal funds are from multiple sources (FTA, HUD, NPS, etc.) then the Single Audit Act applies, which is an audit on the entire organization/entity.

iv. **Independent CPA**
Single Audit shall only be conducted by an independent CPA, not by an auditor on staff. An audit is an allowable direct or indirect cost.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT D

LOCAL AGENCY RESOLUTION (IF APPLICABLE)

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Exhibit E -

Local Agency Contract Administration Checklist

COLORADO DEPARTMENT OF TRANSPORTATION

LOCAL AGENCY CONTRACT ADMINISTRATION CHECKLIST

Project No.	STIP No.	Project Code	Region
STU M055-072	**SDR9000**	**26185**	**1**

Project Location	Date
City of Aurora	**01/1/2023**

Project Description
FY25-Aurora Traffic Signal Equipment Upgrade

Local Agency	Local Agency Project Manager
Aurora	**Carlie Campuzano**
CDOT Resident Engineer	CDOT Project Manager
Alvin Stamp	**Chris Vokurka**

INSTRUCTIONS:
This checklist shall be used to establish the contractual administrative responsibilities of the individual parties to this agreement. The checklist becomes an attachment to the Local Agency Agreement. Section numbers (NO.) correspond to the applicable chapters of the *CDOT Local Agency Desk Reference (Local Agency Manual).* LAWR numbers correspond to the applicable flowchart in the Local Agency Web Resource.

The checklist shall be prepared by placing an X under the responsible party, opposite each of the tasks. The X denotes the party responsible for initiating and executing the task. Only one responsible party should be selected. When neither CDOT nor the Local Agency is responsible for a task, not applicable (NA) shall be noted. In addition, # will denote that CDOT must concur or approve.

Tasks that will be performed by Headquarters staff are indicated with an X in the CDOT column under Responsible Party. The Regions, in accordance with established policies and procedures, will determine who will perform all other tasks that are the responsibility of CDOT.

The checklist shall be prepared by the CDOT Resident Engineer or the CDOT Project Manager, in cooperation with the Local Agency Project Manager, and submitted to the Region Program Engineer. If contract administration responsibilities change, the CDOT Resident Engineer, in cooperation with the Local Agency Project Manager, will prepare and distribute a revised checklist.

Note:
Failure to comply with applicable Federal and State requirements may result in the loss of Federal or State participation in funding.

LA WR	NO.	DESCRIPTION OF TASK	RESPONSIBLE PARTY LA	RESPONSIBLE PARTY CDOT
		TIP / STIP AND LONG-RANGE PLANS		
	2.1	Review Project to ensure it is consistent with STIP and amendments thereto		**X**
		FEDERAL FUNDING OBLIGATION AND AUTHORIZATION		
	4.1	Authorize funding by phases (CDOT Form 418 - Federal-aid Program Data. Requires FHWA concurrence/involvement). *Please write in "NA", if Not Applicable.*		**x**
		PROJECT DEVELOPMENT		
1	5.1	Prepare Design Data - CDOT Form 463	x **X**	
	5.2	Prepare Local Agency/CDOT Inter-Governmental Agreement (see also Chapter 3)		**X**
2	5.3	Conduct Consultant Selection/Execute Consultant Agreement • Project Development • Construction Contract Administration (including Fabrication Inspection Services)	 X **X** x **X**	 # #
3,3A	5.4	Conduct Design Scoping Review Meeting	x **X**	
3,6	5.5	Conduct Public Involvement	**X**	
3	5.6	Conduct Field Inspection Review (FIR)	**X**	

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

LA WR	NO.	DESCRIPTION OF TASK	RESPONSIBLE PARTY LA	CDOT
4	5.7	Conduct Environmental Processes (may require FHWA concurrence/involvement)	x	#
5	5.8	Acquire Right-of-Way (may require FHWA concurrence/involvement)	x	#
3	5.9	Obtain Utility and Railroad Agreements	x	
3	5.10	Conduct Final Office Review (FOR)	x	
3A	5.11	Justify Force Account Work by the Local Agency	x	#
3B	5.12	Justify Proprietary, Sole Source, or Local Agency Furnished Items	x	#
3	5.13	Document Design Exceptions - CDOT Form 464	x	#
3	5.14	Prepare Plans, Specifications, Construction Cost Estimates and Submittals	x	
	5.15	Ensure Authorization of Funds for Construction		x
	5.16	Electronic Signatures	x	
	5.17	Records Management	x	
	PROJECT DEVELOPMENT CIVIL RIGHTS AND LABOR COMPLIANCE			
3	6.1	Set Disadvantaged Business Enterprise (DBE) Goals for Consultant and Construction Contracts (CDOT Region EEO/Civil Rights Specialist).		x
	6.2	Determine Applicability of Davis-Bacon Act This project ☐ is ☒ is not exempt from Davis-Bacon requirements as determined by the functional classification of the project location (Projects located on local roads and rural minor collectors may be exempt.) Alvin Stamp 2/20/2024 CDOT Resident Engineer (Signature on File) Date		x
	6.3	Set On-the-Job Training Goals (CDOT Region EEO/Civil Rights Specialist) *"NA", if Not Applicable*		x
3	6.4	Title VI Assurances	x	#
6,7		Ensure the correct Federal Wage Decision, all required Disadvantaged Business Enterprise/On-the-Job Training special provisions and FHWA Form 1273 are included in the Contract (CDOT Resident Engineer)	x	#
	ADVERTISE, BID AND AWARD of CONSTRUCTION PROJECTS			
6,7	7.1	Obtain Approval for Advertisement Period of Less Than Three Weeks	x	#
7	7.2	Advertise for Bids	x	#
7	7.3	Distribute “Advertisement Set” of Plans and Specifications	x	
7	7.4	Review Worksite and Plan Details with Prospective Bidders While Project Is Under Advertisement	x	
7	7.5	Open Bids	x	
7	7.6	Process Bids for Compliance		
		Check CDOT Form 1415 – Commitment Confirmation when the low bidder meets DBE goals. *Please write in "NA", if Not Applicable.*		x
		Evaluate CDOT Form 1416 - Good Faith Effort Report and determine if the Contractor has made a good faith effort when the low bidder does not meet DBE goals. *"NA", if Not Applicable.*		x
		Submit required documentation for CDOT award concurrence	x	
	7.7	Concurrence from CDOT to Award		x
	7.8	Approve Rejection of Low Bidder		x
7,8	7.9	Award Contract	x	#
8	7.10	Provide “Award” and “Record” Sets of Plans and Specifications	x	
	CONSTRUCTION MANAGEMENT			
8	8.1	Issue Notice to Proceed to the Contractor	x	#
8	8.2	Project Safety	x	
8	8.3	Conduct Conferences:		
		Pre-construction Conference (Appendix B) • Fabrication Inspection Notifications	x	
		Pre-survey • Construction staking • Monumentation	x x	
		Partnering (Optional)	x	x
		Structural Concrete Pre-Pour (Agenda is in *CDOT Construction Manual)*	x	

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

LA WR	NO.	DESCRIPTION OF TASK	RESPONSIBLE PARTY LA	CDOT
		Concrete Pavement Pre-Paving (Agenda is in *CDOT Construction Manual)*	x	
		HMA Pre-Paving (Agenda is in *CDOT Construction Manual)*	x	
8	8.4	Develop and distribute Public Notice of Planned Construction to media and local residents	x	
9	8.5	Supervise Construction		
		A Professional Engineer (PE) registered in Colorado, who will be "in responsible charge of construction supervision." **Carlie Campuzano** 303-739-7309 Local Agency Professional Engineer or CDOT Resident Engineer — Phone number	x	
		Provide competent, experienced staff who will ensure the Contract work is constructed in accordance with the plans and specifications	x	
		Construction inspection and documentation	x	
		Fabrication Inspection and documentation	x	
9	8.6	Approve Shop Drawings	x	#
9	8.7	Perform Traffic Control Inspections	x	
9	8.8	Perform Construction Surveying	x	
9	8.9	Monument Right-of-Way	x	
9,9A	8.10	Prepare and Approve Interim and Final Contractor Pay Estimates. Collect and review CDOT Form 1418 (or equivalent) Provide the name and phone number of the person authorized for this task. **Carlie Campuzano** **303-739-7309** Local Agency Representative — Phone number	x	#
9	8.11	Prepare and Approve Interim and Final Utility and Railroad Billings	x	#
9B	8.12	Prepare and Authorize Change Orders	x	#
9B	8.13	Submit Change Order Package to CDOT	x	
9A	8.14	Prepare Local Agency Reimbursement Requests	x	
9	8.15	Monitor Project Financial Status	x	#
9	8.16	Prepare and Submit Monthly Progress Reports	x	#
9	8.17	Resolve Contractor Claims and Disputes	x	#
	8.18	Conduct Routine and Random Project Reviews Provide the name and phone number of the person responsible for this task. **Alvin Stamp** **2/202/824** CDOT Resident Engineer — Phone number		x
9	8.19	Ongoing Oversight of DBE Participation		
	MATERIALS			
9,9C	9.1	Discuss Materials at Pre-Construction Meeting • Buy America documentation required **prior to** installation of steel	x	#
9,9C	9.2	Complete CDOT Form 250 - Materials Documentation Record • Generate form, which includes determining the minimum number of required tests and applicable material submittals for all materials placed on the project • Update the form as work progresses • Complete and distribute form after work is completed	 x x	x
9C	9.3	Perform Project Acceptance Samples and Tests	x	
9C	9.4	Perform Laboratory Verification Tests	x	
9C	9.5	Accept Manufactured Products Inspection of structural components: • Fabrication of structural steel and pre-stressed concrete structural components • Bridge modular expansion devices (0" to 6" or greater) • Fabrication of bearing devices	x x x x	

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

LA WR	NO.	DESCRIPTION OF TASK	RESPONSIBLE PARTY LA	CDOT
9C	9.6	Approve Sources of Materials	x	
9C	9.7	Independent Assurance Testing (IAT). Local Agency Procedures ☐ CDOT Procedures ☒ • Generate IAT schedule • Schedule and provide notification • Conduct IAT	 x x	x
9C	9.8	Approve mix designs • Concrete • Hot mix asphalt	 x x	 # #
9C	9.9	Check Final Materials Documentation	x	#
9C	9.10	Complete and Distribute Final Materials Documentation	x	
		CONSTRUCTION CIVIL RIGHTS AND LABOR COMPLIANCE		
9	10.1	Fulfill Project Bulletin Board and Pre-Construction Packet Requirements	x	
8,9	10.2	Process CDOT Form 205 - Sublet Permit Application Review and sign completed CDOT Form 205 for each subcontractor, and submit to CDOT EEO/Civil Rights Specialist	x	#
9	10.3	Conduct Equal Employment Opportunity and Labor Compliance Verification Employee Interviews. Complete CDOT Form 280	x	
9	10.4	Monitor Disadvantaged Business Enterprise Participation to Ensure Compliance with the "Commercially Useful Function" Requirements	x	
9	10.5	Conduct Interviews When Project Utilizes On-the-Job Trainees. • Complete CDOT Form 1337 – Contractor Commitment to Meet OJT Requirements. • Complete CDOT Form 838 – OJT Trainee / Apprentice Record. • Complete CDOT Form 200 - OJT Training Questionnaire	x	
9	10.6	Check Certified Payrolls (Contact the Region EEO/Civil Rights Specialists for training requirements.)	x	#
9	10.7	Submit FHWA Form 1391 - Highway Construction Contractor's Annual EEO Report	x	
		FINALS		
	11.1	Conduct Final Project Inspection.(Resident Engineer or CDOT PM with mandatory Local Agency participation.) Resident Engineer initiates CDOT Form 1212 - Final Acceptance Report.		x
10	11.2	Write Final Project Acceptance Letter	x	
10	11.3	Advertise for Final Settlement	x	
11	11.4	Prepare and Distribute Final As-Constructed Plans	x	
11	11.5	Prepare EEO Certification and Collect EEO Forms	x	
11	11.6	Check Final Quantities, Plans, and Pay Estimate; Check Project Documentation; and submit Final Certifications	x	
11	11.7	Check Material Documentation and Accept Final Material Certification (See Chapter 9)	x	x
11	11.8	Obtain CDOT Form 1419 from the Contractor and Submit to the CDOT Project Manager	x	
	11.9	(FHWA Form 47 discontinued)	N/A	N/A
	11.10	Complete and Submit CDOT Form 1212 – Final Acceptance Report (by CDOT)		x
11	11.11	Process Final Payment	x	
	11.12	Complete and Submit CDOT Form 950 - Project Closure	x	x
11	11.13	Retain Project Records	x	
11	11.14	Retain Final Version of Local Agency Contract Administration Checklist	x	x

cc: CDOT Resident Engineer/Project Manager
CDOT Region Program Engineer
CDOT Region EEO/Civil Rights Specialist
CDOT Region Materials Engineer
CDOT Contracts and Market Analysis Branch
Local Agency Project Manager

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT F

CERTIFICATION FOR FEDERAL-AID CONTRACTS

The Local Agency certifies, by signing this Agreement, to the best of its knowledge and belief, that:

No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, Agreement, loan, or cooperative agreement.

If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer of Congress, or an employee of a Member of Congress in connection with this Federal contract, Agreement, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such sub-recipients shall certify and disclose accordingly.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT G

DISADVANTAGED BUSINESS ENTERPRISES

SECTION 1. Policy

It is the policy of the Colorado Department of Transportation (CDOT) that Disadvantaged Business Enterprises (DBEs) shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement, pursuant to 49 CFR Part 26. Accordingly, CDOT's federally approved DBE Program Plan shall apply to this agreement.

SECTION 2. Subrecipient and Participant Obligation.

The Local Agency and its subrecipients agrees to ensure that DBEs certified through the Colorado Unified Certification Program have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement.

All participants on contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement shall take all necessary and reasonable steps in accordance with the CDOT's federally approved DBE Program Plan to ensure that DBEs have the maximum opportunity to compete for and perform contracts.

Local Agency subrecipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of CDOT and federally assisted contracts.

SECTION 3. DBE Program.

The Local Agency subrecipient shall be responsible for complying with CDOT's FHWA-approved DBE Program Plan.

Local Agency requirements can be found at:

https://www.codot.gov/business/civilrights

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT H

LOCAL AGENCY PROCEDURES FOR CONSULTANT SERVICES

Title 23 Code of Federal Regulations (CFR) 172 applies to a federally funded Local Agency project agreement administered by CDOT that involves professional consultant services. 23 CFR 172.1 states "The policies and procedures involve federally funded contracts for engineering and design related services for projects subject to the provisions of 23 U.S.C. 112(a) and are issued to ensure that a qualified consultant is obtained through an equitable selection process, that prescribed work is properly accomplished in a timely manner, and at fair and reasonable cost" and according to 23 CFR 172.5 "Price shall not be used as a factor in the analysis and selection phase." Therefore, local agencies must comply with these CFR requirements when obtaining professional consultant services under a federally funded consultant contract administered by CDOT.

CDOT has formulated its procedures in Procedural Directive (P.D.) 400.1 and the related operations guidebook titled "Obtaining Professional Consultant Services". This directive and guidebook incorporate requirements from both Federal and State regulations, i.e., 23 CFR 172 and CRS §24-30-1401 et seq. Copies of the directive and the guidebook may be obtained upon request from CDOT's Agreements and Consultant Management Unit. [Local agencies should have their own written procedures on file for each method of procurement that addresses the items in 23 CFR 172].

Because the procedures and laws described in the Procedural Directive and the guidebook are quite lengthy, the subsequent steps serve as a short-hand guide to CDOT procedures that a Local Agency must follow in obtaining professional consultant services. This guidance follows the format of 23 CFR 172. The steps are:

1. The contracting Local Agency shall document the need for obtaining professional services.

2. Prior to solicitation for consultant services, the contracting Local Agency shall develop a detailed scope of work and a list of evaluation factors and their relative importance. The evaluation factors are those identified in C.R.S. 24-30-1403. Also, a detailed cost estimate should be prepared for use during negotiations.

3. The contracting agency must advertise for contracts in conformity with the requirements of C.R.S. 24-30-1405. The public notice period, when such notice is required, is a minimum of 15 days prior to the selection of the three most qualified firms and the advertising should be done in one or more daily newspapers of general circulation.

4. The Local Agency shall not advertise any federal aid contract without prior review by the CDOT Regional Civil Rights Office (RCRO) to determine whether the contract shall be subject to a DBE contract goal. If the RCRO determines a goal is necessary, then the Local Agency shall include the goal and the applicable provisions within the advertisement. The Local Agency shall not award a contract to any Contractor or Consultant without the confirmation by the CDOT Civil Rights and Business Resource Center that the Contractor or Consultant has demonstrated good faith efforts. The Local Agency shall work with the CDOT RCRO to ensure compliance with the established terms during the performance of the contract.

5. The Local Agency shall require that all contractors pay subcontractors for satisfactory performance of work no later than 30 days after the receipt of payment for that work from the contractor. For construction projects, this time period shall be reduced to seven days in accordance with Colorado Revised Statute 24-91-103(2). If the Local Agency withholds retainage from contractors and/or allows contractors to withhold retainage from subcontractors, such retainage provisions must comply with 49 CFR 26.29.

6. Payments to all Subconsultants shall be made within thirty days of receipt of payment from [the Local Agency] or no later than ninety days from the date of the submission of a complete invoice from the Subconsultant, whichever occurs first. If the Consultant has good cause to dispute an amount invoiced by a Subconsultant, the Consultant shall notify [the Local Agency] no later than the required date for payment. Such notification shall include the amount disputed and justification for the withholding. The Consultant shall maintain records of payment that show amounts paid to all Subconsultants. Good cause does not include the Consultant's failure to submit an invoice to the Local Agency or to deposit payments made.

7. The analysis and selection of the consultants shall be done in accordance with CRS §24-30-1403. This section of the regulation identifies the criteria to be used in the evaluation of CDOT pre-qualified prime consultants and their team. It also shows which criteria are used to short-list and to make a final selection.

The short-list is based on the following evaluation factors:

a. Qualifications,

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

b. Approach to the Work,

c. Ability to furnish professional services.

d. Anticipated design concepts, and

e. Alternative methods of approach for furnishing the professional services. Evaluation factors for final selection are the consultant's:

a. Abilities of their personnel,

b. Past performance,

c. Willingness to meet the time and budget requirement,

d. Location,

e. Current and projected work load,

f. Volume of previously awarded contracts, and

g. Involvement of minority consultants.

8. Once a consultant is selected, the Local Agency enters into negotiations with the consultant to obtain a fair and reasonable price for the anticipated work. Pre-negotiation audits are prepared for contracts expected to be greater than $50,000. Federal reimbursements for costs are limited to those costs allowable under the cost principles of 48 CFR 31. Fixed fees (profit) are determined with consideration given to size, complexity, duration, and degree of risk involved in the work. Profit is in the range of six to 15 percent of the total direct and indirect costs.

9. A qualified Local Agency employee shall be responsible and in charge of the Work to ensure that the work being pursued is complete, accurate, and consistent with the terms, conditions, and specifications of the contract. At the end of Work, the Local Agency prepares a performance evaluation (a CDOT form is available) on the consultant.

CRS §§24-30-1401 THROUGH 24-30-1408, 23 CFR PART 172, AND P.D. 400.1, PROVIDE ADDITIONAL DETAILS FOR COMPLYING WITH THE PRECEEDING EIGHT (8) STEPS.

EXHIBIT I

REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

I. General
II. Nondiscrimination
III. Non-segregated Facilities
IV. Davis-Bacon and Related Act Provisions
V. Contract Work Hours and Safety Standards Act Provisions
VI. Subletting or Assigning the Contract
VII. Safety: Accident Prevention
VIII. False Statements Concerning Highway Projects
IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
XI. Certification Regarding Use of Contract Funds for Lobbying
XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (*see* 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

> "It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:
(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than $10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 “Contract provisions and related matters” with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act (40 U.S.C. 3141(2)(B)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided,* That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH–1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in 29 CFR part 1, a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;

(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to *DBAconformance@dol.gov*. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30–day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to *DBAconformance@dol.gov*, refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30–day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. *Fringe benefits not expressed as an hourly rate.* Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. *Unfunded plans.* If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided,* That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. *Interest.* In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. *Withholding requirements.* The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with paragraph

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

2.a. of this section or Section V, paragraph 3.a., or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its reprocurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, 31 U.S.C. 3901–3907.

3. Records and certified payrolls (29 CFR 5.5)

a. *Basic record requirements* (1) *Length of record retention.* All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) *Information required.* Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 40 U.S.C. 3141(2)(B) of the Davis-Bacon Act); daily and weekly number of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) *Additional records relating to fringe benefits.* Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in 40 U.S.C. 3141(2)(B) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) *Additional records relating to apprenticeship.* Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. *Certified payroll requirements* (1) *Frequency and method of submission.* The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) *Information required.* The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (*e.g.,* the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH–347 or in any other format desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division website at *https://www.dol.gov/sites/dolgov/files/WHD/legacy/files/wh347/.pdf* or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) *Statement of Compliance.* Each certified payroll submitted must be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR part 3; and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) *Use of Optional Form WH–347.* The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 will satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(3) of this section.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 3729.

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access* (1) *Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under 29 CFR part 6 any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices* (1) *Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeyworkers under this part must be in conformity with

the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert FHWA-1273 in any subcontracts, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of 40 U.S.C. 3144(b) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of 40 U.S.C. 3144(b) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, 18 U.S.C. 1001.

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or 29 CFR part 1 or 3;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or 29 CFR part 1 or 3;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or 29 CFR part 1 or 3; or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or 29 CFR part 1 or 3.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* $31 as of January 15, 2023 (See 88 FR 88 FR 2210) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section IV paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its reprocurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, 31 U.S.C. 3901–3907.

4. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term “perform work with its own organization” in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
(2) the prime contractor remains responsible for the quality of the work of the leased employees;

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of $150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1**. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

* * * * *

3. **Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)
This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT J

ADDITIONAL FEDERAL REQUIREMENTS

Federal laws and regulations that may be applicable to the Work include:

Executive Order 11246

Executive Order 11246 of September 24, 1965 entitled "Equal Employment Opportunity," as amended by Executive Order 11375 of October 13, 1967 and as supplemented in Department of Labor regulations (41 CFR Chapter 60) (All construction contracts awarded in excess of $10,000 by the Local Agencies and their contractors or the Local Agencies).

Copeland "Anti-Kickback" Act

The Copeland "Anti-Kickback" Act (18 U.S.C. 874) as supplemented in Department of Labor regulations (29 CFR Part 3) (All contracts and sub-Agreements for construction or repair).

Davis-Bacon Act

The Davis-Bacon Act (40 U.S.C. 276a to a-7) as supplemented by Department of Labor regulations (29 CFR Part 5) (Construction contracts in excess of $2,000 awarded by the Local Agencies and the Local Agencies when required by Federal Agreement program legislation. This act requires that all laborers and mechanics employed by contractors or sub-contractors to work on construction projects financed by federal assistance must be paid wages not less than those established for the locality of the project by the Secretary of Labor).

Contract Work Hours and Safety Standards Act

Sections 103 and 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 327-330) as supplemented by Department of Labor regulations (29 CFR Part 5). (Construction contracts awarded by the Local Agency's in excess of $2,000, and in excess of $2,500 for other contracts which involve the employment of mechanics or laborers).

Clean Air Act

Standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 1857(h), section 508 of the Clean Water Act (33 U.S.C. 1368). Executive Order 11738, and Environmental Protection Agency regulations (40 CFR Part 15) (contracts, subcontracts, and sub-Agreements of amounts more than $100,000).

Energy Policy and Conservation Act

Mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

OMB Circulars

Office of Management and Budget Circulars A-87, A-21 or A-122, and A-102 or A-110, whichever is applicable.

Hatch Act

The Hatch Act (5 USC 1501-1508) and Public Law 95-454 Section 4728. These statutes state that federal funds cannot be used for partisan political purposes of any kind by any person or organization involved in the administration of federally assisted programs.

Nondiscrimination

The Local Agency shall not exclude from participation in, deny the benefits of, or subject to discrimination any person in the United States on the ground of race, color national origin, sex, age or disability. Prior to the receipt of any Federal financial assistance from CDOT, the Local Agency shall execute the attached Standard DOT Title VI assurance. As appropriate, the Local Agency shall include Appendix A, B, or C to the Standard DOT Title VI assurance in any contract utilizing federal funds, land, or other aid. The Local Agency shall also include the following in all contract advertisements:

> *The [Local Agency], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (79 Stat. 252, 42 US.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, DBEs will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for any award.*

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

ADA

In any contract utilizing federal funds, land, or other federal aid, the Local Agency shall require the federal-aid recipient or contractor to provide a statement of written assurance that they will comply with Section 504 and not discriminate on the basis of disability.

Uniform Relocation Assistance and Real Property Acquisition Policies Act

The Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended (Public Law 91-646, as amended and Public Law 100-17, 101 Stat. 246-256). (If the contractor is acquiring real property and displacing households or businesses in the performance of the Agreement).

Drug-Free Workplace Act

The Drug-Free Workplace Act (Public Law 100-690 Title V, subtitle D, 41 USC 701 et seq.).

Age Discrimination Act of 1975

The Age Discrimination Act of 1975, 42 U.S.C. Sections 6101 et. seq. and its implementing regulation, 45 C.F.R. Part 91; Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. 794, as amended, and implementing regulation 45 C.F.R. Part 84.

23 C.F.R. Part 172

23 C.F.R. Part 172, concerning "Administration of Engineering and Design Related Contracts".

23 C.F.R Part 633

23 C.F.R Part 633, concerning "Required Contract Provisions for Federal-Aid Construction Contracts".

23 C.F.R. Part 635

23 C.F.R. Part 635, concerning "Construction and Maintenance Provisions".

Title VI of the Civil Rights Act of 1964 and 162(a) of the Federal Aid Highway Act of 1973

Title VI of the Civil Rights Act of 1964 and 162(a) of the Federal Aid Highway Act of 1973. The requirements for which are shown in the Nondiscrimination Provisions, which are attached hereto and made a part hereof.

Nondiscrimination Provisions:

In compliance with Title VI of the Civil Rights Act of 1964 and with Section 162(a) of the Federal Aid Highway Act of 1973, the Contractor, for itself, its assignees, and successors in interest, agree as follows:

i. Compliance with Regulations

The Contractor will comply with the Regulations of the Department of Transportation relative to nondiscrimination in Federally assisted programs of the Department of Transportation (Title 49, Code of Federal Regulations, Part 21, hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this Agreement.

ii. Nondiscrimination

The Contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, sex, mental or physical handicap or national origin in the selection and retention of Subcontractors, including procurement of materials and leases of equipment. The Contractor will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix C of the Regulations.

iii. Solicitations for Subcontracts, Including Procurement of Materials and Equipment

In all solicitations either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurement of materials or equipment, each potential Subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this Agreement and the Regulations relative to nondiscrimination on the ground of race, color, sex, mental or physical handicap or national origin.

iv. Information and Reports

The Contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto and will permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the State or the FHWA to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of the Contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to the State, or the FHWA as appropriate and shall set forth what efforts have been made to obtain the information.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

v. Sanctions for Noncompliance

In the event of the Contractor's noncompliance with the nondiscrimination provisions of this Agreement, the State shall impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to: **a.** Withholding of payments to the Contractor under the contract until the Contractor complies, and/or **b.** Cancellation, termination or suspension of the contract, in whole or in part.

Incorporation of Provisions §22

The Contractor will include the provisions of this Exhibit J in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, orders, or instructions issued pursuant thereto. The Contractor will take such action with respect to any subcontract or procurement as the State or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that, in the event the Contractor becomes involved in, or is threatened with, litigation with a Subcontractor or supplier as a result of such direction, the Contractor may request the State to enter into such litigation to protect the interest of the State and in addition, the Contractor may request the FHWA to enter into such litigation to protect the interests of the United States.

THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

SAMPLE

The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination

Assurances for Local Agencies

DOT Order No. 1050.2A

The [Local Agency] (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Colorado Department of Transportation and the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

> *"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, "for which the Recipient receives Federal financial assistance from DOT, including the FHWA, FTA, or FAA.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non- discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted FHWA, FTA, and FAA assisted programs:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated or will be (with regard to a "facility") operated or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all FHWA, FTA and FAA programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
3. "The [Local Agency] in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 US.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

4. to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
5. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.

6. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

7. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

8. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

9. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

    a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
    b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

10. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.

11. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

12. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the [Local Agency] also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FHWA, FTA, and FAA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigationsconducted by CDOT, FHWA, FTA, or FAA. You must keep records, reports, and submit the material for review

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

upon request to CDOT, FHWA, FTA, or FAA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

[Local Agency] gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the FHWA, FTA, and FAA. This ASSURANCE is binding on [Local Agency], other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the FHWA, FTA, and FAA funded programs. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

_____

(***Name of Recipient***)

by_____

(***Signature of Authorized Official***)

DATED_____

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations**: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, FHWA, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination**: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment**: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports**: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the [Local Agency], CDOT or FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the [Local Agency], CDOT or FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance**: In the event of a contractor's noncompliance with the non-discrimination provisions of this contract, the [Local Agency] will impose such contract sanctions as it, CDOT or FHWA may determine to be appropriate, including, but not limited to:

   a. withholding payments to the contractor under the contract until the contractor complies; and/or
   b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions**: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the [Local Agency], CDOT or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the [Local Agency] will accept title to the lands and maintain the project constructed thereon in accordance with (***Name of Appropriate Legislative Authority***), the Regulations for the Administration of (***Name of Appropriate Program***), and the policies and procedures prescribed by the FHWA of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the [Local Agency] all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto [Local Agency] and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the [Local Agency] its successors and assigns.

The [Local Agency], in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the [Local Agency] will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the [Local Agency] pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

    1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, [Local Agency] will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued. *

C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the [Local Agency] will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the [Local Agency] and its assigns. *

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by [Local Agency] pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non- discrimination covenants, [Local Agency] will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued. *

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, [Local Agency] will there upon revert to and vest in and become the absolute property of [Local Agency] of Transportation and its assigns. *

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination onthe basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601),(prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis ofsex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on thebasis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, orsex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability ofTitle VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all ofthe programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation,and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT K

FFATA SUPPLEMENTAL FEDERAL PROVISIONS

State of Colorado
Supplemental Provisions for
Federally Funded Contracts, Grants, and Purchase Orders
Subject to
The Federal Funding Accountability and Transparency Act of 2006 (FFATA), As Amended
Revised as of 3-20-13

The contract, grant, or purchase order to which these Supplemental Provisions are attached has been funded, in whole or in part, with an Award of Federal funds. In the event of a conflict between the provisions of these Supplemental Provisions, the Special Provisions, the contract or any attachments or exhibits incorporated into and made a part of the contract, the provisions of these Supplemental Provisions shall control.

1. **Definitions.** For the purposes of these Supplemental Provisions, the following terms shall have the meanings ascribed to them below.

1.1. **"Award"** means an award of Federal financial assistance that a non-Federal Entity receives or administers in the form of:

1.1.1. Grants;
1.1.2. Contracts;
1.1.3. Cooperative agreements, which do not include cooperative research and development agreements (CRDA) pursuant to the Federal Technology Transfer Act of 1986, as amended (15 U.S.C. 3710);
1.1.4. Loans;
1.1.5. Loan Guarantees;
1.1.6. Subsidies;
1.1.7. Insurance;
1.1.8. Food commodities;
1.1.9. Direct appropriations;
1.1.10. Assessed and voluntary contributions; and
1.1.11. Other financial assistance transactions that authorize the expenditure of Federal funds by non-Federal Entities.

Award ***does not*** include:

1.1.12. Technical assistance, which provides services in lieu of money;
1.1.13. A transfer of title to Federally-owned property provided in lieu of money; even if the award is called a grant;
1.1.14. Any award classified for security purposes; or
1.1.15. Any award funded in whole or in part with Recovery funds, as defined in section 1512 of the American Recovery and Reinvestment Act (ARRA) of 2009 (Public Law 111-5).

1.2. **"Contract"** means the contract to which these Supplemental Provisions are attached and includes all Award types in **§1.1.1** through **1.1.11** above.

1.3. **"Contractor"** means the party or parties to a Contract funded, in whole or in part, with Federal financial assistance, other than the Prime Recipient, and includes grantees, subgrantees, Subrecipients, and borrowers. For purposes of Transparency Act reporting, Contractor does not include Vendors.

1.4. **"Data Universal Numbering System (DUNS) Number"** means the nine-digit number established and assigned by Dun and Bradstreet, Inc. to uniquely identify a business entity. Dun and Bradstreet's website may be found at: http://fedgov.dnb.com/webform.

1.5. **"Entity"** means all of the following as defined at 2 CFR part 25, subpart C;

1.5.1. A governmental organization, which is a State, local government, or Indian Tribe;
1.5.2. A foreign public entity;
1.5.3. A domestic or foreign non-profit organization;

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

1.5.4. A domestic or foreign for-profit organization; and

1.5.5. A Federal agency, but only a Subrecipient under an Award or Subaward to a non-Federal entity.

1.6. **"Executive"** means an officer, managing partner or any other employee in a management position.

1.7. **"Federal Award Identification Number (FAIN)"** means an Award number assigned by a Federal agency to a Prime Recipient.

1.8. **"FFATA"** means the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109- 282), as amended by §6202 of Public Law 110-252. FFATA, as amended, also is referred to as the "Transparency Act."

1.9. **"Prime Recipient"** means a Colorado State agency or institution of higher education that receives an Award.

1.10. **"Subaward"** means a legal instrument pursuant to which a Prime Recipient of Award funds awards all or a portion of such funds to a Subrecipient, in exchange for the Subrecipient's support in the performance of all or any portion of the substantive project or program for which the Award was granted.

1.11. **"Subrecipient"** means a non-Federal Entity (or a Federal agency under an Award or Subaward to a non-Federal Entity) receiving Federal funds through a Prime Recipient to support the performance of the Federal project or program for which the Federal funds were awarded. A Subrecipient is subject to the terms and conditions of the Federal Award to the Prime Recipient, including program compliance requirements. The term "Subrecipient" includes and may be referred to as Subgrantee.

1.12. **"Subrecipient Parent DUNS Number"** means the subrecipient parent organization's 9-digit Data Universal Numbering System (DUNS) number that appears in the subrecipient's System for Award Management (SAM) profile, if applicable.

1.13. **"Supplemental Provisions"** means these Supplemental Provisions for Federally Funded Contracts, Grants, and Purchase Orders subject to the Federal Funding Accountability and Transparency Act of 2006, As Amended, as may be revised pursuant to ongoing guidance from the relevant Federal or State of Colorado agency or institution of higher education.

1.14. **"System for Award Management (SAM)"** means the Federal repository into which an Entity must enter the information required under the Transparency Act, which may be found at http://www.sam.gov.

1.15. **"Total Compensation"** means the cash and noncash dollar value earned by an Executive during the Prime Recipient's or Subrecipient's preceding fiscal year and includes the following:

1.15.1. Salary and bonus;

1.15.2. Awards of stock, stock options, and stock appreciation rights, using the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with the Statement of Financial Accounting Standards No. 123 (Revised 2005) (FAS 123R), Shared Based Payments;

1.15.3. Earnings for services under non-equity incentive plans, not including group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of Executives and are available generally to all salaried employees;

1.15.4. Change in present value of defined benefit and actuarial pension plans;

1.15.5. Above-market earnings on deferred compensation which is not tax-qualified;

1.15.6. Other compensation, if the aggregate value of all such other compensation (e.g. severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property) for the Executive exceeds $10,000.

1.16. "**Transparency Act**" means the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109-282), as amended by §6202 of Public Law 110-252. The Transparency Act also is referred to as FFATA.

1.17 "Vendor" means a dealer, distributor, merchant or other seller providing property or services required for a project or program funded by an Award. A Vendor is not a Prime Recipient or a Subrecipient and is not subject to the terms and conditions of the Federal award. Program compliance requirements do not pass through to a Vendor.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

2. **Compliance.** Contractor shall comply with all applicable provisions of the Transparency Act and the regulations issued pursuant thereto, including but not limited to these Supplemental Provisions. Any revisions to such provisions or regulations shall automatically become a part of these Supplemental Provisions, without the necessity of either party executing any further instrument. The State of Colorado may provide written notification to Contractor of such revisions, but such notice shall not be a condition precedent to the effectiveness of such revisions.

3. **System for Award Management (SAM) and Data Universal Numbering System (DUNS) Requirements.**

   3.1. SAM. Contractor shall maintain the currency of its information in SAM until the Contractor submits the final financial report required under the Award or receives final payment, whichever is later. Contractor shall review and update SAM information at least annually after the initial registration, and more frequently if required by changes in its information.

   3.2. DUNS. Contractor shall provide its DUNS number to its Prime Recipient, and shall update Contractor's information in Dun & Bradstreet, Inc. at least annually after the initial registration, and more frequently if required by changes in Contractor's information.

4. **Total Compensation.** Contractor shall include Total Compensation in SAM for each of its five most highly compensated Executives for the preceding fiscal year if:

   4.1. The total Federal funding authorized to date under the Award is $25,000 or more; and

   4.2. In the preceding fiscal year, Contractor received:

      4.2.1. 80% or more of its annual gross revenues from Federal procurement contracts and subcontracts and/or Federal financial assistance Awards or Subawards subject to the Transparency Act; and

      4.2.2. $25,000,000 or more in annual gross revenues from Federal procurement contracts and subcontracts and/or Federal financial assistance Awards or Subawards subject to the Transparency Act; and

   4.3. The public does not have access to information about the compensation of such Executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d) or § 6104 of the Internal Revenue Code of 1986.

5. **Reporting.** Contractor shall report data elements to SAM and to the Prime Recipient as required in §7 below if Contractor is a Subrecipient for the Award pursuant to the Transparency Act. No direct payment shall be made to Contractor for providing any reports required under these Supplemental Provisions and the cost of producing such reports shall be included in the Contract price. The reporting requirements in §7 below are based on guidance from the US Office of Management and Budget (OMB), and as such are subject to change at any time by OMB. Any such changes shall be automatically incorporated into this Contract and shall become part of Contractor's obligations under this Contract, as provided in **§2** above. The Colorado Office of the State Controller will provide summaries of revised OMB reporting requirements at http://www.colorado.gov/dpa/dfp/sco/FFATA.htm.

6. **Effective Date and Dollar Threshold for Reporting.** The effective date of these Supplemental Provisions apply to new Awards as of October 1, 2010. Reporting requirements in §7 below apply to new Awards as of October 1, 2010, if the initial award is $25,000 or more. If the initial Award is below $25,000 but subsequent Award modifications result in a total Award of $25,000 or more, the Award is subject to the reporting requirements as of the date the Award exceeds $25,000. If the initial Award is $25,000 or more, but funding is subsequently de-obligated such that the total award amount falls below $25,000, the Award shall continue to be subject to the reporting requirements.

7. **Subrecipient Reporting Requirements.** If Contractor is a Subrecipient, Contractor shall report as set forth below.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

7.1 To SAM. A Subrecipient shall register in SAM and report the following data elements in SAM ***for each*** Federal Award Identification Number no later than the end of the month following the month in which the Subaward was made:

7.1.1 Subrecipient DUNS Number;

7.1.2 Subrecipient DUNS Number + 4 if more than one electronic funds transfer (EFT) account;

7.1.3 Subrecipient Parent DUNS Number;

7.1.4 Subrecipient's address, including: Street Address, City, State, Country, Zip + 4, and Congressional District;

7.1.5 Subrecipient's top 5 most highly compensated Executives if the criteria in §4 above are met; and

7.1.6 Subrecipient's Total Compensation of top 5 most highly compensated Executives if criteria in §4 above met.

7.2 To Prime Recipient. A Subrecipient shall report to its Prime Recipient, upon the effective date of the Contract, the following dataelements:

7.2.1 Subrecipient's DUNS Number as registered in **SAM**.

7.2.2 Primary Place of Performance Information, including: Street Address, City, State, Country, Zip code + 4, and Congressional District.

8. Exemptions.

8.1. These Supplemental Provisions do not apply to an individual who receives an Award as a natural person, unrelated to any business or non-profit organization he or she may own or operate in his or her name.

8.2 A Contractor with gross income from all sources of less than $300,000 in the previous tax year is exempt from the requirements to report Subawards and the Total Compensation of its most highly compensated Executives.

8.3 Effective October 1, 2010, "Award" currently means a grant, cooperative agreement, or other arrangement as defined in Section 1.1 of these Special Provisions. On future dates "Award" may include other items to be specified by OMB in policy memoranda available at the OMB Web site; Award also will include other types of Awards subject to the Transparency Act.

8.4 There are no Transparency Act reporting requirements for Vendors.

Event of Default. Failure to comply with these Supplemental Provisions shall constitute an event of default under the Contract and the State of Colorado may terminate the Contract upon 30 days prior written notice if the default remains uncured five calendar days following the termination of the 30 day notice period. This remedy will be in addition to any other remedy available to the State of Colorado under the Contract, at law or in equity.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT L

SAMPLE SUBRECIPIENT MONITORING AND RISK ASSESSMENT

CDOT SUBRECIPIENT RISK ASSESSMENT	Date:	
Name of Entity (Subrecipient):		
Name of Project / Program:		
Estimated Award Period:		
Entity Executive Director or VP:		
Entity Chief Financial Officer:		
Entity Representative for this Self Assessment:		

Instructions: (See "Instructions" tab for more information) *1. Check only one box for each question. All questions are required to be answered.* *2. Utilize the "Comment" section below the last question for additional responses.* *3. When complete, check the box at the bottom of the form to authorize.*	Yes	No	N/A
EXPERIENCE ASSESSMENT	Yes	No	N/A
1 Is your entity new to operating or managing federal funds (has not done so within the past three years)?	☐	☐	
2 Is this funding program new for your entity (managed for less than three years)? *Examples of funding programs include CMAQ, TAP, STP-M, etc.*	☐	☐	
3 Does your staff assigned to the program have at least three full years of experience with this federal program?	☐	☐	
MONITORING/AUDIT ASSESSMENT	Yes	No	N/A
4 Has your entity had an on-site project or grant review from an external entity *(e.g., CDOT, FHWA)* within the last three years?	☐	☐	☐
5 a) Were there non-compliance issues in this prior review?	☐	☐	☐
b) What were the number and extent of issues in prior review?	☐ 1 to 2	☐ >3	☐
OPERATION ASSESSMENT	Yes	No	N/A
6 Does your entity have a time and effort reporting system in place to account for 100% of all employees' time, that can provide a breakdown of the actual time spent on each funded project? *If No, in the comment section please explain how you intend to document 100% of hours worked by employees and breakdown of time spent on each funding project.*	☐	☐	
FINANCIAL ASSESSMENT	Yes	No	N/A
7 a) Does your entity have an indirect cost rate that is approved and current?	☐	☐	
b) If Yes, who approved the rate, and what date was it approved?			
8 Is this grant/award 10% or more of your entity's overall funding?	☐ >10%	☐ <10%	
9 Has your entity returned lapsed* funds? **Funds "lapse" when they are no longer available for obligation.*	☐	☐	☐
10 Has your entity had difficulty meeting local match requirements in the last three years?	☐	☐	☐
11 What is the total federal funding your entity has been awarded for the last federal fiscal year, and what is your entity's fiscal year end?			

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

	INTERNAL CONTROLS ASSESSMENT	Yes	No	N/A
12	Has your entity had any significant changes in key personnel or accounting system(s) in the last year? *(e.g., Controller, Exec Director, Program Mgr, Accounting Mgr, etc.) If Yes, in the comment section, please identify the accounting system(s), and / or list personnel positions and identify any that are vacant.*	☐	☐	☐
13	Does your entity have financial procedures and controls in place to accommodate a federal-aid project?	☐	☐	
14	Does your accounting system identify the receipts and expenditures of program funds separately for each award?	☐	☐	
15	Will your accounting system provide for the recording of expenditures for each award by the budget cost categories shown in the approved budget?	☐	☐	
16	Does your agency have a review process for all expenditures that will ensure that all costs are reasonable, allowable and allocated correctly to each funding source? *If Yes, in the comment section, please explain your current process for reviewing costs.*	☐	☐	☐
17	How many total FTE perform accounting functions within your organization?	☐ ≥6	☐ 2 to 5	☐ < 2
	IMPACT ASSESSMENT	**Yes**	**No**	**N/A**
18	For this upcoming federal award or in the immediate future, does your entity have any potential conflicts of interest* in accordance with applicable Federal awarding agency policy? *If Yes, please disclose these conflicts in writing, along with supporting information, and submit with this form. (*Any practices, activities or relationships that reasonably appear to be in conflict with the full performance of the Subrecipient's obligations to the State.)*	☐	☐	
19	For this award, has your entity disclosed to CDOT, in writing, violations of Federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the award? *Response options:* ***YES** = Check if have one or more violation(s) and have either disclosed previously to CDOT or as part of this form. In the comment section, list all violations with names of supporting documentation and submit with this form.* ***NO** = Check if have one or more violation(s) and have not disclosed previously or will not disclose as part of this form. Explain in the comment section.* ***N/A** = Check if have no violations.*	☐	☐	☐
	PROGRAM MANAGEMENT ASSESSMENT	**Yes**	**No**	**N/A**
20	Does your entity have a written process/procedure or certification statement approved by your governing board ensuring critical project personnel are capable of effectively managing Federal-aid projects? *If Yes, please submit with this form.*	☐	☐	☐
21	Does your entity have written procurement policies or certification statement for consultant selection approved by your governing board in compliance with 23 CFR 172*? *If Yes, please submit with this form. (*The Brooks Act requires agencies to promote open competition by advertising, ranking, selecting, and negotiating contracts based on demonstrated competence and qualifications, at a fair and reasonable price.)*	☐	☐	☐
22	a) Is your staff familiar with the relevant CDOT manuals and federal program requirements?	☐	☐	☐
	b) Does your entity have a written policy or a certification statement approved by your governing board assuring federal-aid projects will receive adequate inspections? *If Yes, please submit with this form.*	☐	☐	☐
	c) Does your entity have a written process or a certification statement approved by your governing board assuring a contractor's work will be completed in conformance with approved plans and specifications? *If Yes, please submit with this form.*	☐	☐	☐

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

	d) Does your entity have a written policy or certification statement approved by your governing board assuring that materials installed on the projects are sampled and tested per approved processes. *If Yes, please submit with this form.*	☐	☐	☐
	e) Does your entity have a written policy or certification statement approved by your governing board assuring that only US manufactured steel will be incorporated into the project *(Buy America requirements)? If Yes, please submit with this form.*	☐	☐	☐

Comments *- As needed, include the question number and provide comments related to the above questions. Insert additional rows as needed.*

☐ ***By checking this box, the Executive Director, VP or Chief Financial Officer of this entity certifies that all information provided on this form is true and correct.***

Tool Version: v2.0 (081816)

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT M

OMB UNIFORM GUIDANCE FOR FEDERAL AWARDS

Subject to
The Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and AuditRequirements for Federal Awards ("Uniform Guidance"),
Federal Register, Vol. 78, No. 248, 78590

The agreement to which these Uniform Guidance Supplemental Provisions are attached has been funded, in whole or in part, with an award of Federal funds. In the event of a conflict between the provisions of these Supplemental Provisions, the Special Provisions, the agreement or any attachments or exhibits incorporated into and made a part of the agreement, the provisions of these Uniform Guidance Supplemental Provisions shall control. In the event of a conflict between the provisions of these Supplemental Provisions and the FFATA Supplemental Provisions, the FFATA Supplemental Provisions shall control.

1. Definitions. For the purposes of these Supplemental Provisions, the following terms shall have the meaningsascribed to them below.

1.1. "Award" means an award by a Recipient to a Subrecipient funded in whole or in part by a Federal Award. The terms and conditions of the Federal Award flow down to the Award unless the terms and conditionsof the Federal Award specifically indicate otherwise. 2 CFR §200.38

1.2. "Federal Award" means an award of Federal financial assistance or a cost-reimbursement contract underthe Federal Acquisition Requirements by a Federal Awarding Agency to a Recipient. "Federal Award"also means an agreement setting forth the terms and conditions of the Federal Award. The term does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program.

1.3."Federal Awarding Agency" means a Federal agency providing a Federal Award to a Recipient. 2CFR §200.37

1.4. "FFATA" means the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109-282), as amended by §6202 of Public Law 110-252.

1.5. "Grant" or "Grant Agreement" means an agreement setting forth the terms and conditions of an Award. The term does not include an agreement that provides only direct Federal cash assistance to an individual,a subsidy, a loan, a loan guarantee, insurance, or acquires property or services for the direct benefit of use of the Federal Awarding Agency or Recipient. 2 CFR§200.51.

1.6. "OMB" means the Executive Office of the President, Office of Management and Budget.

1.7. "Recipient" means a Colorado State department, agency or institution of higher education that receives a Federal Award from a Federal Awarding Agency to carry out an activity under a Federal program. The term does not include Subrecipients. 2 CFR §200.86

1.8. "State" means the State of Colorado, acting by and through its departments, agencies and institutions ofhigher education.

1.9. "Subrecipient" means a non-Federal entity receiving an Award from a Recipient to carry out part of aFederal program. The term does not include an individual who is a beneficiary of such program.

1.10. "Uniform Guidance" means the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, which supersedes requirements from OMB Circulars A-21, A-87, A-110, and A-122, OMB Circulars A-89, A-102, and A- 133, and the guidance in Circular A-50 on Single Audit Act follow-up. The terms and conditions of the Uniform Guidance flow down to Awards to Subrecipients unless the Uniform Guidance or the terms and conditions of the Federal Award specifically indicate otherwise.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

1.11. "Uniform Guidance Supplemental Provisions" means these Supplemental Provisions for Federal Awards subject to the OMB Uniform Guidance, as may be revised pursuant to ongoing guidance from relevant Federal agencies or the Colorado State Controller.

2. Compliance. Subrecipient shall comply with all applicable provisions of the Uniform Guidance, including but notlimited to these Uniform Guidance Supplemental Provisions. Any revisions to such provisions automatically shall become a part of these Supplemental Provisions, without the necessity of either partyexecuting any further instrument. The State of Colorado may provide written notification to Subrecipient of suchrevisions, but such notice shall not be a condition precedent to the effectiveness of such revisions.

3. Procurement Standards.

3.1 Procurement Procedures. Subrecipient shall use its own documented procurement procedures which reflect applicable State, local, and Tribal laws and regulations, provided that the procurements conform to applicable Federal law and the standards identified in the Uniform Guidance, including without limitation,

§§200.318 through 200.326 thereof.

3.2 Procurement of Recovered Materials. If Subrecipient is a State Agency or an agency of a politicalsubdivision of a state, its contractors must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in theEPA guidelines.

4. Access to Records. Subrecipient shall permit Recipient and auditors to have access to Subrecipient's records and financial statements as necessary for Recipient to meet the requirements of §200.331 (Requirements for pass through entities), §§200.300 (Statutory and national policy requirements) through 200.309 (Period of performance), and Subpart F-Audit Requirements of the Uniform Guidance. 2 CFR §200.331(a)(5).

5. Single Audit Requirements. If Subrecipient expends $750,000 or more in Federal Awards during Subrecipient's fiscal year, Subrecipient shall procure or arrange for a single or program-specific audit conducted for that year in accordance with the provisions of Subpart F-Audit Requirements of the Uniform Guidance, issued pursuant tothe Single Audit Act Amendments of 1996, (31 U.S.C. 7501-7507). 2 CFR §200.501.

5.1 Election. Subrecipient shall have a single audit conducted in accordance with Uniform Guidance §200.514(Scope of audit), except when it elects to have a program-specific audit conducted in accordance with §200.507 (Program-specific audits). Subrecipient may elect to have a program-specific audit if Subrecipient expends Federal Awards under only one Federal program (excluding research and development) and the Federal program's statutes, regulations, or the terms and conditions of the Federal award do not require a financial statement audit of Recipient. A program-specific audit may not be electedfor research and development unless all of the Federal Awards expended were received from Recipient and Recipient approves in advance a program-specific audit.

5.2 Exemption. If Subrecipient expends less than $750,000 in Federal Awards during its fiscal year, Subrecipient shall be exempt from Federal audit requirements for that year, except as noted in 2 CFR §200.503 (Relation to other audit requirements), but records shall be available for review or audit by appropriate officials of the Federal agency, the State, and the Government

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Accountability Office.

5.3 Subrecipient Compliance Responsibility. Subrecipient shall procure or otherwise arrange for the audit required by Part F of the Uniform Guidance and ensure it is properly performed and submitted when due in accordance with the Uniform Guidance. Subrecipient shall prepare appropriate financial statements, including the schedule of expenditures of Federal awards in accordance with Uniform Guidance §200.510 (Financial statements) and provide the auditor with access to personnel, accounts, books, records, supporting documentation, and other information as needed for the auditor to perform the audit required by UniformGuidance Part F-Audit Requirements.

6. Contract Provisions for Subrecipient Contracts. Subrecipient shall comply with and shall include all of thefollowing applicable provisions in all subcontracts entered into by it pursuant to this Grant Agreement.

6.1 Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of "federally assisted construction contract" in 41 CFR Part 60-1.3 shall include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR part 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments

under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice inconspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965,and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuantthereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled,

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

terminated or suspendedin whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided bylaw.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuantto section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontractor purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction,the contractor may request the United States to enter into such litigation to protect the interests of the United States."

6.2 Davis-Bacon Act. Davis-Bacon Act, as amended (40 U.S.C. 3141-3148). When required by Federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractorsmust be required to pay wages not less than once a week. The non-Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination.The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (40

U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or Subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is other wise entitled.

The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.

6.3 Rights to Inventions Made Under a Contract or Agreement. If the Federal Award meets the definition of "funding agreement" under 37 CFR §401.2 (a) and Subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," Subrecipient must comply with the requirements of 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency.

6.4 Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251- 1387), as amended. Contracts and subgrants of amounts in excess of $150,000 must contain a provision that requires the non-Federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Actas amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Agency (EPA).

6.5 Debarment and Suspension (Executive Orders 12549 and 12689). A contract award (see 2 CFR 180.220)must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR part 1986 Comp., p. 189) and 12689 (3 CFR part 1989 Comp., p. 235), "Debarment and Suspension." SAMExclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well asparties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

6.6 Byrd Anti-Lobbying Amendment (31 U.S.C. 1352). Contractors that apply or bid for an award exceeding $100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, oran employee of a member of Congress in connection with obtaining any Federal contract, grant or any otheraward covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non- Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

7. Certifications. Unless prohibited by Federal statutes or regulations, Recipient may require Subrecipient to submit certifications and representations required by Federal statutes or regulations on an annual basis. 2CFR §200.208.Submission may be required more frequently if Subrecipient fails to meet a requirement of the Federal award. Subrecipient shall certify in writing to the State at the end of the Award that the project or activity was completed or the level of effort was expended. 2 CFR §200.201(3). If the required level ofactivity or effort was not carried out, the amount of the Award must be adjusted.

7.1 Event of Default. Failure to comply with these Uniform Guidance Supplemental Provisions shall constitute anevent of default under the Grant Agreement (2 CFR §200.339) and the State may terminate the Grant upon 30 days prior written notice if the default remains uncured five calendar days following the termination of the 30 day notice period. This remedy will be in addition to any other remedy available to the State of Colorado under the Grant, at law or in equity.

8. Effective Date. The effective date of the Uniform Guidance is December 26, 2013. 2 CFR §200.110. The procurement standards set forth in Uniform Guidance §§200.317-200.326 are applicable to new Awards made by Recipient as of December 26, 2015. The standards set forth in Uniform Guidance Subpart F-Audit Requirements are applicable to audits of fiscal years beginning on or after December 26, 2014.

9. Performance Measurement. The Uniform Guidance requires completion of OMB-approved standard information collection forms (the PPR). The form focuses on outcomes, as related to the Federal Award Performance Goals that awarding Federal agencies are required to detail in the Awards.

Section 200.301 provides guidance to Federal agencies to measure performance in a way that will help theFederal awarding agency and other non-Federal entities to improve program outcomes.

The Federal awarding agency is required to provide recipients with clear performance goals, indicators, and milestones (200.210). Also, must require the recipient to relate financial data to performance accomplishments of the Federal award.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

Exhibit N
Federal Treasury Provisions

1. APPLICABILITY OF PROVISIONS.

1.1. The Grant to which these Federal Provisions are attached has been funded, in whole or in part, with an Award of Federal funds. In the event of a conflict between the provisions of these Federal Provisions, the Special Provisions, the body of the Grant, or any attachments or exhibits incorporated into and made a part of the Grant, the provisions of these Federal Provisions shall control.

1.2. The State of Colorado is accountable to Treasury for oversight of their subrecipients, including ensuring their subrecipients comply with the SLFRF statute, SLFRF Award Terms and Conditions, Treasury's Final Rule, and reporting requirements, as applicable.

1.3. Additionally, any subrecipient that issues a subaward to another entity (2nd tier subrecipient), must hold the 2nd tier subrecipient accountable to these provisions and adhere to reporting requirements.

1.4. These Federal Provisions are subject to the Award as defined in §2 of these Federal Provisions, as may be revised pursuant to ongoing guidance from the relevant Federal or State of Colorado agency or institutions of higher education.

2. DEFINITIONS.

2.1. For the purposes of these Federal Provisions, the following terms shall have the meanings ascribed to them below.

2.1.1. "Award" means an award of Federal financial assistance, and the Grant setting forth the terms and conditions of that financial assistance, that a non-Federal Entity receives or administers.

2.1.2. "Entity" means:

2.1.2.1. a Non-Federal Entity;

2.1.2.2. a foreign public entity;

2.1.2.3. a foreign organization;

2.1.2.4. a non-profit organization;

2.1.2.5. a domestic for-profit organization (for 2 CFR parts 25 and 170 only);

2.1.2.6. a foreign non-profit organization (only for 2 CFR part 170) only);

2.1.2.7. a Federal agency, but only as a Subrecipient under an Award or Subaward to a non-Federal entity (or 2 CFR 200.1); or

2.1.2.8. a foreign for-profit organization (for 2 CFR part 170 only).

2.1.3. "Executive" means an officer, managing partner or any other employee in a management position.

2.1.4. "Expenditure Category (EC)" means the category of eligible uses as defined by the US Department of Treasury in "Appendix 1 of the Compliance and Reporting Guidance, State and Local Fiscal Recovery Funds" report available at www.treasury.gov.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

2.1.5. "Federal Awarding Agency" means a Federal agency providing a Federal Award to a Recipient as described in 2 CFR 200.1

2.1.6. "Grant" means the Grant to which these Federal Provisions are attached.

2.1.7. "Grantee" means the party or parties identified as such in the Grant to which these Federal Provisions are attached.

2.1.8. "Non-Federal Entity means a State, local government, Indian tribe, institution of higher education, or nonprofit organization that carries out a Federal Award as a Recipient or a Subrecipient.

2.1.9. "Nonprofit Organization" means any corporation, trust, association, cooperative, or other organization, not including IHEs, that:

2.1.9.1. Is operated primarily for scientific, educational, service, charitable, or similar purposes in the public interest;

2.1.9.2. Is not organized primarily for profit; and

2.1.9.3. Uses net proceeds to maintain, improve, or expand the operations of the organization.

2.1.10. "OMB" means the Executive Office of the President, Office of Management and Budget.

2.1.11. "Pass-through Entity" means a non-Federal Entity that provides a Subaward to a Subrecipient to carry out part of a Federal program.

2.1.12. "Prime Recipient" means the Colorado State agency or institution of higher education identified as the Grantor in the Grant to which these Federal Provisions are attached.

2.1.13. "Subaward" means an award by a Prime Recipient to a Subrecipient funded in whole or in part by a Federal Award. The terms and conditions of the Federal Award flow down to the Subaward unless the terms and conditions of the Federal Award specifically indicate otherwise in accordance with 2 CFR 200.101. The term does not include payments to a Contractor or payments to an individual that is a beneficiary of a Federal program.

2.1.14. "Subrecipient" or "Subgrantee" means a non-Federal Entity (or a Federal agency under an Award or Subaward to a non-Federal Entity) receiving Federal funds through a Prime Recipient to support the performance of the Federal project or program for which the Federal funds were awarded. A Subrecipient is subject to the terms and conditions of the Federal Award to the Prime Recipient, including program compliance requirements. The term does not include an individual who is a beneficiary of a federal program.

2.1.15. "System for Award Management (SAM)" means the Federal repository into which an Entity must enter the information required under the Transparency Act, which may be found at http://www.sam.gov. "Total Compensation" means the cash and noncash dollar value earned by an Executive during the Prime Recipient's or Subrecipient's preceding fiscal year (see 48 CFR 52.204-10, as prescribed in 48 CFR 4.1403(a)) and includes the following:

2.1.15.1. Salary and bonus;

2.1.15.2. Awards of stock, stock options, and stock appreciation rights, using the dollar amount recognized for financial statement reporting purposes with respect to the

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

fiscal year in accordance with the Statement of Financial Accounting Standards No. 123 (Revised 2005) (FAS 123R), Shared Based Payments;

2.1.15.3. Earnings for services under non-equity incentive plans, not including group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of Executives and are available generally to all salaried employees;

2.1.15.4. Change in present value of defined benefit and actuarial pension plans;

2.1.15.5. Above-market earnings on deferred compensation which is not tax-qualified;

2.1.15.6. Other compensation, if the aggregate value of all such other compensation (e.g., severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property) for the Executive exceeds $10,000.

2.1.16. "Transparency Act" means the Federal Funding Accountability and Transparency Act of 2006 (Public Law 109-282), as amended by §6202 of Public Law 110-252.

2.1.17. "Uniform Guidance" means the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. The terms and conditions of the Uniform Guidance flow down to Awards to Subrecipients unless the Uniform Guidance or the terms and conditions of the Federal Award specifically indicate otherwise.

2.1.18. "Unique Entity ID" means the Unique Entity ID established by the federal government for a Grantee at https://sam.gov/content/home.

3. COMPLIANCE.

3.1. Grantee shall comply with all applicable provisions of the Transparency Act and the regulations issued pursuant thereto, all applicable provisions of the Uniform Guidance, and all applicable Federal Laws and regulations required by this Federal Award Any revisions to such provisions or regulations shall automatically become a part of these Federal Provisions, without the necessity of either party executing any further instrument. The State of Colorado, at its discretion, may provide written notification to Grantee of such revisions, but such notice shall not be a condition precedent to the effectiveness of such revisions.

3.2. Per US Treasury Final Award requirements, grantee programs or services must not include a term or conditions that undermines efforts to stop COVID-19 or discourages compliance with recommendations and CDC guidelines.

4. SYSTEM FOR AWARD MANAGEMENT (SAM) AND UNIQUE ENTITY ID (UEI) REQUIREMENTS.

4.1. SAM. Grantee shall maintain the currency of its information in SAM until the Grantee submits the final financial report required under the Award or receives final payment, whichever is later. Grantee shall review and update SAM information at least annually.

4.2. UEI. Grantee shall provide its Unique Entity ID to its Prime Recipient, and shall update Grantee's information in Sam.gov at least annually.

5. TOTAL COMPENSATION.

5.1. Grantee shall include Total Compensation in SAM for each of its five most highly compensated Executives for the preceding fiscal year if:

5.1.1. The total Federal funding authorized to date under the Award is $30,000 or more; and

5.1.2. In the preceding fiscal year, Grantee received:

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

5.1.2.1. 80% or more of its annual gross revenues from Federal procurement Agreements and Subcontractors and/or Federal financial assistance Awards or Subawards subject to the Transparency Act; and

5.1.2.2. $30,000,000 or more in annual gross revenues from Federal procurement Agreements and Subcontractors and/or Federal financial assistance Awards or Subawards subject to the Transparency Act; and

5.1.2.3. 5.1.2.3 The public does not have access to information about the compensation of such Executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d) or § 6104 of the Internal Revenue Code of 1986.

6. REPORTING.

6.1. If Grantee is a Subrecipient of the Award pursuant to the Transparency Act, Grantee shall report data elements to SAM and to the Prime Recipient as required in this Exhibit. No direct payment shall be made to Grantee for providing any reports required under these Federal Provisions and the cost of producing such reports shall be included in the Grant price. The reporting requirements in this Exhibit are based on guidance from the OMB, and as such are subject to change at any time by OMB. Any such changes shall be automatically incorporated into this Grant and shall become part of Grantee's obligations under this Grant.

7. EFFECTIVE DATE AND DOLLAR THRESHOLD FOR FEDERAL REPORTING.

7.1. Reporting requirements in §8 below apply to new Awards as of October 1, 2010, if the initial award is $30,000 or more. If the initial Award is below $30,000 but subsequent Award modifications result in a total Award of $30,000 or more, the Award is subject to the reporting requirements as of the date the Award exceeds $30,000. If the initial Award is $30,000 or more, but funding is subsequently de-obligated such that the total award amount falls below $30,000, the Award shall continue to be subject to the reporting requirements. If the total award is below $30,000 no reporting required; if more than $30,000 and less than $50,000 then FFATA reporting is required; and, $50,000 and above SLFRF reporting is required.

7.2. The procurement standards in §9 below are applicable to new Awards made by Prime Recipient as of December 26, 2015. The standards set forth in §11 below are applicable to audits of fiscal years beginning on or after December 26, 2014.

8. SUBRECIPIENT REPORTING REQUIREMENTS.

8.1. Grantee shall report as set forth below.

8.1.1. Grantee shall use the SLFRF Subrecipient Quarterly Report Workbook as referenced in Exhibit P to report to the State Agency within ten (10) days following each quarter ended September, December, March and June. Additional information on specific requirements are detailed in the SLFRF Subrecipient Quarterly Report Workbooks and "Compliance and Reporting Guidance, State and Local Fiscal Recovery Funds" report available at www.treasury.gov.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EC 1 – Public Health

All Public Health Projects

a) Description of structure and objectives
b) Description of relation to COVID-19
c) Identification of impacted and/or disproportionately impacted communities
d) Capital Expenditures
    i. Presence of capital expenditure in project
    ii. Total projected capital expenditure
    iii. Type of capital expenditure
    iv. Written justification
    v. Labor reporting

COVID-19 Interventions and Mental Health (1.4, 1.11, 1.12, 1.13)

a) Amount of total project used for evidence-based programs
b) Evaluation plan description

COVID-19 Small Business Economic Assistance (1.8)

a) Number of small businesses served

COVID-19 Assistance to Non-Profits (1.9)

a) Number of non-profits served

COVID-19 Aid to Travel, Tourism, and Hospitality or Other Impacted Industries (1.10)

a) Sector of employer
b) Purpose of funds

EC 2 – Negative Economic Impacts

All Negative Economic Impacts Projects

a) Description of project structure and objectives
b) Description of project's response to COVID-19
c) Identification of impacted and/or disproportionately impacted communities
d) Amount of total project used for evidence-based programs and description of evaluation plan *(not required for 2.5, 2.8, 2.21-2.24, 2.27-2.29, 2.31, 2.34-2.36)*
e) Number of workers enrolled in sectoral job training programs
f) Number of workers completing sectoral job training programs
g) Number of people participating in summer youth employment programs
h) Capital Expenditures
    i. Presence of capital expenditure in project
    ii. Total projected capital expenditure
    iii. Type of capital expenditure
    iv. Written justification
    v. Labor reporting

Household Assistance (2.1-2.8)

a) Number of households served

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

b) Number of people or households receiving eviction prevention services (2.2 & 2.5 only) *(Federal guidance may change this requirement in July 2022)*
c) Number of affordable housing units preserved or developed (2.2 & 2.5 only) *(Federal guidance may change this requirement in July 2022)*

Healthy Childhood Environments (2.11-2.13)

a) Number of children served by childcare and early learning *(Federal guidance may change this requirement in July 2022)*
b) Number of families served by home visiting *(Federal guidance may change this requirement in July 2022)*

Education Assistance (2.14, 2.24-2.27)

a) National Center for Education Statistics ("NCES") School ID or NCES District ID
b) Number of students participating in evidence-based programs *(Federal guidance may change this requirement in July 2022)*

Housing Support (2.15, 2.16, 2.18)

a) Number of people or households receiving eviction prevention services *(Federal guidance may change this requirement in July 2022)*
b) Number of affordable housing units preserved or developed *(Federal guidance may change this requirement in July 2022)*

Small Business Economic Assistance (2.29-2.33)

a) Number of small businesses served

Assistance to Non-Profits (2.34)

a) Number of non-profits served

Aid to Travel, Tourism, and Hospitality or Other Impacted Industries (2.35-2.36)

a) Sector of employer
b) Purpose of funds
c) If other than travel, tourism and hospitality (2.36) – description of hardship

EC 3 – Public Health – Negative Economic Impact: Public Sector Capacity

Payroll for Public Health and Safety Employees (EC 3.1)

a) Number of government FTEs responding to COVID-19

Rehiring Public Sector Staff (EC 3.2)

a) Number of FTEs rehired by governments

EC 4 – Premium Pay

All Premium Pay Projects

a) List of sectors designated as critical by the chief executive of the jurisdiction, if beyond those listed in the final rule
b) Numbers of workers served
c) Employer sector for all subawards to third-party employers
d) Written narrative justification of how premium pay is responsive to essential work during the public health emergency for non-exempt workers or those making over 150 percent of the state/county's average annual wage

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

e) Number of workers to be served with premium pay in K-12 schools

EC 5 – Infrastructure Projects

All Infrastructure Projects

a) Projected/actual construction start date (month/year)
b) Projected/actual initiation of operations date (month/year)
c) Location (for broadband, geospatial data of locations to be served)
d) Projects over $10 million
    i. Prevailing wage certification or detailed project employment and local impact report
    ii. Project labor agreement certification or project workforce continuity plan
    iii. Prioritization of local hires
    iv. Community benefit agreement description, if applicable

Water and sewer projects (EC 5.1-5.18)

a) National Pollutant Discharge Elimination System (NPDES) Permit Number (if applicable; for projects aligned with the Clean Water State Revolving Fund)
b) Public Water System (PWS) ID number (if applicable; for projects aligned with the Drinking Water State Revolving Fund)
c) Median Household Income of service area
d) Lowest Quintile Income of the service area

Broadband projects (EC 5.19-5.21)

a) Confirm that the project is designed to, upon completion, reliably meet or exceed symmetrical 100 Mbps download and upload speeds.
    i. If the project is not designed to reliably meet or exceed symmetrical 100 Mbps download and upload speeds, explain why not, and
    ii. Confirm that the project is designed to, upon completion, meet or exceed 100 Mbps download speed and between at least 20 Mbps and 100 Mbps upload speed, and be scalable to a minimum of 100 Mbps download speed and 100 Mbps upload speed.
b) Additional programmatic data will be required for broadband projects and will be defined in a subsequent version of the US Treasury Reporting Guidance, including, but not limited to *(Federal guidance may change this requirement in July 2022)*:
    i. Number of households (broken out by households on Tribal lands and those not on Tribal lands) that have gained increased access to broadband meeting the minimum speed standards in areas that previously lacked access to service of at least 25 Mbps download and 3 Mbps upload, with the number of households with access to minimum speed standard of reliable 100 Mbps symmetrical upload and download and number of households with access to minimum speed standard of reliable 100 Mbps download and 20 Mbps upload
    ii. Number of institutions and businesses (broken out by institutions on Tribal lands and those not on Tribal lands) that have projected increased access to broadband meeting the minimum speed standards in areas that previously

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

lacked access to service of at least 25 Mbps download and 3 Mbps upload, in each of the following categories: business, small business, elementary school, secondary school, higher education institution, library, healthcare facility, and public safety organization, with the number of each type of institution with access to the minimum speed standard of reliable 100 Mbps symmetrical upload and download; and number of each type of institution with access to the minimum speed standard of reliable 100 Mbps download and 20 Mbps upload.

iii. Narrative identifying speeds/pricing tiers to be offered, including the speed/pricing of its affordability offering, technology to be deployed, miles of fiber, cost per mile, cost per passing, number of households (broken out by households on Tribal lands and those not on Tribal lands) projected to have increased access to broadband meeting the minimum speed standards in areas that previously lacked access to service of at least 25 Mbps download and 3 Mbps upload, number of households with access to minimum speed standard of reliable 100 Mbps symmetrical upload and download, number of households with access to minimum speed standard of reliable 100 Mbps download and 20 Mbps upload, and number of institutions and businesses (broken out by institutions on Tribal lands and those not on Tribal lands) projected to have increased access to broadband meeting the minimum speed standards in areas that previously lacked access to service of at least 25 Mbps download and 3 Mbps upload, in each of the following categories: business, small business, elementary school, secondary school, higher education institution, library, healthcare facility, and public safety organization. Specify the number of each type of institution with access to the minimum speed standard of reliable 100 Mbps symmetrical upload and download; and the number of each type of institution with access to the minimum speed standard of reliable 100 Mbps download and 20 Mbps upload.

All Expenditure Categories

a) Program income earned and expended to cover eligible project costs

8.1.2. A Subrecipient shall report the following data elements to Prime Recipient no later than five days after the end of the month following the month in which the Subaward was made.

8.1.2.1. Subrecipient Unique Entity ID;

8.1.2.2. Subrecipient Unique Entity ID if more than one electronic funds transfer (EFT) account;

8.1.2.3. Subrecipient parent's organization Unique Entity ID;

8.1.2.4. Subrecipient's address, including: Street Address, City, State, Country, Zip + 4, and Congressional District;

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

8.1.2.5. Subrecipient's top 5 most highly compensated Executives if the criteria in §4 above are met; and

8.1.2.6. Subrecipient's Total Compensation of top 5 most highly compensated Executives if the criteria in §4 above met.

8.1.3. To Prime Recipient. A Subrecipient shall report to its Prime Recipient, the following data elements:

8.1.3.1. Subrecipient's Unique Entity ID as registered in SAM.

8.1.3.2. Primary Place of Performance Information, including: Street Address, City, State, Country, Zip code + 4, and Congressional District.

8.1.3.3. Narrative identifying methodology for serving disadvantaged communities. See the "Project Demographic Distribution" section in the "Compliance and Reporting Guidance, State and Local Fiscal Recovery Funds" report available at www.treasury.gov. This requirement is applicable to all projects in Expenditure Categories 1 and 2.

8.1.3.4. Narrative identifying funds allocated towards evidenced-based interventions and the evidence base. See the "Use of Evidence" section in the "Compliance and Reporting Guidance, State and Local Fiscal Recovery Funds" report available at www.treasury.gov. See section 8.1.1 for relevant Expenditure Categories.

8.1.3.5. Narrative describing the structure and objectives of the assistance program and in what manner the aid responds to the public health and negative economic impacts of COVID-19. This requirement is applicable to Expenditure Categories 1 and 2. For aid to travel, tourism, and hospitality or other impacted industries (EC 2.11-2.12), also provide the sector of employer, purpose of funds, and if not travel, tourism and hospitality a description of the pandemic impact on the industry.

8.1.3.6. Narrative identifying the sector served and designated as critical to the health and well-being of residents by the chief executive of the jurisdiction and the number of workers expected to be served. For groups of workers (e.g., an operating unit, a classification of worker, etc.) or, to the extent applicable, individual workers, other than those where the eligible worker receiving premium pay is earning (with the premium pay included) below 150 percent of their residing state or county's average annual wage for all occupations, as defined by the Bureau of Labor Statistics Occupational Employment and Wage Statistics, whichever is higher, OR the eligible worker receiving premium pay is not exempt from the Fair Labor Standards Act overtime provisions, include justification of how the premium pay or grant is responsive to workers performing essential work during the public health emergency. This could include a description of the essential workers' duties, health or financial risks faced due to COVID-19 but should not include personally identifiable information. This requirement applies to EC 4.1, and 4.2.

8.1.3.7. For infrastructure projects (EC 5), or capital expenditures in any expenditure category, narrative identifying the projected construction start date (month/year), projected initiation of operations date (month/year), and location (for broadband, geospatial location data). For projects over $10 million:

8.1.3.8. Certification that all laborers and mechanics employed by Contractors and Subcontractors in the performance of such project are paid wages at rates not less

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

than those prevailing, as determined by the U.S. Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code (commonly known as the "Davis-Bacon Act"), for the corresponding classes of laborers and mechanics employed on projects of a character similar to the Agreement work in the civil subdivision of the State (or the District of Columbia) in which the work is to be performed, or by the appropriate State entity pursuant to a corollary State prevailing-wage-in-construction law (commonly known as "baby Davis-Bacon Acts"). If such certification is not provided, a recipient must provide a project employment and local impact report detailing (1) the number of employees of Contractors and sub-contractors working on the project; (2) the number of employees on the project hired directly and hired through a third party; (3) the wages and benefits of workers on the project by classification; and (4) whether those wages are at rates less than those prevailing. Recipients must maintain sufficient records to substantiate this information upon request.

8.1.3.8.1. A Subrecipient may provide a certification that a project includes a project labor agreement, meaning a pre-hire collective bargaining agreement consistent with section 8(f) of the National Labor Relations Act (29 U.S.C. 158(f)). If the recipient does not provide such certification, the recipient must provide a project workforce continuity plan, detailing: (1) how the Subrecipient will ensure the project has ready access to a sufficient supply of appropriately skilled and unskilled labor to ensure high-quality construction throughout the life of the project; (2) how the Subrecipient will minimize risks of labor disputes and disruptions that would jeopardize timeliness and cost-effectiveness of the project; and (3) how the Subrecipient will provide a safe and healthy workplace that avoids delays and costs associated with workplace illnesses, injuries, and fatalities; (4) whether workers on the project will receive wages and benefits that will secure an appropriately skilled workforce in the context of the local or regional labor market; and (5) whether the project has completed a project labor agreement.

8.1.3.8.2. Whether the project prioritizes local hires.

8.1.3.8.3. Whether the project has a Community Benefit Agreement, with a description of any such agreement.

8.1.4. Subrecipient also agrees to comply with any reporting requirements established by the US Treasury, Governor's Office and Office of the State Controller. The State of Colorado may need additional reporting requirements after this agreement is executed. If there are additional reporting requirements, the State will provide notice of such additional reporting requirements via Exhibit Q – SLFRF Reporting Modification Form.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

9. PROCUREMENT STANDARDS.

9.1. Procurement Procedures. A Subrecipient shall use its own documented procurement procedures which reflect applicable State, local, and Tribal laws and applicable regulations, provided that the procurements conform to applicable Federal law and the standards identified in the Uniform Guidance, including without limitation, 2 CFR 200.318 through 200.327 thereof.

9.2. Domestic preference for procurements (2 CFR 200.322). As appropriate and to the extent consistent with law, the non-Federal entity should, to the greatest extent practicable under a Federal award, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). The requirements of this section must be included in all subawards including all Agreements and purchase orders for work or products under this award.

9.3. Procurement of Recovered Materials. If a Subrecipient is a State Agency or an agency of a political subdivision of the State, its Contractors must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR part 247, that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

10. ACCESS TO RECORDS.

10.1. A Subrecipient shall permit Prime Recipient and its auditors to have access to Subrecipient's records and financial statements as necessary for Recipient to meet the requirements of 2 CFR 200.332 (Requirements for pass-through entities), 2 CFR 200.300 (Statutory and national policy requirements) through 2 CFR 200.309 (Period of performance), and Subpart F-Audit Requirements of the Uniform Guidance.

11. SINGLE AUDIT REQUIREMENTS.

11.1. If a Subrecipient expends $750,000 or more in Federal Awards during the Subrecipient's fiscal year, the Subrecipient shall procure or arrange for a single or program-specific audit conducted for that year in accordance with the provisions of Subpart F-Audit Requirements of the Uniform Guidance, issued pursuant to the Single Audit Act Amendments of 1996, (31 U.S.C. 7501-7507). 2 CFR 200.501.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

11.1.1. Election. A Subrecipient shall have a single audit conducted in accordance with Uniform Guidance 2 CFR 200.514 (Scope of audit), except when it elects to have a program-specific audit conducted in accordance with 2 CFR 200.507 (Program-specific audits). The Subrecipient may elect to have a program-specific audit if Subrecipient expends Federal Awards under only one Federal program (excluding research and development) and the Federal program's statutes, regulations, or the terms and conditions of the Federal award do not require a financial statement audit of Prime Recipient. A program-specific audit may not be elected for research and development unless all of the Federal Awards expended were received from Recipient and Recipient approves in advance a program-specific audit.

11.1.2. Exemption. If a Subrecipient expends less than $750,000 in Federal Awards during its fiscal year, the Subrecipient shall be exempt from Federal audit requirements for that year, except as noted in 2 CFR 200.503 (Relation to other audit requirements), but records shall be available for review or audit by appropriate officials of the Federal agency, the State, and the Government Accountability Office.

11.1.3. Subrecipient Compliance Responsibility. A Subrecipient shall procure or otherwise arrange for the audit required by Subpart F of the Uniform Guidance and ensure it is properly performed and submitted when due in accordance with the Uniform Guidance. Subrecipient shall prepare appropriate financial statements, including the schedule of expenditures of Federal awards in accordance with 2 CFR 200.510 (Financial statements) and provide the auditor with access to personnel, accounts, books, records, supporting documentation, and other information as needed for the auditor to perform the audit required by Uniform Guidance Subpart F-Audit Requirements.

12. GRANT PROVISIONS FOR SUBRECIPIENT AGREEMENTS.

12.1. In addition to other provisions required by the Federal Awarding Agency or the Prime Recipient, Grantees that are Subrecipients shall comply with the following provisions. Subrecipients shall include all of the following applicable provisions in all Subcontractors entered into by it pursuant to this Grant.

12.1.1. [Applicable to federally assisted construction Agreements.] Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all Agreements that meet the definition of "federally assisted construction Agreement" in 41 CFR Part 60-1.3 shall include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR part 60, Office of Federal Agreement Compliance Programs, Equal Employment Opportunity, Department of Labor.

12.1.2. [Applicable to on-site employees working on government-funded construction, alteration and repair projects.] Davis-Bacon Act. Davis-Bacon Act, as amended (40 U.S.C. 3141-3148).

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

12.1.3. Rights to Inventions Made Under a grant or agreement. If the Federal Award meets the definition of "funding agreement" under 37 CFR 401.2 (a) and the Prime Recipient or Subrecipient wishes to enter into an Agreement with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the Prime Recipient or Subrecipient must comply with the requirements of 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Agreements and Cooperative Agreements," and any implementing regulations issued by the Federal Awarding Agency.

12.1.4. Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended. Agreements and subgrants of amounts in excess of $150,000 must contain a provision that requires the non-Federal awardees to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Awarding Agency and the Regional Office of the Environmental Protection Agency (EPA).

12.1.5. Debarment and Suspension (Executive Orders 12549 and 12689). A Agreement award (see 2 CFR 180.220) must not be made to parties listed on the government wide exclusions in SAM, in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR part 1986 Comp., p. 189) and 12689 (3 CFR part 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

12.1.6. Byrd Anti-Lobbying Amendment (31 U.S.C. 1352). Contractors that apply or bid for an award exceeding $100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal Agreement, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

12.1.7. Never Contract with the Enemy (2 CFR 200.215). Federal awarding agencies and recipients are subject to the regulations implementing "Never Contract with the Enemy" in 2 CFR part 183. The regulations in 2 CFR part 183 affect covered Agreements, grants and cooperative agreements that are expected to exceed $50,000 within the period of performance, are performed outside the United States and its territories, and are in support of a contingency operation in which members of the Armed Forces are actively engaged in hostilities.

12.1.8. Prohibition on certain telecommunications and video surveillance services or equipment (2 CFR 200.216). Grantee is prohibited from obligating or expending loan or grant funds on certain telecommunications and video surveillance services or equipment pursuant to 2 CFR 200.216.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

12.1.9. Title VI of the Civil Rights Act. The Subgrantee, Contractor, Subcontractor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this Agreement (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S. C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CRF Part 22, and herein incorporated by reference and made part of this Agreement or agreement.

13. CERTIFICATIONS.

13.1. Subrecipient Certification. Subrecipient shall sign a "State of Colorado Agreement with Recipient of Federal Recovery Funds" Certification Form in Exhibit E and submit to State Agency with signed grant agreement.

13.2. Unless prohibited by Federal statutes or regulations, Prime Recipient may require Subrecipient to submit certifications and representations required by Federal statutes or regulations on an annual basis. 2 CFR 200.208. Submission may be required more frequently if Subrecipient fails to meet a requirement of the Federal award. Subrecipient shall certify in writing to the State at the end of the Award that the project or activity was completed or the level of effort was expended. 2 CFR 200.201(3). If the required level of activity or effort was not carried out, the amount of the Award must be adjusted.

14. EXEMPTIONS.

14.1. These Federal Provisions do not apply to an individual who receives an Award as a natural person, unrelated to any business or non-profit organization he or she may own or operate in his or her name.

14.2. A Grantee with gross income from all sources of less than $300,000 in the previous tax year is exempt from the requirements to report Subawards and the Total Compensation of its most highly compensated Executives.

15. EVENT OF DEFAULT AND TERMINATION.

15.1. Failure to comply with these Federal Provisions shall constitute an event of default under the Grant and the State of Colorado may terminate the Grant upon 30 days prior written notice if the default remains uncured five calendar days following the termination of the 30-day notice period. This remedy will be in addition to any other remedy available to the State of Colorado under the Grant, at law or in equity.

15.2. Termination (2 CFR 200.340). The Federal Award may be terminated in whole or in part as follows:

15.2.1. By the Federal Awarding Agency or Pass-through Entity, if a Non-Federal Entity fails to comply with the terms and conditions of a Federal Award;

15.2.2. By the Federal awarding agency or Pass-through Entity, to the greatest extent authorized by law, if an award no longer effectuates the program goals or agency priorities;

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

15.2.3. By the Federal awarding agency or Pass-through Entity with the consent of the Non-Federal Entity, in which case the two parties must agree upon the termination conditions, including the effective date and, in the case of partial termination, the portion to be terminated;

15.2.4. By the Non-Federal Entity upon sending to the Federal Awarding Agency or Pass-through Entity written notification setting forth the reasons for such termination, the effective date, and, in the case of partial termination, the portion to be terminated. However, if the Federal Awarding Agency or Pass-through Entity determines in the case of partial termination that the reduced or modified portion of the Federal Award or Subaward will not accomplish the purposes for which the Federal Award was made, the Federal Awarding Agency or Pass-through Entity may terminate the Federal Award in its entirety; or

15.2.5. By the Federal Awarding Agency or Pass-through Entity pursuant to termination provisions included in the Federal Award.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT O

AGREEMENT WITH SUBSUBRECIPIENT OF FEDERAL RECOVERY FUNDS

Section 602(b) of the Social Security Act (the Act), as added by section 9901 of the American Rescue Plan Act (ARPA), Pub. L. No. 117-2 (March 11, 2021), authorizes the Department of the Treasury (Treasury) to make payments to certain Subrecipients from the Coronavirus State Fiscal Recovery Fund. The State of Colorado has signed and certified a separate agreement with Treasury as a condition of receiving such payments from the Treasury. This agreement is between your organization and the State and your organization is signing and certifying the same terms and conditions included in the State's separate agreement with Treasury. Your organization is referred to as a Subrecipient.

As a condition of your organization receiving federal recovery funds from the State, the authorized representative below hereby (i) certifies that your organization will carry out the activities listed in section 602(c) of the Act and (ii) agrees to the terms attached hereto. Your organization also agrees to use the federal recovery funds as specified in bills passed by the General Assembly and signed by the Governor.

Under penalty of perjury, the undersigned official certifies that the authorized representative has read and understood the organization's obligations in the Assurances of Compliance and Civil Rights Requirements, that any information submitted in conjunction with this assurances document is accurate and complete, and that the organization is in compliance with the nondiscrimination requirements.

Subrecipient Name _____

Authorized Representative: _____

Title: _____

Signature: _____

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

AGREEMENT WITH SUBRECIPIENT OF FEDERAL RECOVERY FUNDS
TERMS AND CONDITIONS

1. Use of Funds.

   a. Subrecipient understands and agrees that the funds disbursed under this award may only be used in compliance with section 602(c) of the Social Security Act (the Act) and Treasury's regulations implementing that section and guidance.

   b. Subrecipient will determine prior to engaging in any project using this assistance that it has the institutional, managerial, and financial capability to ensure proper planning, management, and completion of such project.

2. Period of Performance. The period of performance for this award begins on the date hereof and ends on December 31, 2026. As set forth in Treasury's implementing regulations, Subrecipient may use award funds to cover eligible costs incurred during the period that begins on March 3, 2021, and ends on December 31, 2024.

3. Reporting. Subrecipient agrees to comply with any reporting obligations established by Treasury as they relate to this award. Subrecipient also agrees to comply with any reporting requirements established by the Governor's Office and Office of the State Controller.

4. Maintenance of and Access to Records
   a. Subrecipient shall maintain records and financial documents sufficient to evidence compliance with section 602(c), Treasury's regulations implementing that section, and guidance issued by Treasury regarding the foregoing.

   b. The Treasury Office of Inspector General and the Government Accountability Office, or their authorized representatives, shall have the right of access to records (electronic and otherwise) of Subrecipient in order to conduct audits or other investigations.

   c. Records shall be maintained by Subrecipient for a period of five (5) years after all funds have been expended or returned to Treasury, whichever is later.

5. Pre-award Costs. Pre-award costs, as defined in 2 C.F.R. § 200.458, may not be paid with funding from this award.

6. Administrative Costs. Subrecipient may use funds provided under this award to cover both direct and indirect costs. Subrecipient shall follow guidance on administrative costs issued by the Governor's Office and Office of the State Controller.

7. Cost Sharing. Cost sharing or matching funds are not required to be provided by Subrecipient.

8. Conflicts of Interest. The State of Colorado understands and agrees it must maintain a conflict of interest policy consistent with 2 C.F.R. § 200.318(c) and that such conflict of interest policy

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

is applicable to each activity funded under this award. Subrecipient and Contractors must disclose in writing to the Office of the State Controller or the pass-through entity, as appropriate, any potential conflict of interest affecting the awarded funds in accordance with 2 C.F.R. § 200.112. The Office of the State Controller shall disclose such conflict to Treasury.

9. Compliance with Applicable Law and Regulations.
   a. Subrecipient agrees to comply with the requirements of section 602 of the Act, regulations adopted by Treasury pursuant to section 602(f) of the Act, and guidance issued by Treasury regarding the foregoing. Subrecipient also agrees to comply with all other applicable federal statutes, regulations, and executive orders, and Subrecipient shall provide for such compliance by other parties in any agreements it enters into with other parties relating to this award.

   b. Federal regulations applicable to this award include, without limitation, the following:

      i. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, 2 C.F.R. Part 200, other than such provisions as Treasury may determine are inapplicable to this Award and subject to such exceptions as may be otherwise provided by Treasury. Subpart F – Audit Requirements of the Uniform Guidance, implementing the Single Audit Act, shall apply to this award.

      ii. Universal Identifier and System for Award Management (SAM), 2 C.F.R. Part 25, pursuant to which the award term set forth in Appendix A to 2 C.F.R. Part 25 is hereby incorporated by reference.

      iii. Reporting Subaward and Executive Compensation Information, 2 C.F.R. Part 170, pursuant to which the award term set forth in Appendix A to 2 C.F.R. Part 170 is hereby incorporated by reference.

      iv. OMB Guidelines to Agencies on Government wide Debarment and Suspension (Nonprocurement), 2 C.F.R. Part 180, including the requirement to include a term or condition in all lower tier covered transactions (Agreements and Subcontractors described in 2 C.F.R. Part 180, subpart B) that the award is subject to 2 C.F.R. Part 180 and Treasury's implementing regulation at 31 C.F.R. Part 19.

      i. Subrecipient Integrity and Performance Matters, pursuant to which the award term set forth in 2 C.F.R. Part 200, Appendix XII to Part 200 is hereby incorporated by reference.

      ii. Government wide Requirements for Drug-Free Workplace, 31 C.F.R. Part 20.

      iii. New Restrictions on Lobbying, 31 C.F.R. Part 21.

      iv. Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (42 U.S.C. §§ 4601-4655) and implementing regulations.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

v. Generally applicable federal environmental laws and regulations.

c. Statutes and regulations prohibiting discrimination applicable to this award include, without limitation, the following:

i. Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq.) and Treasury's implementing regulations at 31 C.F.R. Part 22, which prohibit discrimination on the basis of race, color, or national origin under programs or activities receiving federal financial assistance;

ii. The Fair Housing Act, Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), which prohibits discrimination in housing on the basis of race, color, religion, national origin, sex, familial status, or disability;

iii. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of disability under any program or activity receiving federal financial assistance;

iv. The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101 et seq.), and Treasury's implementing regulations at 31 C.F.R. Part 23, which prohibit discrimination on the basis of age in programs or activities receiving federal financial assistance; and

v. Title II of the Americans with Disabilities Act of 1990, as amended (42 U.S.C. §§ 12101 et seq.), which prohibits discrimination on the basis of disability under programs, activities, and services provided or made available by state and local governments or instrumentalities or agencies thereto.

10. Remedial Actions. In the event of Subrecipient's noncompliance with section 602 of the Act, other applicable laws, Treasury's implementing regulations, guidance, or any reporting or other program requirements, Treasury may impose additional conditions on the receipt of a subsequent tranche of future award funds, if any, or take other available remedies as set forth in 2 C.F.R. § 200.339. In the case of a violation of section 602(c) of the Act regarding the use of funds, previous payments shall be subject to recoupment as provided in section 602(e) of the Act and any additional payments may be subject to withholding as provided in sections 602(b)(6)(A)(ii)(III) of the Act, as applicable.

11. Hatch Act. Subrecipient agrees to comply, as applicable, with requirements of the Hatch Act (5 U.S.C.§§ 1501-1508 and 7324-7328), which limit certain political activities of State or local government employees whose principal employment is in connection with an activity financed in whole or in part by this federal assistance.

12. False Statements. Subrecipient understands that making false statements or claims in connection with this award is a violation of federal law and may result in criminal, civil, or administrative sanctions, including fines, imprisonment, civil damages and penalties, debarment from participating in federal awards or Agreements, and/or any other remedy available by law.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

13. Publications. Any publications produced with funds from this award must display the following language: "This project [is being] [was] supported, in whole or in part, by federal award number SLFRF0126 awarded to the State of Colorado by the U.S. Department of the Treasury."

14. Debts Owed the Federal Government.
    a. Any funds paid to the Subrecipient (1) in excess of the amount to which the Subrecipient is finally determined to be authorized to retain under the terms of this award; (2) that are determined by the Treasury Office of Inspector General to have been misused; or (3) that are determined by Treasury to be subject to a repayment obligation pursuant to sections 602(e) and 603(b)(2)(D) of the Act and have not been repaid by the Subrecipient shall constitute a debt to the federal government.

    b. Any debts determined to be owed to the federal government must be paid promptly by Subrecipient. A debt is delinquent if it has not been paid by the date specified in Treasury's initial written demand for payment, unless other satisfactory arrangements have been made or if the Subrecipient knowingly or improperly retains funds that are a debt as defined in paragraph 14(a). Treasury will take any actions available to it to collect such a debt.

15. Disclaimer.
    a. The United States expressly disclaims any and all responsibility or liability to Subrecipient or third persons for the actions of Subrecipient or third persons resulting in death, bodily injury, property damages, or any other losses resulting in any way from the performance of this award or any other losses resulting in any way from the performance of this award or any Agreement, or Subcontractor under this award.

    b. The acceptance of this award by Subrecipient does not in any way establish an agency relationship between the United States and Subrecipient.

16. Protections for Whistleblowers.
    a. In accordance with 41 U.S.C. § 4712, Subrecipient may not discharge, demote, or otherwise discriminate against an employee in reprisal for disclosing to any of the list of persons or entities provided below, information that the employee reasonably believes is evidence of gross mismanagement of a federal Agreement or grant, a gross waste of federal funds, an abuse of authority relating to a federal Agreement or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a federal Agreement (including the competition for or negotiation of an Agreement) or grant.

    b. The list of persons and entities referenced in the paragraph above includes the following:
        i. A member of Congress or a representative of a committee of Congress;
        ii. An Inspector General;

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

iii. The Government Accountability Office;
iv. A Treasury employee responsible for Agreement or grant oversight or management;
v. An authorized official of the Department of Justice or other law enforcement agency;
vi. A court or grand jury; or
vii. A management official or other employee of Subrecipient, Contractor, or Subcontractor who has the responsibility to investigate, discover, or address misconduct.

c. Subrecipient shall inform its employees in writing of the rights and remedies provided under this section, in the predominant native language of the workforce.

17. Increasing Seat Belt Use in the United States. Pursuant to Executive Order 13043, 62 FR 19217 (Apr. 18, 1997), Subrecipient should encourage its Contractors to adopt and enforce on-the-job seat belt policies and programs for their employees when operating company-owned, rented or personally owned vehicles.

18. Reducing Text Messaging While Driving. Pursuant to Executive Order 13513, 74 FR 51225 (Oct. 6, 2009), Subrecipient should encourage its employees, Subrecipients, and Contractors to adopt and enforce policies that ban text messaging while driving, and Subrecipient should establish workplace safety policies to decrease accidents caused by distracted drivers.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

ASSURANCES OF COMPLIANCE WITH CIVIL RIGHTS REQUIREMENTS

ASSURANCES OF COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

As a condition of receipt of federal financial assistance from the Department of theTreasury, the Subrecipient provides the assurances stated herein. The federal financial assistance may include federal grants, loans and Agreements to provide assistance to the Subrecipient's beneficiaries, the use or rent of Federal land or property at below market value, Federal training, aloan of Federal personnel, subsidies, and other arrangements with the intention of providing assistance. Federal financial assistance does not encompass Agreements of guarantee or insurance,regulated programs, licenses, procurement Agreements by the Federal government at market value,or programs that provide direct benefits.

The assurances apply to all federal financial assistance from or funds made available through the Department of the Treasury, including any assistance that the Subrecipient may request in the future.

The Civil Rights Restoration Act of 1987 provides that the provisions of the assurances apply to all of the operations of the Subrecipient's program(s) and activity(ies), so long as any portion of the Subrecipient's program(s) or activity(ies) is federally assisted in the manner prescribed above.

1. Subrecipient ensures its current and future compliance with Title VI of the Civil Rights Act of 1964, as amended, which prohibits exclusion from participation, denial of the benefits of, or subjection to discrimination under programs and activities receiving federal financial assistance, of any person in the United States on the ground of race, color, or national origin (42 U.S.C. § 2000d *et seq.*), as implemented by the Department of the Treasury Title VI regulations at 31 CFR Part 22 and other pertinent executive orders such as Executive Order 13166, directives, circulars, policies, memoranda, and/or guidance documents.
2. Subrecipient acknowledges that Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," seeks to improve access to federally assisted programs and activities for individuals who, because of national origin, have Limited English proficiency (LEP). Subrecipient understands that denying a person access to its programs, services, and activities because of LEP is a form of national origin discrimination prohibited under Title VI of the Civil Rights Act of 1964 and the Department of the Treasury's implementing regulations. Accordingly, Subrecipient shall initiate reasonable steps, or comply with the Department of the Treasury's directives, to ensure that LEP persons have meaningful access to its programs, services, and activities. Subrecipient understands and agrees that meaningful access may entail providing language assistance services, including oral interpretation and written translation where necessary, to ensure effective communication in the Subrecipient's programs, services, and activities.
3. Subrecipient agrees to consider the need for language services for LEP persons when Subrecipient develops applicable budgets and conducts programs, services, and activities. As a resource, the Department of the Treasury has published its LEP guidance at 70 FR 6067. For more information on taking reasonable steps to provide meaningful access for LEP persons, please visit http://www.lep.gov.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

4. Subrecipient acknowledges and agrees that compliance with the assurances constitutes a condition of continued receipt of federal financial assistance and is binding upon Subrecipient and Subrecipient's successors, transferees, and assignees for the period in which such assistance is provided.

5. Subrecipient acknowledges and agrees that it must require any sub-grantees, contractors, subcontractors, successors, transferees, and assignees to comply with assurances 1-4 above, and agrees to incorporate the following language in every Agreement or agreement subject to Title VI and its regulations between the Subrecipient and the Subrecipient's sub-grantees, Contractors, Subcontractors, successors, transferees, and assignees:

   The sub-grantee, Contractor, Subcontractor, successor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits Subrecipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this Agreement (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this Agreement or agreement.

6. Subrecipient understands and agrees that if any real property or structure is provided or improved with the aid of federal financial assistance by the Department of the Treasury, this assurance obligates the Subrecipient, or in the case of a subsequent transfer, the transferee, for the period during which the real property or structure is used for a purpose for which the federal financial assistance is extended or for another purpose involving the provision of similar services or benefits. If any personal property is provided, this assurance obligates the Subrecipient for the period during which it retains ownership or possession of the property.

7. Subrecipient shall cooperate in any enforcement or compliance review activities by the Department of the Treasury of the aforementioned obligations. Enforcement may include investigation, arbitration, mediation, litigation, and monitoring of any settlement agreements that may result from these actions. The Subrecipient shall comply with information requests, on-site compliance reviews and reporting requirements.

8. Subrecipient shall maintain a complaint log and inform the Department of the Treasury of any complaints of discrimination on the grounds of race, color, or national origin, and limited English proficiency covered by Title VI of the Civil Rights Act of 1964 and implementing regulations and provide, upon request, a list of all such reviews or proceedings based on the complaint, pending or completed, including outcome. Subrecipient also must inform the Department of the Treasury if Subrecipient has received no complaints under Title VI.

9. Subrecipient must provide documentation of an administrative agency's or court's findings of non-compliance of Title VI and efforts to address the non-compliance, including any voluntary compliance or other agreements between the Subrecipient and the administrative agency that made the finding. If the Subrecipient settles a case or matter alleging such discrimination, the Subrecipient must provide documentation of the settlement. If Subrecipient has not been the subject of any court or administrative agency finding of

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

discrimination, please so state.

10. If the Subrecipient makes sub-awards to other agencies or other entities, the Subrecipient is responsible for ensuring that sub-Subrecipients also comply with Title VI and other applicable authorities covered in this document State agencies that make sub-awards must have in place standard grant assurances and review procedures to demonstrate that that they are effectively monitoring the civil rights compliance of sub- Subrecipients.

The United States of America has the right to seek judicial enforcement of the terms of this assurances document and nothing in this document alters or limits the federal enforcement measures that the United States may take in order to address violations of this document or applicable federal law.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT P

SLFRF SUBRECIPIENT QUARTERLY REPORT

1. SLFRF SUBRECIPIENT QUARTERLY REPORT WORKBOOK

1.1 The SLFRF Subrecipient Quarterly Report Workbook must be submitted to the State Agency within ten (10) days following each quarter ended September, December, March and June. The SLFRF Subrecipient Quarterly Report Workbook can be found at:
https://osc.colorado.gov/american-rescue-plan-act (see SLFRF Grant Agreement Templates tab)

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT Q

SAMPLE SLFRF REPORTING MODIFICATION FORM

Local Agency:			Agreement No:		
Project Title:			Project No:		
Project Duration:	To:		From:		
State Agency:	CDOT				

This form serves as notification that there has been a change to the reporting requirements set forth in the original SLFRF Grant Agreement.

The following reporting requirements have been (add/ remove additional rows as necessary):

Updated Reporting Requirement **(Add/Delete/Modify)**	**Project Number**	**Reporting Requirement**

By signing this form, the Local Agency agrees to and acknowledges the changes to the reporting requirements set forth in the original SLFRF Grant Agreement. All other terms and conditions of the original SLFRF Grant Agreement, with any approved modifications, remain in full force and effect. Grantee shall submit this form to the State Agency within 10 business days of the date sent by that Agency.

_____ _____

Local Agency Date

_____ _____

CDOT Program Manager Date

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT R

APPLICABLE FEDERAL AWARDS

FEDERAL AWARD(S) APPLICABLE TO THIS GRANT AWARD

Federal Awarding Office	US Department of the Treasury
Grant Program	Coronavirus State and Local Fiscal Recovery Funds
Assistance Listing Number	21.027
Federal Award Number	SLFRP0126
Federal Award Date *	May 18, 2021
Federal Award End Date	December 31, 2024
Federal Statutory Authority	Title VI of the Social Security Act, Section 602
Total Amount of Federal Award (this is not the amount of this grant agreement)	$3,828,761,790

* Funds may not be available through the Federal Award End Date subject to the provisions in §2 and §5 below.

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT S

PII Certification

STATE OF COLORADO

LOCAL AGENCY CERTIFICATION FOR ACCESS TO PII THROUGH A DATABASE OR AUTOMATED NETWORK

Pursuant to § 24-74-105, C.R.S., I, Mike Coffman, on behalf of City of Aurora (legal name of Local Agency) (the "Local Agency"), hereby certify under the penalty of perjury that the Local Agency has not and will not use or disclose any Personal Identifying Information, as defined by § 24-74-102(1), C.R.S., for the purpose of investigating for, participating in, cooperating with, or assisting Federal Immigration Enforcement, including the enforcement of civil immigration laws, and the Illegal Immigration and Immigrant Responsibility Act, which is codified at 8 U.S.C. §§ 1325 and 1326, unless required to do so to comply with Federal or State law, or to comply with a court-issued subpoena, warrant or order.

I hereby represent and certify that I have full legal authority to execute this certification on behalf of the Local Agency.

Signature: DocuSigned by: Mike Coffman 6BED1A94972549D...

Printed Name: Mike Coffman

Title: Mayor, City of Aurora

Date: 10/17/2024

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT T

CHECKLIST OF REQUIRED EXHIBITS DEPENDENT ON FUNDING SOURCE

Checklist for required exhibits due to funding sources. Required Exhibits are dependent on the source of funding. This is a guide to assist in the incorporation and completion of Exhibits in relation to funding sources.

Exhibit	Funding only from FHWA	Funding only from ARPA	FHWA and ARPA Funding
EXHIBIT A, SCOPE OF WORK	✓	✓	✓
EXHIBIT B, SAMPLE OPTION LETTER	✓	✓	✓
EXHIBIT C, FUNDING PROVISIONS	✓	✓	✓
EXHIBIT D, LOCAL AGENCY RESOLUTION (IF APPLICABLE)	✓	✓	✓
EXHIBIT E, LOCAL AGENCY AGREEMENT ADMINISTRATION CHECKLIST	✓	✓	✓
EXHIBIT F, CERTIFICATION FOR FEDERAL-AID AGREEMENTS	✓		✓
EXHIBIT G, DISADVANTAGED BUSINESS ENTERPRISE	✓		✓
EXHIBIT H, LOCAL AGENCY PROCEDURES FOR CONSULTANT SERVICES	✓		✓
EXHIBIT I, FEDERAL-AID AGREEMENT PROVISIONS FOR CONSTRUCTION AGREEMENTS	✓		✓
EXHIBIT J, ADDITIONAL FEDERAL REQUIREMENTS	✓		✓
EXHIBIT K, FFATA SUPPLEMENTAL FEDERAL PROVISIONS	✓	✓	✓
EXHIBIT L, SAMPLE SUBRECIPIENT MONITORING AND RISK ASSESSMENT FORM	✓	✓	✓
EXHIBIT M, OMB UNIFORM GUIDANCE FOR FEDERAL AWARDS	✓		✓

Docusign Envelope ID: A307D8F5-8FE5-4175-B6AE-D567B6DB966E

EXHIBIT N, FEDERAL TREASURY PROVISIONS		✓	✓
EXHIBIT O, AGREEMENT WITH SUBRECIPIENT OF FEDERAL RECOVERY FUNDS		✓	✓
EXHIBIT P, SLFRF SUBRECIPIENT QUARTERLY REPORT		✓	✓
EXHIBIT Q, SLFRF REPORTING MODIFICATION FORM		✓	✓
EXHIBIT R, APPLICABLE FEDERAL AWARDS		✓	✓
EXHIBIT S, PII CERTIFICATAION	✓	✓	✓
EXHIBIT T, CHECKLIST OF REQUIRED EXHIBITS DEPENDENT ON FUNDING SOURCE	✓	✓	✓

RESOLUTION NO. R2026-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, RESCINDING R2024-113 AND APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) FOR THE AURORA TRAFFIC SIGNAL EQUIPMENT UPGRADE PROJECT

WHEREAS, the City of Aurora, Colorado (the "City"), and the State of Colorado Department of Transportation ("CDOT"), collectively "the Parties", as government agencies, are authorized by the provisions of Colo. Const., art. XIV, § 18(2)(a) and C.R.S. §§ 29 -1-201, et seq., to contract with one another to provide any function, service or facility lawfully authorized to each; and

WHEREAS, the City applied for three Denver Regional Council of Governments ("DRCOG") 2024-2027 Regional Transportation Operations and Technology (RTO&T) grants, administered by CDOT; and

WHEREAS, the Traffic Signal Equipment Upgrade grant application is one of the three grant projects and includes procurement of 42 multi-modal detection devices and uninterruptable power supplies at intersections along DRCOG eligible corridors ("the Project"); and

WHEREAS, the detection devices will continuously collect vehicular, pedestrian, bicycle, and truck data and they will allow staff to remotely monitor detection functionality; and

WHEREAS, the Project is funded with 100% grant funds and no local match; and

WHEREAS, DRCOG will contribute $1,021,000 to fully fund the Project; and

WHEREAS, City Council approved the City's participation in this Project on September 9, 2024, by Resolution No. R2024-113, and CDOT subsequently changed their grant process and requested that the IGA be replaced with this Agreement so their procurement team can manage the Project funding; and

WHEREAS, Section 10-12 of the City Charter authorizes City Council to approve, by resolution, the execution of contracts, and amendments thereto, with other governmental units for furnishing or receiving commodities or services; and

WHEREAS, the City Council of the City of Aurora finds and determines that it is in the best interests of the City and its citizens to authorize the execution of th e Intergovernmental Agreement between the City and CDOT for the Aurora Traffic Signal Upgrade Project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. Resolution No. R2024-113 is hereby rescinded and replaced with this Resolution approving the Intergovernmental Agreement between the City and CDOT for the Aurora Traffic Signal Equipment Upgrade Project is hereby approved.

Section 2. The Mayor and the City Clerk are hereby authorized to execute and deliver the intergovernmental agreement on behalf of the City in substantially the form presented at this meeting, with such technical additions, deletions, and variations as the City Attorney may deem necessary or appropriate and not inconsistent with this Resolution.

Section 3. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this ____day of _____, 2026.

_____

MIKE COFFMAN, Mayor

ATTEST:

_____

KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

Michelle Gardner RLA

_____

MICHELLE GARDNER, Sr. Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Colfax Bus Rapid Transit (BRT) Project - Property Acquisitions
Item Initiator: Kurt Muehlemeyer
Staff Source/Legal Source: Kurt Muehlemeyer, Director of Public Works/Hector Reynoso, Real Property and Survey Services Manager/Michelle Gardner, Sr. Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 5/18/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

2026-19 AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE COLFAX BUS RAPID TRANSIT (BRT) PROJECT
Kurt Muehlemeyer, Director, Public Works / Michelle Gardner, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The City of Aurora ("Aurora") is advancing with construction under the East Colfax Bus Rapid Transit Project ("Project") as depicted on the attached map labeled Exhibit A. Colfax Avenue, one of the area's most historic streets, is a key east-west transportation route and the backbone of a thriving and diverse community. With significant population and business growth expected in the coming years, now is the time to reimagine the Colfax experience with a focus on moving people more efficiently, safely and sustainably along the corridor. To safely construct this public-use project, acquisition of 16 property interests from 15 property owners is necessary.

In 2024, the Project land acquisition plans were approved by CDOT and Aurora's Real Property & Survey Services Division ("RPSS"), issued the requisite Notice of Intent to Acquire ("NOIA"), made offers and initiated negotiations with all effected property owners in accordance with C.R.S. Title 38, Article 1 (Section 38-1-101 et seq.). C.R.S. Title 38, Article 1 sets forth the uniform policy for fair and equitable treatment of property owners during the acquisition of real property interests and includes a provision of residential/business relocation assistance, if necessary. Appraisal reports have been completed by an independent state certified appraiser and were used as the basis for the fair market value offering to the property owner(s) of the specific land interests to be acquired. Aurora has also paid for landowner's independent appraisals in accordance with C.R.S. 38-1-121.

The Project requires the acquisition of temporary construction easements and 1 permanent easement from the 15 property owners. The properties are located along East Colfax Avenue, located in Adams & Arapahoe County as legally described and depicted on the attached legal descriptions and exhibits. Presently, the City has acquired the necessary property rights from the majority of the property owners. To avoid incurring additional construction costs due to acquisition delays, City staff is requesting Council authorize an ordinance allowing the use of eminent domain if it becomes necessary to meet the Project's schedule. The authorization of the use of eminent domain by Council will allow Aurora to obtain possession of the property interests needed and will ensure that property acquisitions do not delay the Project's schedule. Condemnation is always used as a last resort when negotiations between the condemning authority and the property owner regarding the value of the property to be taken have reached an impasse. As part of the condemnation process, in the event negotiations fail, a hearing for immediate possession will allow the Project to proceed on schedule. Attached is an overview of the eminent domain process, pursuant to C.R.S. 38-1-101.

City staff will continue using best efforts to amicably acquire the real property interests needed by further negotiating with the property owners. City staff recommends the passage of an ordinance authorizing the use of eminent domain for the acquisition of the necessary land interests to avoid delays in the Project schedule. If Council authorizes the ordinance and it becomes necessary to act beyond obtaining immediate possession, City staff will update Council with such litigation proceedings.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☒ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Funding will come from the Colfax BRT

The estimated cost for the Permanent & Temporary Easements = $39,130
Estimated Maximum Legal Fees = $25,000

Grand Total- $64,130

Org: 49702 (Misc Street Improvements)

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does Council approve the ordinance authorizing the use of eminent domain, pursuant to Aurora City Code Section 12-12, in order to acquire the necessary property interests for the construction of the Colfax BRT Project?

LEGAL COMMENTS

Council has the legal authority and power to act by ordinance to use eminent domain pursuant to Section 10-10 of the Aurora Charter, Article XX Sections 1 and 6 of the State Constitution, C.R.S. Section 38-1-101 C.R.S., et seq. (M. Gardner)

ORDINANCE NO. 2026-

AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE COLFAX BUS RAPID TRANSIT (BRT) PROJECT

WHEREAS, the City of Aurora is a Colorado municipal corporation and home rule city ("City") of the Counties of Adams, Arapahoe, and Douglas of the State of Colorado and it has the legal authority and power of eminent domain per Article XX Sections I and 6 of the State Constitution, Section 10-10 of the City's Home Rule Charter, C.R.S. 38-1-101 et seq.; and

WHEREAS, the City of Aurora, Public Works Department, requires construction of the Colfax Bus Rapid Transit (BRT) Project ("Project"); and

WHEREAS, the primary objective of the Project is to improve the Colfax corridor with a focus on allowing people to utilize the sidewalks and bus stations more efficiently, safely and sustainably; and

WHEREAS, as part of the Project, acquisition of certain real property interests are needed to make the improvements; and

WHEREAS, the City has determined it is necessary to acquire certain easement interests identified in this Ordinance for the construction of the Project, and that acquisition of these easement interests serves the public purpose by providing greater health, safety, and welfare; and

WHEREAS, the City has determined that the easement interests are necessary for the Project and said interests and their purported landowners are as described in the attached Exhibit A and Exhibit B ("Properties").

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. That the City Council hereby finds and determines that it is in the interest of the health, safety, and general welfare of the public, and serves a necessary public purpose, to acquire real property interests in the Properties described in Exhibit A and Exhibit B for the construction of the Project and hereby declares a public need and necessity for the same.

Section 2. The Real Property Services Division, through its staff, agents, or consultants, is authorized to engage in good faith negotiations for acquisition of the interests in the Properties, as a precondition to initiating proceedings in eminent domain. Eminent domain will only be used if good faith negotiations are unsuccessful. If the interests in the Properties cannot be obtained voluntarily, the City is authorized to commence condemnation proceedings to acquire the Properties and prosecute the proceedings to their conclusion.

Section 3. The City Council hereby authorizes itself to exercise the power of eminent domain for the purpose of acquiring interests in the Properties. The City is authorized to exercise the power of eminent domain pursuant to Section 10-10 of the City Charter in the manner provided by Article I of Title 38, Colorado Revised Statutes. The City is authorized to employ all necessary persons for this purpose, including special condemnation counsel, if necessary, and appraisers, surveyors, engineers, and other experts.

Section 4. The City Council has determined there is an immediate public need and necessity to acquire the Properties in order to allow the City of Aurora to proceed with the Project. To ensure timely possession of or title to the Properties, it may be necessary for the City to obtain immediate possession of the Properties.

Section 5. That the City Council hereby authorizes the expenditure of that amount of money which is determined by an appropriate tribunal to constitute just compensation necessary for the acquisition of the interests in the Properties. The City Council hereby authorizes the City's Director of Finance to pay all awards, legal expenses, court costs, and any other expenses of eminent domain lawfully found to be just compensation, as determined by a court of competent jurisdiction.

Section 6. The City or its staff, designee, agents, or representatives shall have the authority to amend the legal descriptions of and the interests sought in the Properties or to add additional properties as deemed necessary in the course of acquiring the Properties for the Project, and any such amendments shall be included in the definition of the Properties contained herein.

Section 7. That, nothing contained in this ordinance shall be construed as precluding or preventing negotiations by the City Attorney, or duly authorized representatives, from purchasing interests in the Properties at private sale, nor shall anything herein be construed as preventing the City of Aurora, upon the acquisition of said interests in the Properties, from terminating the eminent domain proceedings.

Section 8. That, pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the office of the City Clerk.

INTRODUCED, READ, AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, City Attorney

RLA
Michelle Gardner
_____
MICHELLE GARDNER, Sr. Assistant City Attorney

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: LA-108
DATE: APRIL 18, 2025

A license agreement situated in the NW 1/4 of Section 6, Township 4 South, Range 66 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of that parcel of land described in that Bargain and Sale Deed recorded at Reception No. D4091137 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

Commencing at the NW corner of said Section 6 (from whence the NE Corner of said NW 1/4 bears N89°32'57"E, a distance of 2475.57 feet);

Thence coincident with the north line of said NW 1/4, N89°32'57"E, a distance of 325.75 feet;

Thence S00°27'03"E, a distance of 49.50 feet to a point on the southerly line of that Easement for Sidewalk Purposes being recorded at Rec. No. D4078606 in said office, said point being the **Point of Beginning**;

Thence N89°32'57"E, coincident with said southerly line, a distance of 19.04 feet;

Thence S00°27'03"E, a distance of 14.50 feet;

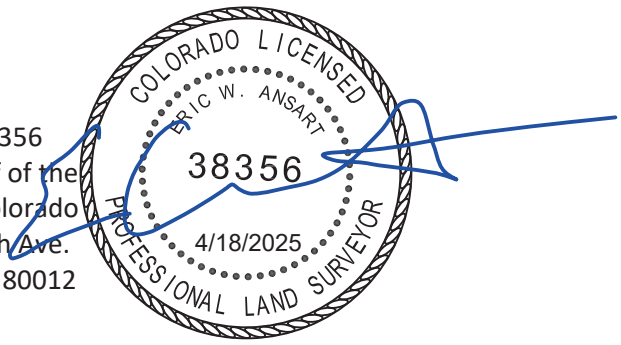
Thence S89°32'57"W, a distance of 17.58 feet;

Thence N06°18'10"W, a distance of 14.58 feet to the **Point of Beginning**.

Said parcel containing 266 square feet (0.006 acres) more or less.

Bearings based on said north line of the NW 1/4 of Section 6, T4S, R66W, 6th P.M., being N89°32'57"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012



COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

ROW PLANS AUTHORIZED DATE

CDOT REGION RIGHT OF WAY MANAGER

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

POINT OF COMMENCEMENT
NW COR. SEC. 6, T4S, R67W

E. Colfax Ave

NE COR. OF NW 1/4 SEC. 6, T4S, R67W

N. line of the NW 1/4 of Sec. 6, T4S, R66W (Basis of Bearings)
N89° 32' 57"E
325.75'
2475.57'

POINT OF BEGINNING

S00° 27' 03"E
49.50'

N89° 32' 57"E
19.04'

N06° 18' 10"W
14.58'

S00° 27' 03"E
14.50'

Quit Claim Deed at Rec. No. D4116658

Sidewalk Esmt at Rec. No. D4078606

S89° 32' 57"W
17.58'

Utility Esmt at Rec. No. D4078605

Bargain and Sale Deed at Rec. No. D7042612

Bargain and Sale Deed at Rec. No. E1176086

Owner: REGIONAL TRANSPORTATION DISTRICT
Bargain and Sale Deed at Rec. No. D4091137

Unplatted

Unplatted

Unplatted

WOODS SUBDIVISION - FIRST FILING

LOT 1

BLOCK 1

NW 1/4 SEC. 6 T4S, R66W

COLORADO LICENSED
ERIC W. HEWART
38356
4/18/2025
PROFESSIONAL LAND SURVEYOR

BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., BEING N89°32'57"E
THE ABOVE DESCRIBED PARCEL CONTAINS 266 SQUARE FEET (0.006 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER COA LA-108
CHECKED BY: E.W.A	DATE: 4/18/2025	JOB NUMBER: 22057

A LICENSE AGREEMENT SITUATED IN THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: LA-118
DATE: APRIL 18, 2025

A license agreement situated in the SW 1/4 of Section 31, Township 3 South, Range 66 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being part of Block 6, Gutheil Gardens, the plat of said subdivision being recorded in Book 3 at Page 15 (Rec. No. 209592) in the office of the Adams County Clerk and Recorder, more particularly described as follows:

Commencing at the SW corner of said Section 31 (from whence the SE Corner of said SW 1/4 bears N89°32'57"E, a distance of 2475.57 feet);

Thence N89°32'57"E, coincident with the south line of said SW 1/4, a distance of 371.84 feet;

Thence N00°27'03"W, a distance of 110.00 feet to a point on the south line of that parcel of land described in that Special Warranty Deed recorded at Rec. No. 2013000071792 in said office, said point being also on the north right-of-way line of E. Colfax Ave, and the **Point of Beginning**;

Thence S89°32'57"W, coincident with the south line of said parcel, a distance of 161.66 feet to the southwest corner of said parcel;

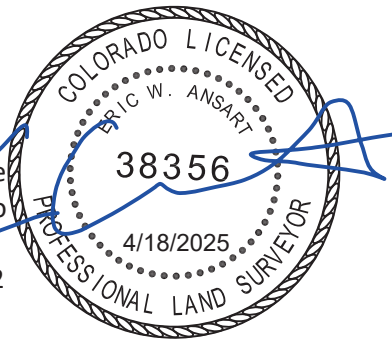
Thence N00°21'24"W, coincident with the west line of said parcel, a distance of 10.00 feet;

Thence N89°32'57"E, a distance of 161.64 feet;

Thence S00°27'03"E, a distance of 10.00 feet to the **Point of Beginning.**

Said parcel containing 1,617 square feet (0.037 acres) more or less.

Bearings based on said south line of the SW 1/4 of Section 31, T3S, R66W, 6th P.M., being N89°32'57"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

ROW PLANS AUTHORIZED DATE

CDOT REGION RIGHT OF WAY MANAGER

SW 1/4 SEC. 31 T3S, R66W

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

COLORADO LICENSED
ERIC W. ANSART
38356
4/18/2025
PROFESSIONAL LAND SURVEYOR

GUTHEIL GARDENS
Rec. No. 209592

Block 6

PSCO Esmt. at
Bk. 341, Pg. 192

Owner: REGIONAL
TRANSPORTATION DISTRICT
REC. NO. 2013000071792

Utility Esmt per Rec.
No. 20000004328

Utility Esmt per Rec.
No. 201100054825

S00° 27' 03"E
10.00'

N00° 21' 24"W
10.00'

N89° 32' 57"E 161.64'

S89° 32' 57"W 161.66'

POINT OF BEGINNING

N00° 27' 03"W
110.00'

E. Colfax Ave

POINT OF COMMENCEMENT
SW COR. SEC. 31, T3S,
R66W

SE COR. of the SW
1/4 SEC. 31, T3S,
R66W

371.84'
N89° 32' 57"E

2475.57'

S. line of the SW 1/4 of Sec. 31, T3S, R66W (Basis of Bearings)

BEARINGS BASED ON THE SOUTH LINE OF THE SW 1/4 OF SECTION 31, T3S, R66W, 6TH P.M., BEING N89°32'57"E
THE ABOVE DESCRIBED PARCEL CONTAINS 1,617 SQUARE FEET (0.037 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER COA LA-118
CHECKED BY: E.W.A	DATE: 4/18/2025	JOB NUMBER: 22057

A LICENSE AGREEMENT SITUATED IN THE SW 1/4 OF SEC. 31, T3S, R66W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
PARCEL NUMBER: PE-107
DATE: JANUARY 28, 2025

A parcel of land situated in the NW 1/4 of Section 6, Township 4 South, Range 66 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of that parcel of land described in that Bargain and Sale Deed recorded at Reception No. E1176086 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

Commencing at the NW corner of said Section 6 (from whence the NE Corner of said NW 1/4 bears N89°32'57"E, a distance of 2475.57 feet);

Thence N89°32'57"E, coincident with the north line of said NW 1/4, a distance of 324.77 feet;

Thence S00°27'03"E, a distance of 40.00 feet to the northeasterly corner of said parcel;

Thence S06°18'10"E, coincident with the easterly line of said parcel, a distance of 9.54 feet to a point on the southerly line of that Easement for Sidewalk Purposes being recorded at Rec. No. D4078606 in said office, said point being the **Point of Beginning**;

Thence continuing S06°18'10"E, coincident with the easterly line of said parcel, a distance of 8.55 feet;

Thence S89°32'57"W, a distance of 41.67 feet;

Thence N00°27'03"W, a distance of 9.00 feet;

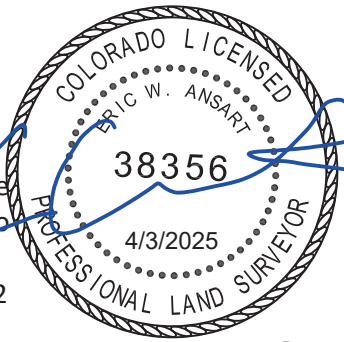
Thence S89°32'57"W, a distance of 76.49 feet to a point on the southerly line of said easement;

Thence coincident with said southerly line the following four (4) courses:

1. Thence N43°56'49"E, a distance of 2.81 feet;
2. Thence N89°32'57"E, a distance of 94.37 feet;
3. Thence S00°17'15"E, a distance of 2.50 feet;
4. Thence N89°32'57"E, a distance of 20.96 feet to the **Point of Beginning**.

Said parcel containing 552 square feet (0.013 acres) more or less.

Bearings based on said north line of the NW 1/4 of Section 6, T4S, R66W, 6th P.M., being N89°32'57"E, monumented on each end of said line by a 3" brass cap in a range box "CITY OF AURORA LS 16848 1987", said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

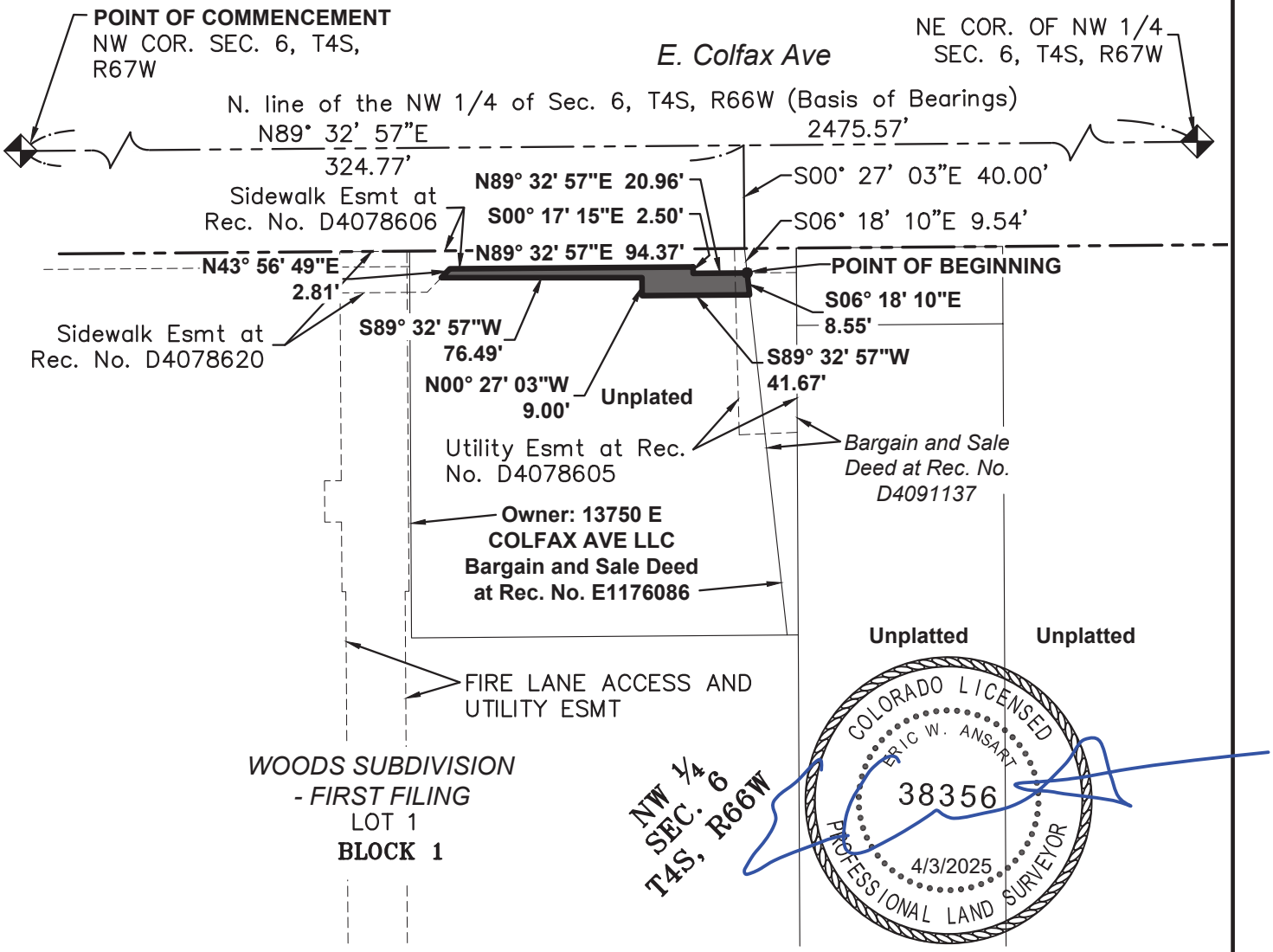
ROW PLANS AUTHORIZED DATE

CDOT REGION RIGHT OF WAY MANAGER

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N



BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., BEING N89°32'57"E

THE ABOVE DESCRIBED PARCEL CONTAINS 552 SQUARE FEET (0.013 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	R.O.W. FILE NUMBER
A.T.	NONE	COA PE-107
CHECKED BY:	DATE:	JOB NUMBER:
E.W.A	1/28/2025	22057

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-101
DATE: JANUARY 27, 2025

A temporary construction easement situated in the NW 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of Lot 36, Block 1, Colfax Square, the plat of said subdivision being recorded at Rec. No. R0119599 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

Commencing at the NW corner of said Section 3 (from whence the NE Corner of said NW 1/4 bears N89°36'52"E, a distance of 2650.08 feet);

Thence N89°36'52"E, coincident with the north line of said NW 1/4, a distance of 247.15 feet;

Thence S00°23'08"E, a distance of 50.00 feet to a point on the north line of said Lot 36, said point being also on the south right-of-way line of E. Colfax Ave, and the **Point of Beginning**;

Thence S00°26'57"E, a distance of 5.00 feet;

Thence S89°36'52"W, a distance of 30.68 feet;

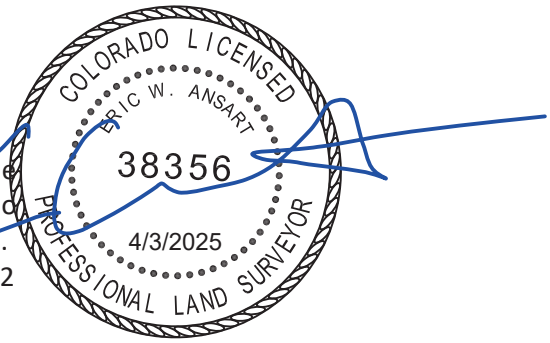
Thence N00°23'08"W, a distance of 5.00 feet to a point on said north line of Lot 36;

Thence N89°36'52"E, coincident with said north line, a distance of 30.67 feet to the **Point of Beginning**.

Said parcel containing 153 square feet (0.004 acres) more or less.

Bearings based on said north line of the NW 1/4 of Section 3, T4S, R67W, 6th P.M., being N89°36'52"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012



COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

ROW PLANS AUTHORIZED DATE

CDOT REGION RIGHT OF WAY MANAGER

COLORADO LICENSED
ERIC W. ANSART
38356
4/3/2025
PROFESSIONAL LAND SURVEYOR

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

POINT OF COMMENCEMENT
NW COR. SEC. 3, T4S, R67W

N. line of the NW 1/4 of SEC. 3, T4S, R67W (Basis of Bearings)

N89° 36' 52"E 247.15'

2650.08'

NE COR OF NW 1/4
SEC. 3, T4S, R67W

Colfax Ave

S00° 23' 08"E 50.00'

**OWNER: LUONG KEVIN D &
DO CONNIE K
Warranty Deed at
Rec. No. B3238182**

**N89° 36' 52"E
30.67'**

POINT OF BEGINNING

**N00° 23' 08"W
5.00'**

**S00° 26' 57"E
5.00'**

BLOCK 1

LOT 36

**S89° 36' 52"W
30.68'**

Akron St.

*Colfax Square Rec. No.
R0119599*

UTILITY ESMT PER BK 1127, PG 2

LOT 35

NW 1/4 SEC. 3 T4S, R67W

BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING N89°36'52"E

THE ABOVE DESCRIBED PARCELS CONTAIN 153 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	R.O.W. FILE NUMBER
A.T.	NONE	COA TE-101
CHECKED BY:	DATE:	JOB NUMBER:
E.W.A	1/27/2025	22057

A TEMPORARY CONSTRUCTION EASEMENT SITUATED IN THE NW 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-102
DATE: AUGUST 16, 2024

A temporary construction easement situated in the NW 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of Lots 9 and 10, Block 27, Anderson Addition to Aurora, the plat of said subdivision being recorded at Rec. No. R0014125 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

Commencing at the NW corner of said Section 3 (from whence the NE Corner of the NW 1/4 of said Section 3 bears N89°36'52"E, a distance of 2650.08 feet);

Thence N89°36'52"E, coincident with the north line of said NW 1/4, a distance of 1683.36 feet;

Thence S00°23'08"E, a distance of 50.00 feet to the NW corner of said Lot 10, said NW corner being also the SE right-of-way intersection of E. Colfax Ave. and N. Chester St., and the **Point of Beginning**;

Thence N89°36'52"E, coincident with the north line of said Lots 9 and 10, a distance of 48.66 feet;

Thence S00°23'08"E, a distance of 5.00 feet;

Thence S89°36'52"W, a distance of 43.68 feet;

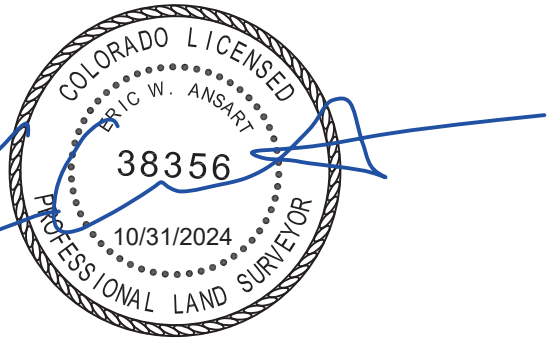
Thence S00°05'01"E, a distance of 7.00 feet;

Thence S89°36'52"W, a distance of 5.00 feet to the west line of said Lot 10;

Thence N00°05'01"W, coincident with said west line, a distance of 12.00 feet to the **Point of Beginning**.

Said parcel containing 278 square feet (0.006 acres) more or less.

Bearings based on said north line of the NW 1/4 of Section 3, T4S, R67W, 6th P.M., being N89°36'52"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

N. line of the NW 1/4 of SEC. 3, T4S, R67W (Basis of Bearings)
N89° 36' 52"E 2650.08'

1683.36'

POINT OF COMMENCEMENT
NW COR. OF SEC. 3,
T4S, R67W

S00° 23' 08"E 50.00'

COLORADO LICENSED
ERIC W. ANSART
38356
10/31/2024
PROFESSIONAL LAND SURVEYOR

NE COR. OF NW 1/4
SEC. 3, T4S, R67W

E. Colfax Ave

POINT OF BEGINNING

N89° 36' 52"E 48.66'

N00° 05' 01"W 12.00'

S00° 23' 08"E 5.00'

S89° 36' 52"W 43.68'

S00° 05' 01"E 7.00'

S89° 36' 52"W 5.00'

BLOCK 27

LOT 10 | LOT 9 | LOT 8

Anderson Addition to Aurora
Reception No. R0014125

OWNER: KIM HANG SIK
Warranty Deed at
Rec. No. B4032064

N. Chester ST.

NW 1/4 SEC. 3 T4S, R67W

BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING N89°36'52"E
THE ABOVE DESCRIBED PARCELS CONTAIN 278 SQUARE FEET (0.006 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER TE-102
CHECKED BY: E.W.A	DATE: 8/16/2024	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE NW 1/4 OF SEC. 3, T4S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF
ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-103
DATE: JANUARY 28, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of Lot 10, Block 1, Del Mar Tract Amended Plat, the plat of said subdivision being recorded at Rec. No. R0354743 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

Commencing at the NE corner of said NE 1/4 (from whence the NW Corner of said NE 1/4 bears S89°36'54"W, a distance of 2649.12 feet);

Thence S89°36'54"W, coincident with the north line of said NE 1/4, a distance of 1597.39 feet;

Thence S00°23'06"E, a distance of 50.00 feet to the NW corner of said Lot 10, said NW corner being also the SE right-of-way intersection of E. Colfax Ave and N. Del Mar Pkwy. and the **Point of Beginning**;

Thence N89°36'54"E, coincident with the north line of said Lot 10, a distance of 142.09 feet;

Thence S00°23'06"E, a distance of 5.00 feet;

Thence S89°36'54"W, a distance of 137.11 feet;

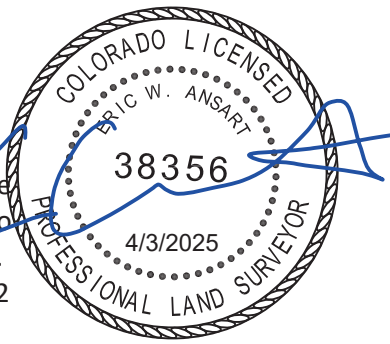
Thence S00°05'43"E, a distance of 13.29 feet;

Thence S89°36'54"W, a distance of 5.00 feet to the west line of said Lot 10;

Thence N00°05'43"W, coincident with said west line, a distance of 18.26 feet to the **Point of Beginning**.

Said parcel containing 777 square feet (0.018 acres) more or less.

Bearings based on said north line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being N89°36'54"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

ROW PLANS AUTHORIZED DATE

CDOT REGION RIGHT OF WAY MANAGER

COLORADO LICENSED
ERIC W. ANSART
38356
4/3/2025
PROFESSIONAL LAND SURVEYOR

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

NW COR. OF NE 1/4
SEC. 3, T4S, R67W

POINT OF COMMENCEMENT
NE COR. SEC. 3, T4S, R67W

N. line of the NE 1/4 of SEC. 3, T4S, R67W (Basis of Bearings)

S89° 36' 54"W 2649.12'

1597.39'

E. Colfax Ave

S00° 23' 06"E
50.00'

Non-Exclusice Esmts. for Public Art Purposes at Rec. No. B8080474

Revocable License for a 5'X15' bus shelter per Rec. No. C0733727 in Adams County (approx. location-detail not clear)

N89° 36' 54"E 142.09'

POINT OF BEGINNING

S89° 36' 54"W 137.11'

S00° 23' 06"E 5.00'

S00° 05' 43"E 13.29'

N00° 05' 43"W 18.26'

S89° 54' 17"W 5.00'

Del Mar Amended Plat
Rec. No. R0354743

LOT 10

BLOCK 1

N. Del Mar Pkwy.

NE 1/4 SEC. 3 T4S, R67W

OWNER: 10030 EAST COLFAX LLC
Special Warranty Deed at
Rec. No. B1193988

BEARINGS BASED ON THE NORTH LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING N89°36'54"E
THE ABOVE DESCRIBED PARCELS CONTAIN 777 SQUARE FEET (0.018 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	R.O.W. FILE NUMBER
A.T.	NONE	COA TE-103
CHECKED BY:	DATE:	JOB NUMBER:
E.W.A	1/28/2025	22057

A TEMPORARY CONSTRUCTION EASEMENT SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-104
DATE: AUGUST 16, 2024

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of Lot 2, Block 1, Rose Subdivision Filing No. 1, the plat of said subdivision being recorded at Rec. No. R2440964 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

Commencing at the NE corner of said NE 1/4 of Section 3 (from whence the NW Corner of said NE 1/4 bears S89°36'54"W, a distance of 2649.12 feet);

Thence S89°36'54"W, coincident with the north line of said NE 1/4, a distance of 226.67 feet;

Thence S00°23'06"E, a distance of 62.00 feet to a point on the northerly line of said Lot 2, said point also being on the southerly right-of-way line of E. Colfax Ave. and the **Point of Beginning**;

Thence coincident with the northerly and easterly lines of said Lot 2 the following three (3) courses:

1. Thence N89°36'54"E, a distance of 159.23 feet to a point of tangent curvature to the right;
2. Thence along said curve having a radius of 25.00 feet and a central angle of 90°17'23", an arc distance of 39.40 feet;
3. Thence S00°05'43"E, a distance of 7.53 feet;

Thence S89°54'17"W, a distance of 9.84 feet;

Thence N48°15'13"W, a distance of 41.15 feet;

Thence S89°36'54"W, a distance of 72.85 feet;

Thence S00°21'56"E, a distance of 9.48 feet;

Thence N89°09'10"W, a distance of 14.98 feet;

Thence N00°30'15"W, a distance of 5.39 feet;

Thence S89°38'04"W, a distance of 25.72 feet;

Thence N00°21'56"W, a distance of 3.76 feet;

Thence S89°36'54"W, a distance of 30.28 feet;

Thence N00°23'06"W, a distance of 5.00 feet to the **Point of Beginning**.

Said parcel containing 1,718 square feet (0.039 acres) more or less.

Bearings based on said north line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being N89°36'54"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER

COLORADO LICENSED
ERIC W. ANSART
38356
10/31/2024
PROFESSIONAL LAND SURVEYOR

LEGEND
- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

OWNER: THE DANIEL GROUP LTD
per Bk 4419, Pg 0755

NW COR. OF NE 1/4
SEC. 3, T4S, R67W

N. line of the NE 1/4 of SEC. 3, T4S, R67W (Basis of Bearings)

S89° 36' 54"W 2649.12'

226.67'

E. Colfax Ave

POINT OF COMMENCEMENT
NE COR. SEC. 3, T4S, R67W

S00° 23' 06"E
62.00'

POINT OF BEGINNING

Delta = 90° 17' 23"
Arc Len. = 39.40'
Radius = 25.00'

N89° 36' 54"E 159.23'

N00° 23' 06"W, 5.00'

S89° 36' 54"W, 30.28'

S89° 36' 54"W 72.85'

S00° 21' 56"E, 9.48'

N89° 09' 10"W, 14.98'

N48° 15' 13"W 41.15'

S00° 05' 43"E 7.53'

N00° 21' 56"W, 3.76'

S89° 38' 04"W, 25.72'

S89° 54' 17"W, 9.84'

Utility Esmt per
Bk 6992, Pg 175

N00° 30' 15"W, 5.39'

Fire Lane and
Utility Esmt per
plat

ROSE SUBDIVISION
FILING NO. 1
Rec. No. R2440964

34' Utility Esmt
(Location uncertain)

NE 1/4 SEC. 3 T4S, R67W

BLOCK 1

LOT 2

26' Fire Lane and Utility
Esmt per Bk 6889, Pg 125

20' Utility Esmt per plat

N. Havana St.

BEARINGS BASED ON THE NORTH LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING N89°36'54"E

THE ABOVE DESCRIBED PARCELS CONTAIN 1,718 SQUARE FEET (0.039 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER TE-104
CHECKED BY: E.W.A	DATE: 8/16/2024	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF
ARAPAHOE, STATE OF COLORADO

EXHIBIT A

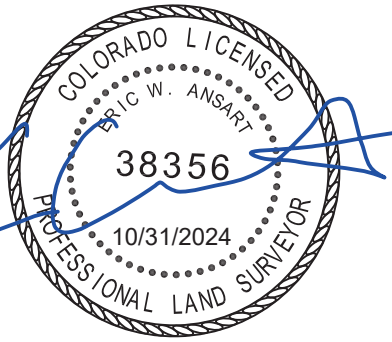
PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-105
DATE: AUGUST 16, 2024

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of Lots 1 and 2, Block 3, Aurora Heights, the plat of said subdivision being recorded at Rec. No. R0018846 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

The northerly 15 feet of Lots 1 and 2, Block 3, Aurora Heights.

Said parcel containing 673 square feet (0.015 acres) more or less.

Bearings based on the north line of said NW 1/4 of Section 2, T4S, R67W, 6th P.M., being N89°36'03"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

N. line of the NW 1/4 of SEC. 2, T4S, R67W (Basis of Bearings)
N89° 36' 03"E 2639.03'

629.94'

NW COR. SEC. 2, T4S, R67W

POINT OF COMMENCEMENT
NE COR. OF NW 1/4 SEC. 2, T4S, R67W

S00° 23' 57"E 50.00'

E. Colfax Ave

OWNER: CORBIN BLANCA JO
Personal Representative's Deed at Rec. No. D0071445

POINT OF BEGINNING

N89° 36' 03"E 44.77'

N00° 05' 17"E 15.00'

S00° 23' 57"E 15.00'

S89° 36' 03"W 44.90'

Kingston St.

Aurora Heights Rec. No. R0018846

BLOCK 3

LOT 1 | LOT 2 | LOT 3 | LOT 4

NW 1/4 SEC. 2 T4S, R67W

COLORADO LICENSED
ERIC W. ANSART
38356
10/31/2024
PROFESSIONAL LAND SURVEYOR

BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING N89°36'03"E
THE ABOVE DESCRIBED PARCEL CONTAINS 673 SQUARE FEET (0.015 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER TE-105
CHECKED BY: E.W.A	DATE: 8/16/2024	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

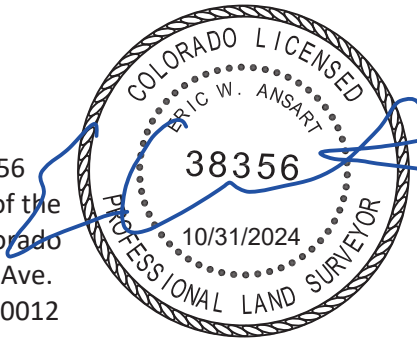
PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-106
DATE: AUGUST 16, 2024

A temporary construction easement situated in the NW 1/4 of Section 1, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of Lot 2, Block 1, Fitzsimons Promenade Subdivision Filing No. 1, Amended No. 1, the plat of said subdivision being recorded at Rec. No. D9077531 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

The northerly 5.00 feet of Lot 2, Block 1, Fitzsimons Promenade Subdivision Filing No. 1, Amended No. 1.

Said parcel containing 871 square feet (0.020 acres) more or less.

Bearings based on the north line of said NW 1/4 of Section 1, T4S, R67W, 6th P.M., being N89°37'46"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

SW 1/4 SEC. 36 T3S, R67W

POINT OF COMMENCEMENT
NW COR. SEC. 1, T4S, R67W

NE COR. OF NW 1/4
SEC. 1, T4S, R67W

N. line of the NW 1/4 of SEC. 1, T4S, R67W (Basis of Bearings)
N89° 37' 46"E
2643.23'
238.06'

E. Colfax Ave

N00° 22' 14"W
50.00'

POINT OF BEGINNING

S89° 37' 52"W
164.06'

Delta = 36° 52' 12"
Arc Len. = 16.09'
Radius = 25.00'

N00° 22' 10"W
5.00'

N89° 37' 52"E
179.06'

Traffic Signalization Esmt per plat

Sidewalk Esmt per plat

Peoria St.

OWNER: FG HARD CORNER LLC
Bargain and Sale Deed at
Rec. No. D9078116

Fitzsimons Promenade Subdivision
Filing No. 1, Amended No. 1
Rec. No. D9077531

LOT 2

BLOCK 1

NW 1/4 SEC. 1 T4S, R67W

COLORADO LICENSED
ERIC W. ANSART
38356
10/31/2024
PROFESSIONAL LAND SURVEYOR

BEARINGS BASED ON THE SOUTH LINE OF THE NW 1/4 OF SECTION 1, T4S, R67W, 6TH P.M., BEING N89°37'46"E
THE ABOVE DESCRIBED PARCEL CONTAINS 871 SQUARE FEET (0.020 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER TE-106
CHECKED BY: E.W.A	DATE: 8/16/2024	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE NW 1/4 OF SEC. 1, T4S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF
ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-107 REV
DATE: APRIL 14, 2024

A temporary construction easement situated in the NW 1/4 of Section 6, Township 4 South, Range 66 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being part of that parcel of land described in that Bargain and Sale Deed recorded at Reception No. E1176086 in the office of the Arapahoe County Clerk and Recorder, more particularly described as follows:

Commencing at the NW corner of said Section 6 (from whence the NE Corner of said NW 1/4 bears N89°32'57"E, a distance of 2475.57 feet);

Thence N89°32'57"E, coincident with the north line of said NW 1/4, a distance of 324.77 feet;

Thence S00°27'03"E, a distance of 40.00 feet to the northeasterly corner of said parcel;

Thence S06°18'10"E, coincident with the easterly line of said parcel, a distance of 18.09 feet to the **Point of Beginning**;

Thence S06°18'10"E, coincident with said easterly line, a distance of 6.03 feet;

Thence S89°32'57"W, a distance of 46.28 feet;

Thence N00°27'03"W, a distance of 6.00 feet;

Thence S89°32'57"W, a distance of 86.12 feet to a point on the westerly line of said parcel;

Thence N00°17'11"W, coincident with said westerly line, a distance of 2.00 feet to the southwesterly corner of that Easement for Sidewalk Purposes being recorded at Rec. No. D4078606 in said office;

Thence coincident with said southerly line of said easement the following two (2) courses:

1. Thence N89°32'57"E, a distance of 6.77 feet;
2. Thence N43°56'49"E, a distance of 9.79 feet;

Thence N89°32'57"E, a distance of 76.49 feet;

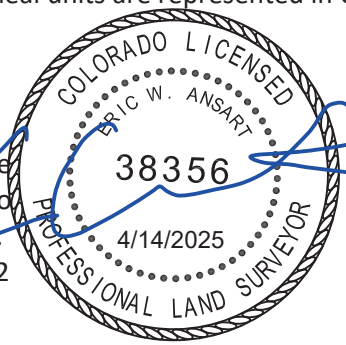
Thence S00°27'03"E, a distance of 9.00 feet;

Thence N89°32'57"E, a distance of 41.67 feet to the **Point of Beginning**.

(continued)

Said parcel containing 1,016 square feet (0.023 acres) more or less.

Bearings based on said north line of the NW 1/4 of Section 6, T4S, R66W, 6th P.M., being N89°32’57”E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

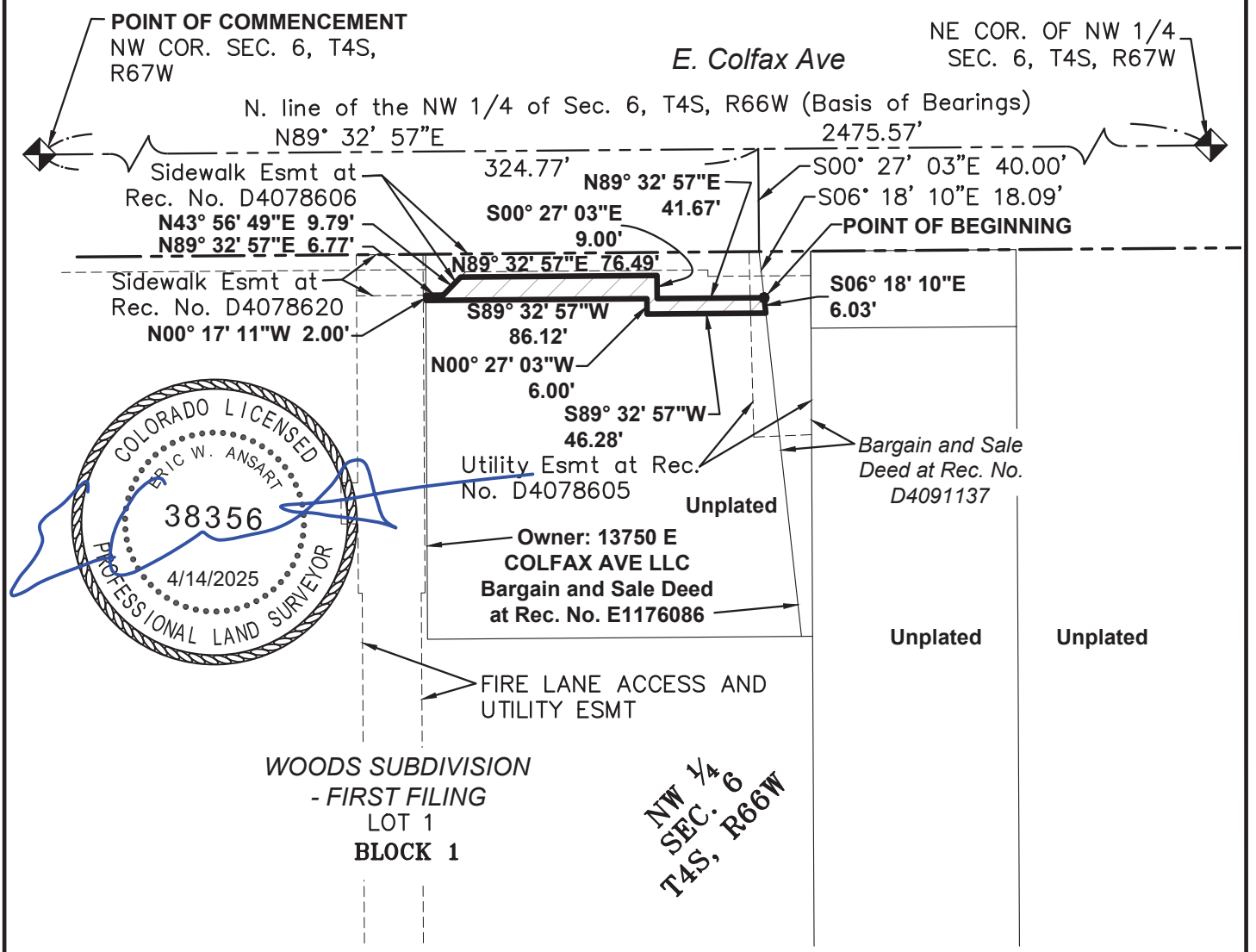
ROW PLANS AUTHORIZED DATE

CDOT REGION RIGHT OF WAY MANAGER

LEGEND

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
EASEMENT LINE

N



BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., BEING N89°32'57"E

THE ABOVE DESCRIBED PARCEL CONTAINS 1,016 SQUARE FEET (0.023 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	R.O.W. FILE NUMBER
A.T.	NONE	COA TE-107 REV
CHECKED BY:	DATE:	JOB NUMBER:
E.W.A	3/14/2025	22057

A TEMPORARY CONSTRUCTION EASEMENT SITUATED IN THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

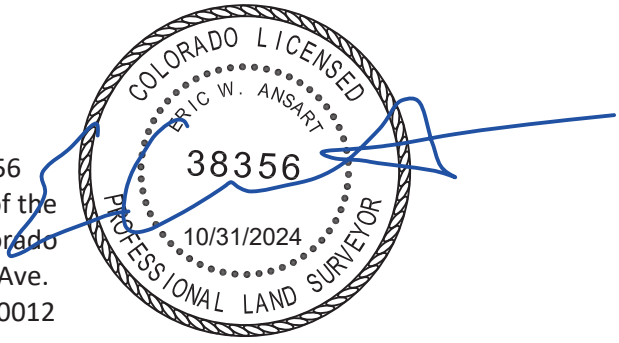
PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-109
DATE: AUGUST 16, 2024

A temporary construction easement situated in the SW 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being part of Lot 23, Block 28, Aurora, the plat of said subdivision being recorded in Book 3 at Page 3 (Rec. No. 962) in the office of the Adams County Clerk and Recorder, more particularly described as follows:

The southerly 5.00 feet of Lot 23, Block 28, Aurora.

Said parcel containing 675 square feet (0.016 acres) more or less.

Bearings based on said south line of the SW 1/4 of Section 34, T3S, R67W, 6th P.M., being N89°36'52"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

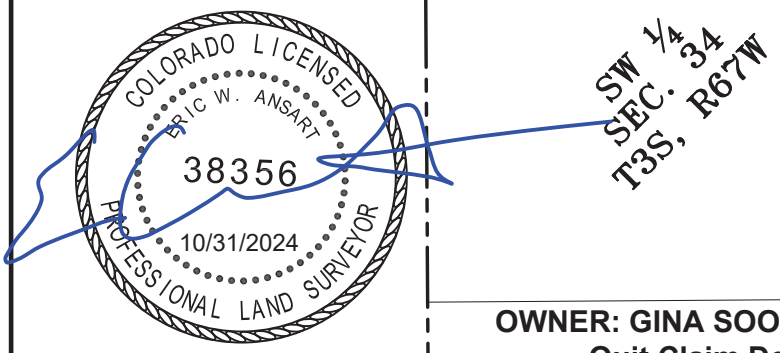
ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER



BEARINGS BASED ON THE SOUTH LINE OF THE SW 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N89°36'52"E
THE ABOVE DESCRIBED PARCELS CONTAIN 675 SQUARE FEET (0.016 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER TE-109
CHECKED BY: E.W.A	DATE: 8/16/2024	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE SW 1/4 OF SEC. 34, T3S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF ADAMS,
STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-110
DATE: AUGUST 16, 2024

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being part of Lot 1, Block 1, Walgreens at Aurora Subdivision Filing No. 1, the plat of said subdivision being recorded in File 17 at Map 423 (Rec. No. C0099455) in the office of the Adams County Clerk and Recorder, more particularly described as follows:

PARCEL A:

Commencing at the SW corner of said Section 35 (from whence the SE Corner of said SW 1/4 bears N89°36'03"E, a distance of 2639.03 feet);

Thence N89°36'03"E, coincident with the south line of said SW 1/4, a distance of 75.38 feet;

Thence N00°23'57"W, a distance of 50.00 feet to a point on the south line of said Lot 1, said point being also on the north right-of-way line of E. Colfax Ave., and the **Point of Beginning**;

Thence coincident with said south line the following two (2) courses:

1. Thence S89°36'03"W, a distance of 15.25 feet to a point of tangent curvature to the right;
2. Thence along said curve having a radius of 25.00 feet and a central angle of 54°32'58", an arc distance of 23.80 feet;

Thence N89°36'03"E, a distance of 44.14 feet to a point on the westerly line of that RTD easement described in Book 3258 at Page 388 in said office, said point being a point of non-tangent curvature to the left;

Thence coincident with said westerly line and along said curve (whose chord bears S38°40'37"W, a distance of 13.53 feet) having a radius of 18.35 feet and a central angle of 43°15'06", an arc distance of 13.85 feet to the **Point of Beginning**.

Said parcel containing 343 square feet (0.008 acres) more or less.

PARCEL B:

Commencing at the SW corner of said Section 35 (from whence the SE Corner of said SW 1/4 bears N89°36'03"E, a distance of 2639.03 feet);

Thence coincident with the south line of said SW 1/4, N89°36'03"E, a distance of 75.38 feet;

Thence N00°23'57"W, a distance of 50.00 feet to a point on the south line of said Lot 1, said point being also on the north right-of-way line of E. Colfax Ave.;

Thence N89°36’03”E, coincident with said south line, a distance of 54.66 feet to the southeasterly corner of that RTD easement described in Book 3258 at Page 388 in said office, said point being a point of non-tangent curvature to the left, and the **Point of Beginning**;

Thence coincident with the easterly line of said easement and along said curve (whose chord bears N21°08’21”W, a distance of 11.23 feet) having a radius of 10.91 feet and a central angle of 61°56’07”, an arc distance of 11.79 feet;

Thence N89°36’03”E, a distance of 7.52 feet;

Thence N00°23’57”W, a distance of 8.95 feet;

Thence N89°22’40”E, a distance of 51.81 feet;

Thence S00°23’57”E, a distance of 9.15 feet;

Thence N89°36’03”E, a distance of 59.48 feet;

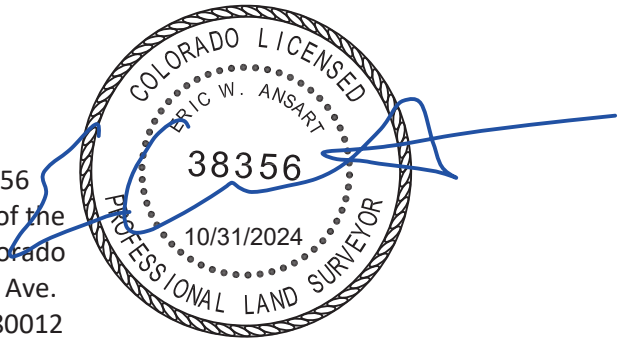
Thence S00°23’57”E, a distance of 10.50 feet to said south line of Lot 1;

Thence S89°36’03”W, coincident with said south line, a distance of 114.84 feet to the **Point of Beginning**.

Said parcel containing 1,684 square feet (0.039 acres) more or less.

Said parcels A and B containing a total of 2,027 square feet (0.047 acres) more or less.

Bearings based on said south line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being N89°36’03”E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER

SW 1/4 SEC. 35 T3S, R67W

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

See next page for line and curve tables

OWNER: John Thomas Sherman and Louise Catherine Sherman, Trustees of the Sherman Family Trust dated June 20, 1985, as Amended Special Warranty Deed at Rec. No. 2022000048295

Walgreens At Aurora Subdivision Filing No. 1 File 17, Map 423

10' Utility Esmt per plat

RTD Esmt. per BK 3258, PG 384

RTD Esmt. per BK 3258, PG 388

25' Fire lane Esmt. per plat

S. Havana St.

LOT 1
BLOCK 1

PARCEL A

PARCEL B

L1 L2 L3 L4 L5 L6 L7 L8 L9

C1 C2 C3

54.66'
N89° 36' 03"E

POINT OF BEGINNING PARCEL A

POINT OF BEGINNING PARCEL B

N00° 23' 57"W
50.00'

E. Colfax Ave

75.38'

N89° 36' 03"E

2639.03'

S. line of the SW 1/4 of Sec. 35, T3S, R67W (Basis of Bearings)

POINT OF COMMENCEMENT
SW COR. SEC. 35, T3S, R67W

SE COR.OF SW 1/4
SEC. 35, T3S, R67W

COLORADO LICENSED
ERIC W. ANSART
38356
10/31/2024
PROFESSIONAL LAND SURVEYOR

BEARINGS BASED ON THE SOUTH LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N89°36'03"E
THE ABOVE DESCRIBED PARCEL A CONTAINS 343 SQUARE FEET (0.008 ACRES) MORE OR LESS
THE ABOVE DESCRIBED PARCEL B CONTAINS 1,684 SQUARE FEET (0.039 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER TE-110
CHECKED BY: E.W.A	DATE: 8/16/2024	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

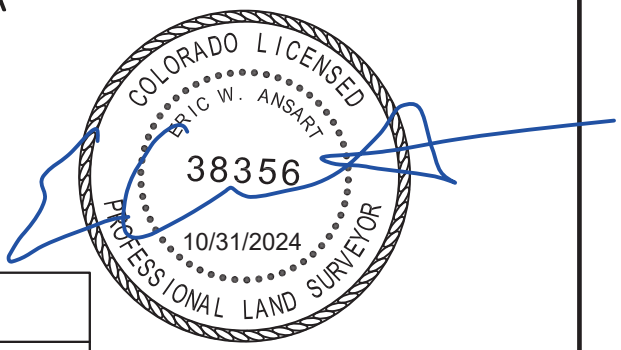
ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER



Line Table		
Line #	Length	Direction
L1	15.25'	S89° 36' 03"W
L2	44.14'	N89° 36' 03"E
L3	7.52'	N89° 36' 03"E
L4	8.95'	N0° 23' 57"W
L5	51.81'	N89° 22' 40"E
L6	9.15'	S0° 23' 57"E
L7	59.48'	N89° 36' 03"E
L8	10.50'	S0° 23' 57"E
L9	114.84'	S89° 36' 03"W

Curve Table					
Curve #	Delta	Length	Radius	Chord Brg.	Chord
C1	54° 32' 58"	23.80'	25.00'	N63° 07' 28"W	22.91'
C2	43° 15' 06"	13.85'	18.35'	S38° 40' 37"W	13.53'
C3	61° 56' 07"	11.79'	10.91'	N21° 08' 21"W	11.23'

BEARINGS BASED ON THE SOUTH LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N89°36'03"E
THE ABOVE DESCRIBED PARCEL A CONTAINS 343 SQUARE FEET (0.008 ACRES) MORE OR LESS
THE ABOVE DESCRIBED PARCEL B CONTAINS 1,684 SQUARE FEET (0.039 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	R.O.W. FILE NUMBER
A.T.	NONE	TE-110
CHECKED BY:	DATE:	JOB NUMBER:
E.W.A	8/16/2024	22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF ADAMS,
STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-111
DATE: AUGUST 16, 2024

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being part of Lot 1, Delta Subdivision, the plat of said subdivision being recorded in File 10 at Map 358 (Rec. No. 609172) in the office of the Adams County Clerk and Recorder, more particularly described as follows:

Commencing at the SE corner of the SW 1/4 of said Section 35 (from whence the SW corner of said Section 35 bears S89°36'03"W, a distance of 2639.03 feet);

Thence S89°36'03"W, coincident with the south line of said SW 1/4, a distance of 837.71 feet;

Thence N00°23'57"W, a distance of 50.00 feet to a point on the south line of said Lot 1, said point being also on the north right-of-way line of E. Colfax Ave., and the **Point of Beginning**;

Thence S89°36'03"W, coincident with said south line, a distance of 22.35 feet;

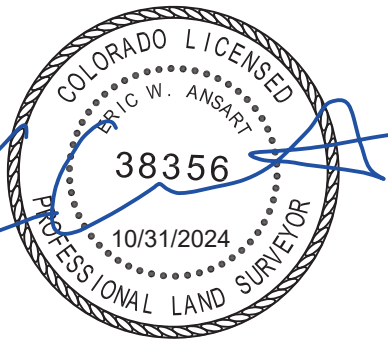
Thence N00°23'57"W, a distance of 5.00 feet;

Thence N89°36'03"E, a distance of 22.36 feet to the east line of said Lot 1;

Thence S00°15'58"E, coincident with said east line, a distance of 5.00 feet to the **Point of Beginning**.

Said parcel containing 112 square feet (0.003 acres) more or less.

Bearings based on said south line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being N89°36'03"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

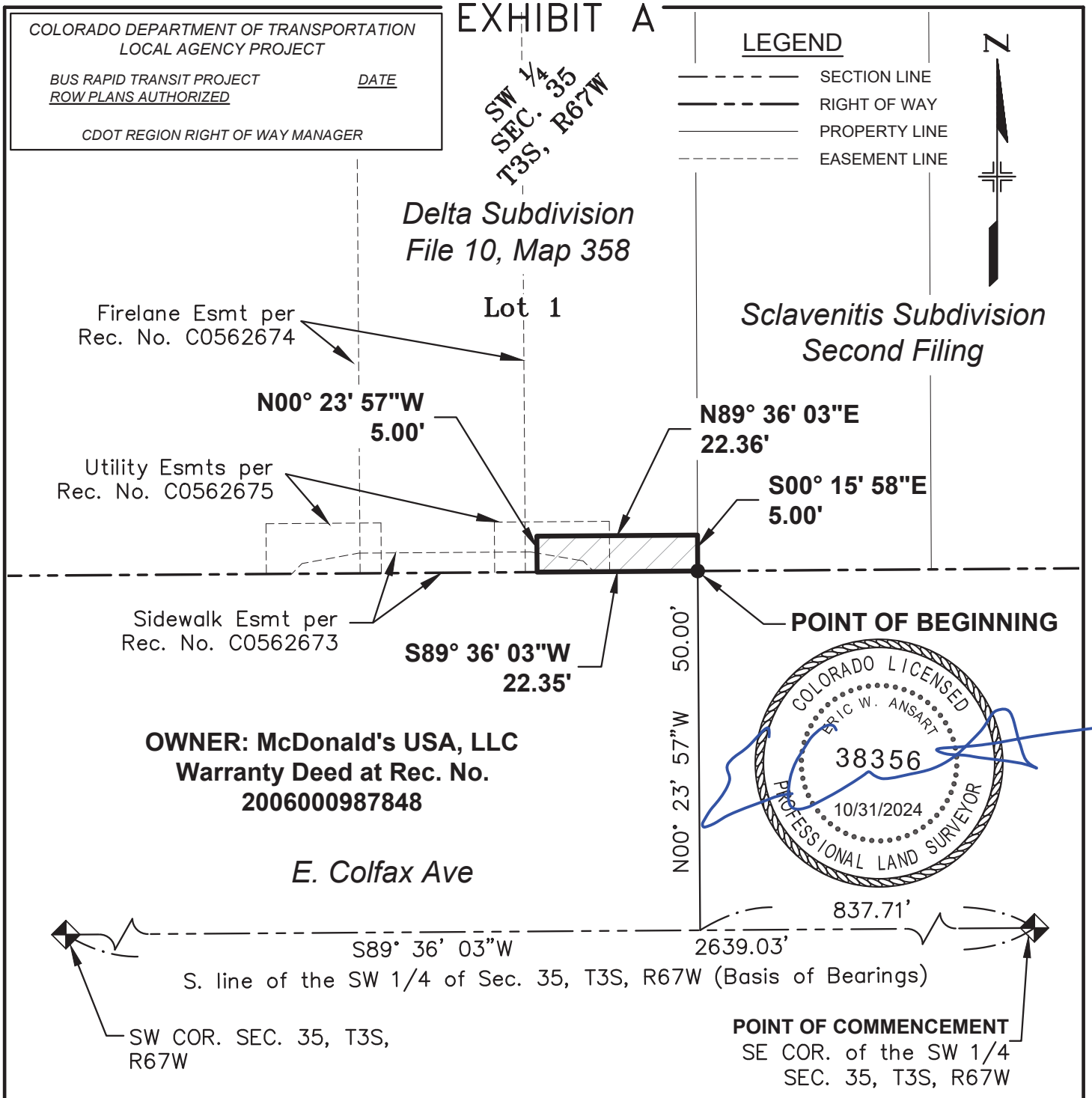
ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER



BEARINGS BASED ON THE SOUTH LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S89°36'03"W

THE ABOVE DESCRIBED PARCEL CONTAINS 112 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER TE-111
CHECKED BY: E.W.A	DATE: 8/16/2024	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF ADAMS,
STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-112 REV
DATE: APRIL 14, 2025

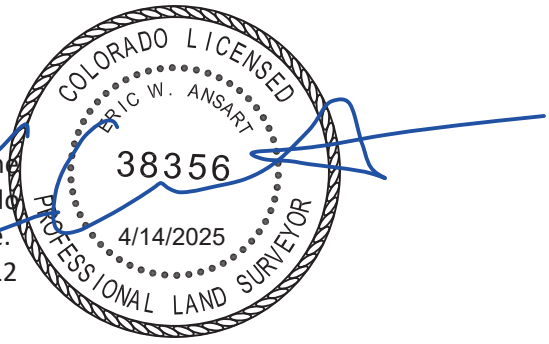
A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being part of Lot 9, Block 8, Sclavenitis Subdivision Second Filing, the plat of said subdivision being recorded in File 9 at Map 44A (Book 4, Page 66) in the office of the Adams County Clerk and Recorder, more particularly described as follows:

The southerly 5.00 feet of the easterly 11.00 feet of Lot 9, Block 8, Sclavenitis Subdivision Second Filing.

Said parcel containing 55 square feet (0.001 acres) more or less.

Bearings based on said south line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being N89°36'03"E, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012



COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

ROW PLANS AUTHORIZED DATE

CDOT REGION RIGHT OF WAY MANAGER

SW 1/4 SEC. 35 T3S, R67W

N

Sclavenitis Subdivision
Second Filing
File 9, Map 44A

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

COLORADO LICENSED
ERIC W. ANSART
38356
4/14/2025
PROFESSIONAL LAND SURVEYOR

BLOCK 8
Lot 9

Block 8
Lot 10

N89° 36' 03"E
11.00'

S00° 15' 58"E
5.00'

N00° 15' 58"W
5.00'

POINT OF BEGINNING

S89° 36' 03"W
11.00'

N00° 23' 57"W 50.00'

OWNER: Raul Zepeda Cardenas
Warranty Deed at Rec. No.
2016000008613

E. Colfax Ave

816.20'

N89° 36' 03"E 2639.03'

S. line of the SW 1/4 of Sec. 35, T3S, R67W (Basis of Bearings)

SW COR. SEC. 35,
T3S, R67W

POINT OF COMMENCEMENT
SE COR. of the SW 1/4
SEC. 35, T3S, R67W

BEARINGS BASED ON THE SOUTH LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N89°36'03"E
THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER COA TE-112 REV
CHECKED BY: E.W.A	DATE: 1/27/2025	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF ADAMS,
STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-113
DATE: AUGUST 16, 2024

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being part of Lot 10, Block 8, Sclavenitis Subdivision Second Filing, the plat of said subdivision being recorded in File 9 at Map 44A (Book 4, Page 66) in the office of the Adams County Clerk and Recorder, more particularly described as follows:

Commencing at the SE corner of the SW 1/4 of said Section 35 (from whence the SW corner of said Section 35 bears S89°36'03"W, a distance of 2639.03 feet);

Thence S89°36'03"W, coincident with the south line of said SW 1/4, a distance of 805.20 feet;

Thence N00°23'57"W, a distance of 50.00 feet to the southwest corner of said Lot 10, said southwest corner being also on the north right-of-way line of E. Colfax Ave., and the **Point of Beginning**;

Thence N00°15'58"W, coincident with the west line of said Lot 10, a distance of 5.00 feet;

Thence N89°36'03"E, a distance of 95.31 feet;

Thence N44°44'02"E, a distance of 20.78 feet;

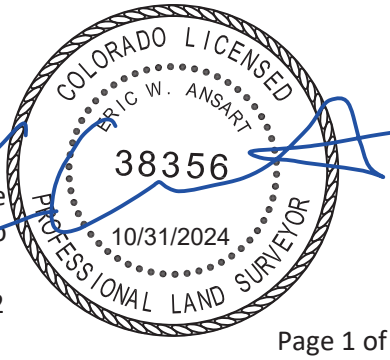
Thence N89°44'02"E, a distance of 5.00 feet to the east line of said lot 10;

Thence S00°15'58"E, coincident with said east line, a distance of 19.65 feet to the southeast corner of said Lot 10;

Thence S89°36'03"W, coincident with the south line of said Lot 10, a distance of 115.00 feet to the **Point of Beginning**.

Said parcel containing 756 square feet (0.017 acres) more or less.

Bearings based on said south line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S89°36'03"W, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

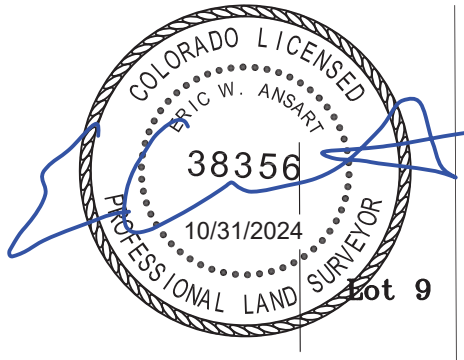
ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

BUS RAPID TRANSIT PROJECT — DATE
ROW PLANS AUTHORIZED

CDOT REGION RIGHT OF WAY MANAGER



LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

SW 1/4 SEC. 35 T3S, R67W

Sclavenitis Subdivision
Second Filing
File 9, Map 44A

Lot 9

OWNER: HZ Props CO, LLC, a Colorado Limited Liability Company
Special Warranty Deed at Rec. No. 2014000042818

Block 8
Lot 10

Kingston St.

N89° 44' 02"E
5.00'

N44° 44' 02"E
20.78'

N89° 36' 03"E
95.31'

N00° 15' 58"W
5.00'

S00° 15' 58"E
19.65'

POINT OF BEGINNING

S89° 36' 03"W
115.00'

N00° 23' 57"W
50.00'

E. Colfax Ave

805.20'

S89° 36' 03"W 2639.03'

S. line of the SW 1/4 of Sec. 35, T3S, R67W (Basis of Bearings)

SW COR. SEC. 35,
T3S, R67W

POINT OF COMMENCEMENT
SE COR. of the SW 1/4
SEC. 35, T3S, R67W

BEARINGS BASED ON THE SOUTH LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N89°36'03"E
THE ABOVE DESCRIBED PARCEL CONTAINS 756 SQUARE FEET (0.017 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: A.T.	**SCALE:** NONE	R.O.W. FILE NUMBER TE-113
CHECKED BY: E.W.A	DATE: 8/16/2024	JOB NUMBER: 22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF ADAMS,
STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25456
PROJECT NUMBER: ARPA 0404-065
TEMPORARY EASEMENT NUMBER: TE-115 REV
DATE: APRIL 14, 2025

A temporary construction easement situated in the SE 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being part of Lot 1, Block 1, Peoria Exxon Subdivision Filing No. 1, the plat of said subdivision being recorded in File 16 at Map 720 (Rec. No. B805688) in the office of the Adams County Clerk and Recorder, more particularly described as follows:

Commencing at the SE corner of said Section 35 (from whence the SW Corner of said SE 1/4 bears S89°36'43"W, a distance of 2646.37 feet);

Thence S89°36'43"W, coincident with the south line of said SE 1/4, a distance of 218.03 feet;

Thence N00°23'17"W, a distance of 56.76 feet to a point on the northerly line of that Easement for Sidewalk Purposes being recorded at Rec. No. 2016000068051 in said office, said point being the **Point of Beginning**;

Thence coincident with said northerly line the following two (2) courses:

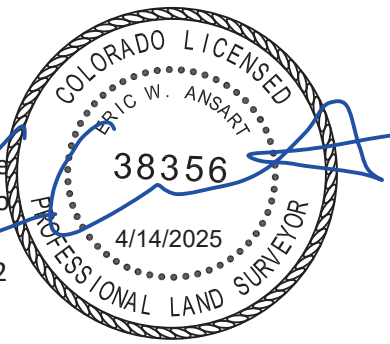
1. Thence N89°36'43"E, a distance of 128.21 feet to a point of tangent curvature to the left;
2. Thence along said curve having a radius of 43.00 feet and a central angle of 30°48'58", an arc distance of 23.13 feet;

Thence S89°34'52"W, a distance of 150.24 feet;

Thence S00°23'17"E, a distance of 5.99 feet to the **Point of Beginning.**

Said parcel containing 863 square feet (0.020 acres) more or less.

Bearings based on said south line of the SE 1/4 of Section 35, T3S, R67W, 6th P.M., being S89°36'43"W, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 22057

ILLUSTRATION FOR

EXHIBIT A

COLORADO DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROJECT

ROW PLANS AUTHORIZED DATE

CDOT REGION RIGHT OF WAY MANAGER

COLORADO LICENSED
ERIC W. ANSART
38356
4/14/2025
PROFESSIONAL LAND SURVEYOR

LEGEND

- SECTION LINE
- RIGHT OF WAY
- PROPERTY LINE
- EASEMENT LINE

N

SE ¼ SEC. 35 T3S, R67W

16' Utility Esmt per plat

10' Utility Esmt per plat

Utility Esmt per plat

OWNER: Twin Star Energy, LLC
Special Warranty Deed at Rec. No. 2013000038766

Utility Esmt per Rec No. 2016000068052

Drainage Esmt per Rec# 2016000068050

Peoria St.

Peoria Exxon Subdivision
Filing No. 1
File 16, Map 720

Lot 1
Block 1

16' Utility Esmt per plat

Sidewalk Esmt. per Rec. no. 2016000068051

S89° 34' 52"W
150.24'

S00° 23' 17"E
5.99'

POINT OF BEGINNING

N89° 36' 43"E
128.21'

Delta = 30° 48' 58"
Arc Len. = 23.13'
Radius = 43.00'

RTD Esmt per BK 3258, PG 350

E. Colfax Ave

N00° 23' 17"W
56.76'

218.03'

S89° 36' 43"W

2646.37'

S. line of the SE 1/4 of Sec. 35, T3S, R67W (Basis of Bearings)

SW COR. of the SE 1/4
SEC. 35, T3S, R67W

POINT OF COMMENCEMENT
SE COR. SEC. 35, T3S, R67W

BEARINGS BASED ON THE SOUTH LINE OF THE SE 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N89°36'43"E
THE ABOVE DESCRIBED PARCEL CONTAINS 863 SQUARE FEET (0.020 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	R.O.W. FILE NUMBER
A.T.	NONE	COA TE-115 REV
CHECKED BY:	DATE:	JOB NUMBER:
E.W.A	1/27/2025	22057

A TEMPORARY CONSTRUCTION EASEMENT
SITUATED IN THE SE 1/4 OF SEC. 35, T3S, R67W,
6TH P.M., CITY OF AURORA, COUNTY OF ADAMS,
STATE OF COLORADO

LAND SURVEY & PROJECT CONTROL DIAGRAM

COLFAX BRT - YOSEMITE STREET TO COLFAX STATION: LOCATED IN SEC. 34, 35, & 36, T3S, R67W, SEC. 31, T3S, R66W, SEC. 1, 2, & 3, T4S, R67W, AND IN SEC. 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTIES OF ADAMS AND ARAPAHOE, STATE OF COLORADO

RESTORATION OF MONUMENTS:

PURSUANT TO SECTION 20.06.4.01 OF THE CITY OF AURORA ROADWAY MANUAL, AS WELL AS CHAPTER 18, ARTICLE 4, SECTION 508, AND CHAPTER 38, ARTICLE 53 OF THE COLORADO REVISED STATUTES, ANY PUBLIC LAND SURVEYING MONUMENTS (AS DEFINED BY SECTION 38-53-103(18), CRS), CONTROL CORNERS (AS DEFINED BY SECTION 38-53-103(6), CRS), OR ACCESSORIES (AS DEFINED BY SECTION 38-53-103(1), CRS) THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES MUST BE REFERENCED PRIOR TO, AND RESET UPON COMPLETION OF, SAID CONSTRUCTION ACTIVITIES BY A COLORADO PROFESSIONAL LAND SURVEYOR.

SURVEY NOTES:

BASIS OF BEARINGS: BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., BEING N89°32'57"E, MONUMENTED ON EACH END OF SAID LINE BY A 3" BRASS CAP IN A RANGE BOX "CITY OF AURORA LS 16848 1987" (POINTS 74 & 75), SAID BEARING BEING A GRID BEARING OF THE NAD 1983(1992) STATE PLANE COORDINATE SYSTEM OF COLORADO, CENTRAL ZONE

THIS SURVEY DOES NOT REPRESENT A TITLE SEARCH BY THE CITY OF AURORA TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD, IT HAS BEEN PREPARED AS A SURVEY CONTROL DRAWING ONLY

PROJECT COORDINATES ARE MODIFIED NAD 1983(1992) STATE PLANE COORDINATE SYSTEM OF COLORADO, CENTRAL ZONE COORDINATES, AND ARE ARRIVED AT BY MULTIPLYING THE NORTHINGS AND EASTINGS BY AN INVERSE COMBINED SCALE FACTOR OF 1.000255856
THE FORMULAS ARE AS FOLLOWS:

PROJECT NORTHING = (STATE PLANE NORTHING X 1.000255856)
PROJECT EASTING = (STATE PLANE EASTING X 1.000255856)

COORDINATE VALUES AND LINEAR UNITS ARE IN U.S. SURVEY FEET

HORIZONTAL COORDINATES ON CONTROL POINTS ESTABLISHED BY GPS / RTK METHODS

NOT ALL EASEMENTS ARE SHOWN, ONLY THOSE IN THE GENERAL VICINITY OF THE PROJECT AREA

NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN

CITY OF AURORA BENCHMARK:

3S6735SE004 - 3"BRASS CAP ATOP 30"STL PIPE,AT THE SE COR OF SERVICE STA. PRICE SIGN,SAID MON.BEING 16.5' N. OF N. FL COLFAX AND 24.5' FT. W OF W. FL OSWEGO. ELEVATION = 5512.172 NAVD 1988

ELEVATIONS ON CONTROL POINTS ARRIVED AT BY GPS/RTK METHODS

SURVEYOR'S STATEMENT:

I, ERIC W. ANSART, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE TO THE COLORADO DEPARTMENT OF TRANSPORTATION THIS LAND SURVEY & PROJECT CONTROL DIAGRAM WAS PREPARED AND THE FIELD SURVEY IT REPRESENTS WAS PERFORMED UNDER MY RESPONSIBLE CHARGE AND, BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF IS IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE DEFINED BY COLORADO DEPARTMENT OF TRANSPORTATION PUBLICATIONS. THIS STATEMENT IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

ERIC W. ANSART,
COLORADO PLS# 38356
FOR AND ON BEHALF OF
THE CITY OF AURORA
13636 E. ELLSWORTH AVE.
AURORA, COLORADO 80012

	ALIQUOT CORNERS			
	STATE PLANE COORDINATES			
PT. #	NORTHING	EASTING	GRIDFACTOR	DESCRIPTION
1	1697726.6143	3173028.3956	0.999747734	13C3S67GPS - 3 1/2" BRONZE CAP IN RANGE BOX "CITY OF AURORA 2007 PLS 23527"
2	1692405.1933	3173052.3111	0.999743022	13X4S67GPS - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 16419 1984"
73	1695068.2229	3173048.4184	0.999745825	13Z4S67 - ILLEGIBLE 2 1/2" ALUM. CAP W/ LARGE DIVOT
74	1695193.7138	3191389.9475	0.999743505	03Z4S66 - 3" BRASS CAP "CITY OF AURORA LS 16848 1987" IN RANGE BOX
75	1695174.2407	3188915.0884	0.999743119	25Z4S67 - 3" BRASS CAP "CITY OF AURORA LS 16848 1987" IN RANGE BOX
76	1695157.2439	3186272.5683	0.999743021	23Z4S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 12021 1981"
77	1695140.1541	3183630.0688	0.999743067	21Z4S67 - 3 1/4" CDOT ALUM. CAP IN RANGE BOX (RANGE BOX LID IS BROKEN)
78	1695122.2391	3180984.4404	0.999743828	19Z4S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 12021 1979"
79	1695103.8524	3178346.1491	0.999744446	17Z4S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 16848 1987"
80	1695086.0563	3175697.7619	0.999745303	15Z4S67 - 3 1/4" ALUM. CAP IN RANGE BOX "COLO DEPT OF TRANSPORTATION 1995 PLS NO 11434"
86	1697792.6599	3183633.3337	0.999745355	21C3S67 - 3" BRASS CAP "CITY OF AURORA LS 16419 1989" IN RANGE BOX
89	1692444.9812	3178350.5691	0.999741788	17X4S67 - 3" BRASS CAP IN RANGE BOX " CITY OF AURORA LS 16419 1989"
98	1692510.1928	3183611.4151	0.999740089	21X4S67 - 3 1/4" ALUM. CAP "CITY OF AURORA 2012 PLS 23527" 0.6' IN RANGE BOX
112	1692533.5037	3188928.2851	0.999741570	25X4S67 - 3" BRASS CAP (UNMARKED) IN RANGE BOX.
117	1692477.9828	3180980.3719	0.999740605	19X4S67 - 3" BRASS CAP "CITY OF AURORA LS 13327 1985" IN RANGE BOX
376	1696915.9296	3188904.2238	0.999745011	25B.323S67 - DESTROYED BY CONSTRUCTION, REF. WITNESS CORNERS TO NORTH AND EAST
379	1697758.9856	3178332.4890	0.999746592	17C3S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 16419 1989"
380	1697742.7936	3175680.6666	0.999747785	15C3S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA 1994 LS 16419"
381	1697775.8779	3180972.1194	0.999746404	19C3S67 - 3 1/4" ALUM. CAP IN RANGE BOX "1992 PLS 11434"
393	1697815.6807	3188898.6112	0.999745306	25C3S67CALC - MONUMENTED BY WITNESS CORNERS 700'N, 900'S & 140'E OF CORNER POSITION
395	1692424.8222	3175700.2614	0.999742262	15X4S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 16848 1985"
985	1697804.1706	3186266.0412	N/A	23C3S67CALC - CALCULATED C 1/4 (MAY OR MAY NOT BE MONUMENTED)
1003	1692521.8750	3186275.9407	N/A	23X4S67CALC - CALCULATED C 1/4 (MAY OR MAY NOT BE MONUMENTED)
1575	1697816.5670	3189038.7330	0.999746268	01.11C3S66 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA WC 140' 1989 PLS 23527"
		PROJECT GRID FACTOR =	0.9997442095	
	PROJECT COORDINATES			
PT. #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	1698160.9877	3173840.2337	5322	13C3S67GPS - 3 1/2" BRONZE CAP IN RANGE BOX "CITY OF AURORA 2007 PLS 23527"
2	1692838.2052	3173864.1553	5361	13X4S67GPS - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 16419 1984"
73	1695501.9161	3173860.2616	5332	13Z4S67 - ILLEGIBLE 2 1/2" ALUM. CAP W/ LARGE DIVOT
74	1695627.4392	3192206.4835	5381	03Z4S66 - 3" BRASS CAP "CITY OF AURORA LS 16848 1987" IN RANGE BOX
75	1695607.9611	3189730.9912	5389	25Z4S67 - 3" BRASS CAP "CITY OF AURORA LS 16848 1987" IN RANGE BOX
76	1695590.9599	3187087.7950	5391	23Z4S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 12021 1981"
77	1695573.8657	3184444.6194	5390	21Z4S67 - 3 1/4" CDOT ALUM. CAP IN RANGE BOX (RANGE BOX LID IS BROKEN)
78	1695555.9462	3181798.3141	5374	19Z4S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 12021 1979"
79	1695537.5548	3179159.3478	5361	17Z4S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 16848 1987"
80	1695519.7541	3176510.2830	5343	15Z4S67 - 3 1/4" ALUM. CAP IN RANGE BOX "COLO DEPT OF TRANSPORTATION 1995 PLS NO 11434"
86	1698227.0502	3184447.8851	5372	21C3S67 - 3" BRASS CAP "CITY OF AURORA LS 16419 1989" IN RANGE BOX
89	1692878.0033	3179163.7689	5387	17X4S67 - 3" BRASS CAP IN RANGE BOX " CITY OF AURORA LS 16419 1989"
98	1692943.2316	3184425.9609	5423	21X4S67 - 3 1/4" ALUM. CAP "CITY OF AURORA 2012 PLS 23527" 0.6' IN RANGE BOX
112	1692966.5484	3189744.1913	5392	25X4S67 - 3" BRASS CAP (UNMARKED) IN RANGE BOX.
117	1692911.0133	3181794.2446	5412	19X4S67 - 3" BRASS CAP "CITY OF AURORA LS 13327 1985" IN RANGE BOX
376	1697350.0956	3189720.1238	5369	25B.323S67 - DESTROYED BY CONSTRUCTION, REF. WITNESS CORNERS TO NORTH AND EAST
379	1698193.3673	3179145.6842	5346	17C3S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 16419 1989"
380	1698177.1711	3176493.1833	5321	15C3S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA 1994 LS 16419"
381	1698210.2639	3181785.9900	5350	19C3S67 - 3 1/4" ALUM. CAP IN RANGE BOX "1992 PLS 11434"
393	1698250.0769	3189714.5098	5373	25C3S67CALC - MONUMENTED BY WITNESS CORNERS 700'N, 900'S & 140'E OF CORNER POSITION
395	1692857.8391	3176512.7831	5377	15X4S67 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA LS 16848 1985"
985	1698238.5639	3187081.2662	0	23C3S67CALC - CALCULATED C 1/4 (MAY OR MAY NOT BE MONUMENTED)
1003	1692954.9167	3187091.1683	0	23X4S67CALC - CALCULATED C 1/4 (MAY OR MAY NOT BE MONUMENTED)
1575	1698250.9634	3189854.6674	5353	01.11C3S66 - 3" BRASS CAP IN RANGE BOX "CITY OF AURORA WC 140' 1989 PLS 23527"

Print Date: 7/5/2023
File Name: Colfax BRT Control Drawing.dwg
Horiz. Scale: 1" = 400' (11"x17")

PARSONS
1776 Lincoln Street, Suite 600
Denver, CO 80203
(303) 831-8100

Sheet Revisions

Date:	Comments	Init.

City of Aurora
Survey Section
13636 E. Ellsworth Ave
Aurora, Colo, 80012
Phone: 303-326-8011

As Constructed
No Revisions:
Revised:
Void:

EAST COLFAX BRT
LAND SURVEY & PROJECT
CONTROL DIAGRAM

Designer: EWA
Detailer: EWA
Structure Numbers
Sheet Subset: SURV CTRL
Subset Sheets: SC1 of 6

Project No./Code
DOTI-202055954-00

Sheet Number

RESTORATION OF MONUMENTS:

PURSUANT TO SECTION 20.06.4.01 OF THE CITY OF AURORA ROADWAY MANUAL, AS WELL AS CHAPTER 18, ARTICLE 4, SECTION 508, AND CHAPTER 38, ARTICLE 53 OF THE COLORADO REVISED STATUTES, ANY PUBLIC LAND SURVEYING MONUMENTS (AS DEFINED BY SECTION 38-53-103(18), CRS), CONTROL CORNERS (AS DEFINED BY SECTION 38-53-103(6), CRS), OR ACCESSORIES (AS DEFINED BY SECTION 38-53-103(1), CRS) THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES MUST BE REFERENCED PRIOR TO, AND RESET UPON COMPLETION OF, SAID CONSTRUCTION ACTIVITIES BY A COLORADO PROFESSIONAL LAND SURVEYOR.

LAND SURVEY & PROJECT CONTROL DIAGRAM

COLFAX BRT - YOSEMITE STREET TO COLFAX STATION: LOCATED IN SEC. 34, 35, & 36, T3S, R67W, SEC. 31, T3S, R66W, SEC. 1, 2, & 3, T4S, R67W, AND IN SEC. 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTIES OF ADAMS AND ARAPAHOE, STATE OF COLORADO

	CONTROL POINTS			
PT. #	NORTHING	EASTING	ELEVATION	DESCRIPTION
200	1695615.572	3184250.253	5390.66	MAG NAIL ON THE W SIDE OF BUS STOP ON THE NW COR OF COLFAX & PEORIA, 3' N OF THE FL & 5.5 E "THE RIDE" SIGN
201	1695638.713	3184580.384	5388.75	8" SPIKE 1' BEHIND BOW AT THE NE COR OF COLFAX & PEORIA, 5' E OF STORM MH
202	1695530.874	3184524.479	5389.14	MAG NAIL ON THE SW COR OF COLFAX & PEORIA IN ASPHALT SIDEWALK, 3' S OF THE FL & 9.5' N OF A UTILITY CABINET
203	1695622.627	3185981.765	5390.55	MAG NAIL IN CONCRETE MEDIAN 3' S OF THE N TBC & 25' E OF A STREET LIGHT.
204	1695558.472	3186367.410	5389.67	8" SPIKE ON THE S SIDE OF COLFAX AT THE SW COR OF A 10' TYPE 'R' INLET AT THE W SIDE OF THE E ENT TO GAS STATION
205	1695683.379	3186468.208	5389.82	8" SPIKE 2.5' N OF THE N TBC OF COLFAX AT THE SW PCR OF THE ENT TO UCHEALTH PARKING STRUCTURE
206	1695564.010	3189064.640	5390.04	MAG NAIL IN CONCRETE SIDEWALK ON THE S SIDE OF COLFAX ABOUT 190' E OF E SIDE OF XANADU ST
207	1695709.312	3189407.880	5389.74	8" SPIKE ON THE N SIDE OF COLFAX 7.7' N OF TBC AND 10.3' E OF A TRAFFIC SIGN
208	1695558.398	3189793.502	5388.26	NAIL AND TAG AT THE SE COR OF COLFAX & POTOMAC, 2.4' NE OF THE E STREET LIGHT
209	1695629.509	3189994.717	5385.35	MAG NAIL IN CONCRETE MEDIAN ABOUT 50' W OF THE W EDGE OF THE LIGHT RAIL BRIDGE, 2.4' N OF TBC
210	1695721.178	3190009.997	5382.95	8" SPIKE ON THE N SIDE OF COLFAX ABOUT 30' W OF W EDGE OF THE LIGHT RAIL BRIIDGE, 8' N OF BOW
211	1695530.252	3190067.992	5382.20	MAG NAIL ON THE S SIDE OF COLFAX 8.3' S OF THE S EDGE OF A SQAURE SIGN LABELED "COLFAX STATION"
212	1695621.744	3184372.497	5389.98	6" SPIKE ON THE NW COR OF COLFAX & PEORIA, 1.8' S OF FH & 7.3' SW OF TRAFFIC POLE
213	1695510.550	3182500.744	5384.02	MAG NAIL ON THE SE COR OF COLFAX & MOLINE IN THE PAVEMENT AT S EDGE OF THE SIDEWALK, 9.5' E OF TRAFFIC POLE.
214	1695593.768	3182414.462	5381.97	MAG NAIL ON THE W COR OF COLFAX & MOLINE IN THE SIDEWALK JOINT 2' N OF TBC & 6.2' W OF W EDGE OF TRUNC DOMES
215	1695505.394	3181216.870	5373.26	MAG NAIL ON THE SE COR OF COLFAX & KINGSTON, 1.5' NE OF THE NE COR OF USPS BLUE COLLECTION MAILBOX
216	1695597.281	3181098.846	5373.43	MAG NAIL ON A CURB AT BOW ON THE THE NW COR OF COLFAX & KINGSTON, 5.8' N OF FL & 4' W OF FH
217	1695593.295	3179452.895	5364.14	8" SPIKE ON THE NW COR OF COLFAX & THE ENT TO WALGREENS, 5.7' SE OF WATER METER & 9.2' NW OF A STREET LIGHT
218	1695584.168	3179316.536	5362.25	8" SPIKE ON THE N SIDE OF COLFAX 4.8' N OF TBC, AND 12.5' SW OF TRAFFIC SIGN
219	1695587.954	3179287.294	5362.50	8" SPIKE ON THE N SIDE OF COLFAX 0.8' N OF BOW & 1.3' E OF A CONCRETE RETAINING WALL
220	1695586.666	3179246.614	5361.94	MAG NAIL IN THE SIDEWALK ON THE N SIDE OF COLFAX AT THE NW COR OF RTD VAULT AND 1.7' S OF SW COR OF SHELTER
221	1695586.785	3179230.806	5361.86	MAG NAIL IN THE SIDEWALK ON THE N SIDE OF COLFAX 8' N OF TBC & 16' W OF THE SW COR OF BUS SHELTER
223	1695468.261	3179069.738	5361.22	8" SPIKE ON THE SW COR OF COLFAX & HAVANA 10.5' S OF BACK OF CURB AT BOW & 11' W OF SIDEWALK
224	1695537.978	3179031.227	5361.15	MAG NAIL IN THE MEDIAN AT THE BOTTOM E EDGE OF RAISED PLANTER 3.8' S OF TBC
225	1695486.041	3178984.496	5358.90	MAG NAIL IN SIDEWALK 5.7' S OF TBC & 30' W OF THE W EDGE OF BUS STOP SHELTER
226	1695480.373	3178840.890	5358.24	NAIL AND DISK ON CURB BEHIND A CURB RAMP AT THE SE COR OF COLFAX & N ENT TO A SHOPPING CENTER, 13.2' NE OF FH
227	1695478.187	3177706.452	5349.11	MAG NAIL ON THE S SIDE OF COLFAX AT THE S SIDEWALK EDGE 1' W OF THE W ARC THRIFT STORE SIDEWALK.
228	1695475.748	3177566.272	5347.10	MAG NAIL ON THE SE COR OF COLFAX & FLORENCE NEAR THE COR OF THE BACK OF THE SIDEWALKS
229	1695485.539	3176930.231	5344.90	6" SPIKE IN SIDEWALK EXP JOINT ON THE S SIDE OF COLFAX 2.5' S OF TBC & 9' EAST OF RTD BUS STOP SIGN
230	1695465.193	3176870.523	5344.80	MAG NAIL IN SIDEWALK EXP JOINT ON THE S SIDE OF COLFAX 22' SE OF TRAFFIC POLE & 12' S/SW OF SW COR OF SHELTER
231	1695571.866	3176472.814	5343.40	MAG NAIL IN SIDEWALK EXP JOINT ON THE NW COR OF COLFAX & DAYTON 1.2' S OF BUILDING COR AND 7.7' N OF TRAFFIC POLE
232	1695553.169	3176377.638	5343.04	6" SPIKE IN SIDEWALK ON THE N SIDE OF COLFAX 2.2' N OF TBC & 10.6' SW OF THE SW COR OF BUS STOP SHELTER
233	1695471.260	3175634.290	5342.74	MAG NAIL IN THE S COLFAX SIDEWALK 1.8' S OF TBC & 13' NW OF THE NE COR OF BUILDING.
234	1695462.563	3175544.736	5342.53	MAG NAIL IN SIDEWALK AT THE SE COR OF COLFAX & CHESTER 5.2' SW OF TRAFFIC POLE & 11.4' E OF WV IN CHESTER
235	1695562.272	3175326.405	5341.74	MAG NAIL IN PAVEMENT AT THE BOW 2.5' N OF A 1" DIAMETER WATER METER.
236	1695562.224	3175271.055	5341.57	MAG NAIL IN PAVEMENT AT THE BOW 7.5' W OF PARKING LOT LIGHT & 7' N OF AN ELECTRIC JUNCTION BOX.
237	1695467.312	3174143.907	5334.42	NAIL AND DISK AT THE SW COR OF COLFAX & AKRON 3.4' S OF TBC & 10.8' W OF TYPE 'R' INLET MANHOLE
238	1695446.337	3174030.304	5333.78	MAG NAIL IN PAVEMENT ON THE S SIDE OF COLFAX 4' SE OF PARKING LOT LIGHT & 16' E OF WROUGHT IRON FENCE
240	1695559.920	3182586.838	5387.02	6" SPIKE IN THE W END OF A RAISED MEDIAN IN COLFAX 1.5' E OF THE MEDIAN NOSE & 0.9' N OF IRRIG SPRINKLER CONTROLER
241	1695608.978	3182294.310	5379.55	NAIL AND DISK ON THE N SIDE OF COLFAX IN SIDEWALK 16' N OF TBC & 11.8' S OF THE SW COR OF A BUSINESS SIGN.
242	1695705.495	3187767.470	5392.14	MAG NAIL IN CONCRETE JOINT ON THE NW COR OF COLFAX & CHILDRENS WAY 0.5' N OF THE S EDGE OF SIDEWALK 34' W OF FL
243	1695712.241	3187656.400	5392.76	MAG NAIL ON THE N SIDEWALK OF COLFAX 1.8' S OF BOW & 27' W/NW OF THE NW COR OF A BUS STOP SHELTER
244	1695552.470	3187516.985	5392.15	6" SPIKE IN CONCRETE JOINT IN S COLFAX SIDEWALK, 2' S OF TBC & 72' WEST OF A PEDESTRIAN BRIDGE
245	1695551.972	3187395.573	5392.33	MAG NAIL IN CONCRETE JOINT IN S COLFAX SIDEWALK 2' SOUTH OF TBC & 12' W/NW OF THE FOURTH STREET LIGHT E OF URSULA

	FOUND PROPERTY PINS			
PT. #	NORTHING	EASTING	ELEVATION	DESCRIPTION
500	1695541.102	3190113.413	5381.61	NAIL & DISK "JFSA"
501	1695540.685	3190076.233	5382.17	3" BRASS DISK - RTD ROW MON. PLS 37056
502	1695570.624	3190076.150	5382.57	3" RTD WORN OUT BRASS DISK
503	1695553.499	3189926.251	5386.14	NAIL & DISK "JFSA"
504	1695559.132	3189883.682	5387.07	NAIL AND DISK "JFSA"
505	1695558.379	3189793.433	5386.56	NAIL AND DISK "JFSA"
506	1695565.042	3189786.826	5388.11	NAIL AND DISK "JFSA"
507	1695569.823	3189787.895	5387.84	NAIL& DISK PLS 38189
508	1695545.060	3189654.555	5388.99	NAIL & DISK "ESC"
509	1695455.359	3189658.363	5388.93	YELLOW CAP "ESC-LS 33202"
510	1695550.521	3188930.582	5390.68	NAIL & DISK - ILLEGIBLE
511	1695506.711	3188889.207	5391.14	YELLOW CAP "ESC-LS 33202"
512	1695456.205	3188889.682	5391.53	YELLOW CAP "ESC-LS 33202"
513	1695509.797	3186084.735	5389.67	NAIL & DISK - ILLEGIBLE
514	1695534.983	3186109.536	5390.09	NAIL & DISK - ILLEGIBLE
515	1695535.776	3186184.508	5390.13	ORANGE CAP PLS 38219
516	1695525.327	3184682.955	5388.56	NAIL & DISK IN CONC PLS 38162
517	1695527.941	3184384.877	5389.90	2" ALUM DISK IN SIDEWALK "MANHARD PLS 38361"
518	1695621.822	3184179.235	5391.00	CHISLED CROSS IN SIDEWALK
519	1695512.688	3182790.599	5389.36	NAIL & DISK IN SIDEWALK "HALL PLS 30098"
520	1695634.840	3182428.995	5381.88	GREEN CAP "PLS 38173"
521	1695609.643	3182404.122	5381.96	NAIL & DISC IN CONCRETE "AGH 38173"
523	1695608.095	3182159.368	5376.76	CROSS & NAIL IN CURB RAMP
524	1695601.275	3181109.626	5372.89	NAIL & DISK IN CONCRETE "LS 38035"
525	1695499.599	3180838.680	5372.06	2" ALUMINUM CAP "PLS 13495"
526	1695590.422	3179592.573	5364.62	YELLOW CAP "PLS 37929"
527	1695489.587	3179434.124	5362.79	NAIL & DISK - ILLEGIBLE
528	1695587.668	3179218.696	5361.65	NAIL& 1" BRASS TAG IN SIDEWALK
529	1695612.570	3179194.231	5362.43	RED CAP " BOUNDARY BOYS-PLS 32430"
530	1695488.099	3179216.311	5361.34	RED CAP - ILLEGIBLE
531	1695463.116	3179191.433	5361.24	RED CAP "LS 29766"
532	1695584.224	3178653.956	5356.67	YELLOW CAP IN SIDEWALK - ILLEGIBLE
533	1695446.704	3178527.473	5356.63	0.5" REBAR
534	1695569.408	3176480.072	5343.44	NAIL & DISK "CLEAR MOUNTAIN SURVEYING - PLS 22094"
535	1695569.304	3176457.451	5343.54	NAIL & DISK "CLEAR MOUNTAIN SURVEYING - PLS 22094"
536	1695572.058	3176869.568	5344.72	NAIL & DISK "FSI - LS 30830"
537	1695554.391	3174229.432	5335.61	NAIL & DISK "PLS 36070"

CITY OF AURORA BENCHMARK:

3S6735SE004 - 3"BRASS CAP ATOP 30"STL PIPE,AT THE SE COR OF SERVICE STA. PRICE SIGN,SAID MON.BEING 16.5' N. OF N. FL COLFAX AND 24.5' FT. W OF W. FL OSWEGO.
ELEVATION = 5512.172 NAVD 1988

Print Date: 7/5/2023
File Name: Colfax BRT Control Drawing.dwg
Horiz. Scale: 1" = 400' (11"x17")

PARSONS
1776 Lincoln Street, Suite 600
Denver, CO 80203
(303) 831-8100

Sheet Revisions

Date:	Comments	Init.

City of Aurora
Survey Section
13636 E. Ellsworth Ave
Aurora, Colo, 80012
Phone: 303-326-8011

As Constructed
No Revisions:
Revised:
Void:

EAST COLFAX BRT
LAND SURVEY & PROJECT
CONTROL DIAGRAM

Designer: EWA
Detailer: EWA
Structure Numbers
Sheet Subset: SURV CTRL
Subset Sheets: SC2 of 6

Project No./Code
DOTI-202055954-00

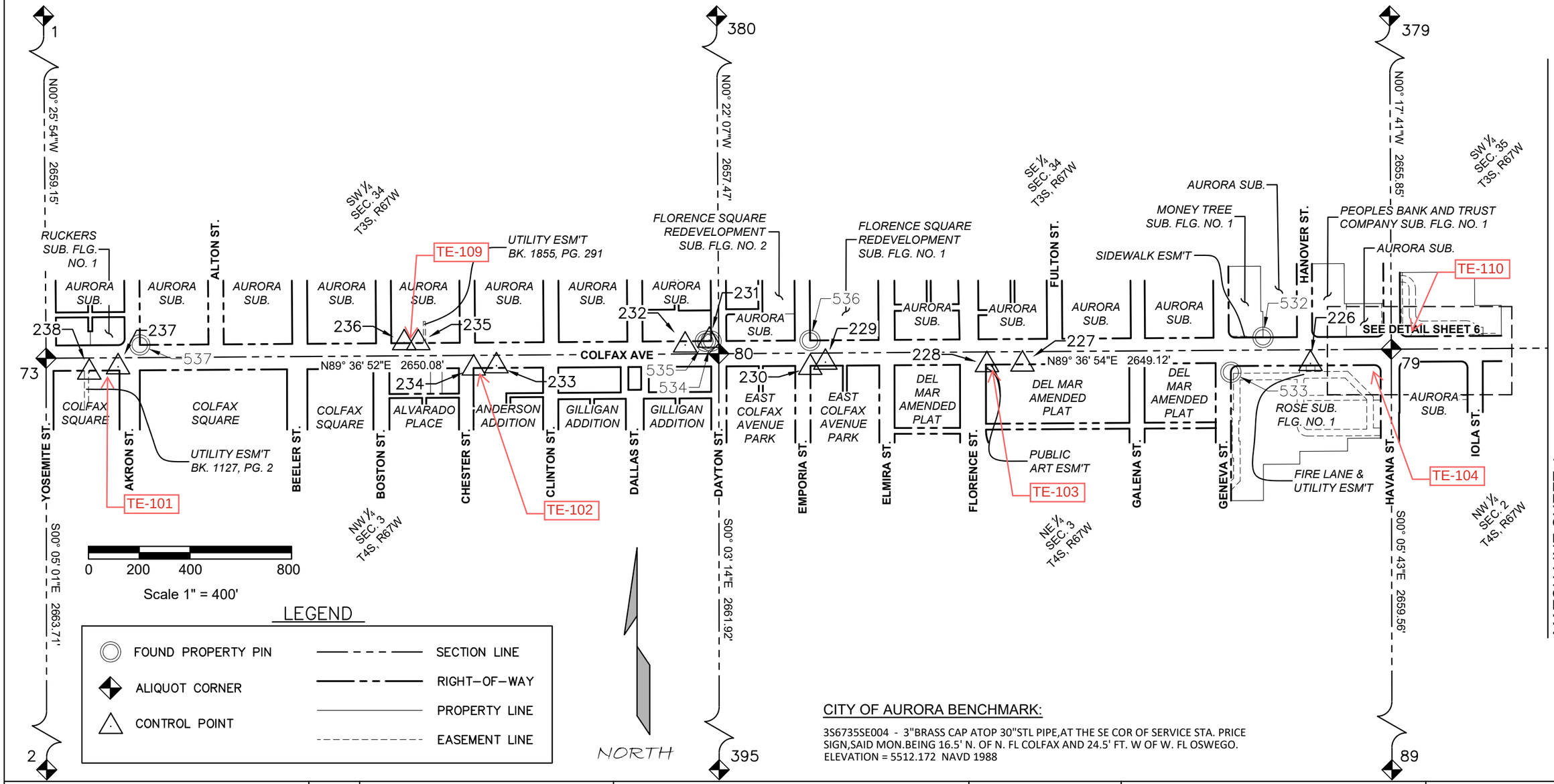
Sheet Number

RESTORATION OF MONUMENTS:

PURSUANT TO SECTION 20.06.4.01 OF THE CITY OF AURORA ROADWAY MANUAL, AS WELL AS CHAPTER 18, ARTICLE 4, SECTION 508, AND CHAPTER 38, ARTICLE 53 OF THE COLORADO REVISED STATUTES, ANY PUBLIC LAND SURVEYING MONUMENTS (AS DEFINED BY SECTION 38-53-103(18), CRS), CONTROL CORNERS (AS DEFINED BY SECTION 38-53-103(6), CRS), OR ACCESSORIES (AS DEFINED BY SECTION 38-53-103(1), CRS) THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES MUST BE REFERENCED PRIOR TO, AND RESET UPON COMPLETION OF, SAID CONSTRUCTION ACTIVITIES BY A COLORADO PROFESSIONAL LAND SURVEYOR.

LAND SURVEY & PROJECT CONTROL DIAGRAM

COLFAX BRT - YOSEMITE STREET TO COLFAX STATION: LOCATED IN SEC. 34, 35, & 36, T3S, R67W, SEC. 31, T3S, R66W, SEC. 1, 2, & 3, T4S, R67W, AND IN SEC. 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTIES OF ADAMS AND ARAPAHOE, STATE OF COLORADO



CITY OF AURORA BENCHMARK:

3S6735SE004 - 3"BRASS CAP ATOP 30"STL PIPE,AT THE SE COR OF SERVICE STA. PRICE SIGN,SAID MON.BEING 16.5' N. OF N. FL COLFAX AND 24.5' FT. W OF W. FL OSWEGO. ELEVATION = 5512.172 NAVD 1988

Print Date: 7/5/2023	Sheet Revisions			As Constructed	EAST COLFAX BRT LAND SURVEY & PROJECT CONTROL DIAGRAM	Project No./Code
File Name: Colfax BRT Control Drawing.dwg	Date:	Comments	Init.	No Revisions:		DOTI–202055954–00
Horiz. Scale: 1" = 400' (11"x17")				Revised:	Designer: EWA / Structure Numbers	
PARSONS 1776 Lincoln Street, Suite 600 Denver, CO 80203 (303) 831-8100				Void:	Detailer: EWA / Sheet Subset: SURV CTRL / Subset Sheets: SC3 of 6	Sheet Number

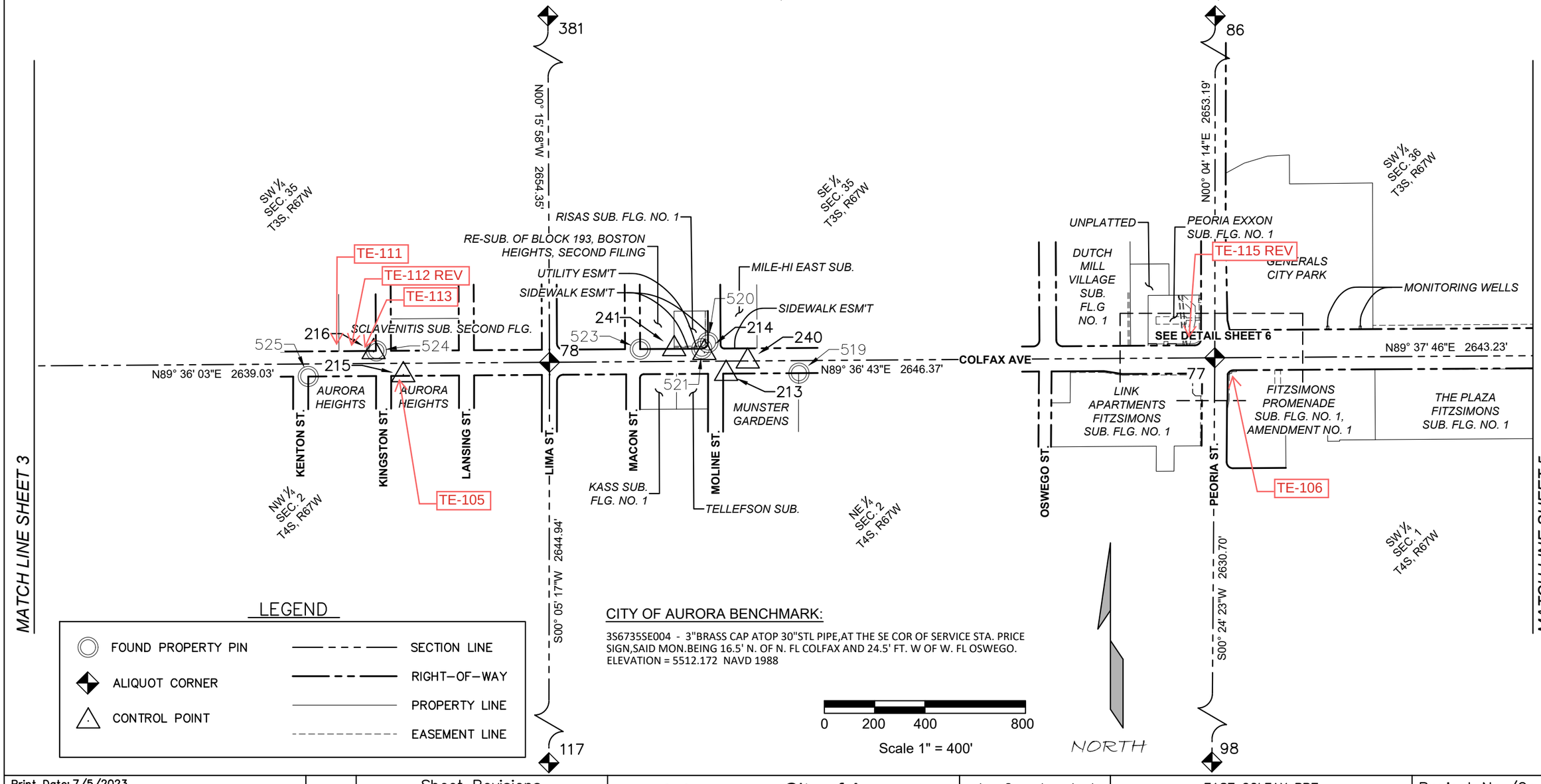
City of Aurora Survey Section
13636 E. Ellsworth Ave
Aurora, Colo, 80012
Phone: 303-326-8011

RESTORATION OF MONUMENTS:

PURSUANT TO SECTION 20.06.4.01 OF THE CITY OF AURORA ROADWAY MANUAL, AS WELL AS CHAPTER 18, ARTICLE 4, SECTION 508, AND CHAPTER 38, ARTICLE 53 OF THE COLORADO REVISED STATUTES, ANY PUBLIC LAND SURVEYING MONUMENTS (AS DEFINED BY SECTION 38-53-103(18), CRS), CONTROL CORNERS (AS DEFINED BY SECTION 38-53-103(6), CRS), OR ACCESSORIES (AS DEFINED BY SECTION 38-53-103(1), CRS) THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES MUST BE REFERENCED PRIOR TO, AND RESET UPON COMPLETION OF, SAID CONSTRUCTION ACTIVITIES BY A COLORADO PROFESSIONAL LAND SURVEYOR.

LAND SURVEY & PROJECT CONTROL DIAGRAM

COLFAX BRT - YOSEMITE STREET TO COLFAX STATION: LOCATED IN SEC. 34, 35, & 36, T3S, R67W, SEC. 31, T3S, R66W, SEC. 1, 2, & 3, T4S, R67W, AND IN SEC. 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTIES OF ADAMS AND ARAPAHOE, STATE OF COLORADO



LEGEND

- FOUND PROPERTY PIN
- ALIQUOT CORNER
- CONTROL POINT
- SECTION LINE
- RIGHT–OF–WAY
- PROPERTY LINE
- EASEMENT LINE

CITY OF AURORA BENCHMARK:

3S6735SE004 - 3"BRASS CAP ATOP 30"STL PIPE,AT THE SE COR OF SERVICE STA. PRICE SIGN,SAID MON.BEING 16.5' N. OF N. FL COLFAX AND 24.5' FT. W OF W. FL OSWEGO. ELEVATION = 5512.172 NAVD 1988

Print Date: 7/5/2023	Sheet Revisions		
File Name: Colfax BRT Control Drawing.dwg	Date:	Comments	Init.
Horiz. Scale: 1" = 400' (11"x17")			
PARSONS 1776 Lincoln Street, Suite 600 Denver, CO 80203 (303) 831-8100			

City of Aurora Survey Section
13636 E. Ellsworth Ave
Aurora, Colo, 80012
Phone: 303-326-8011

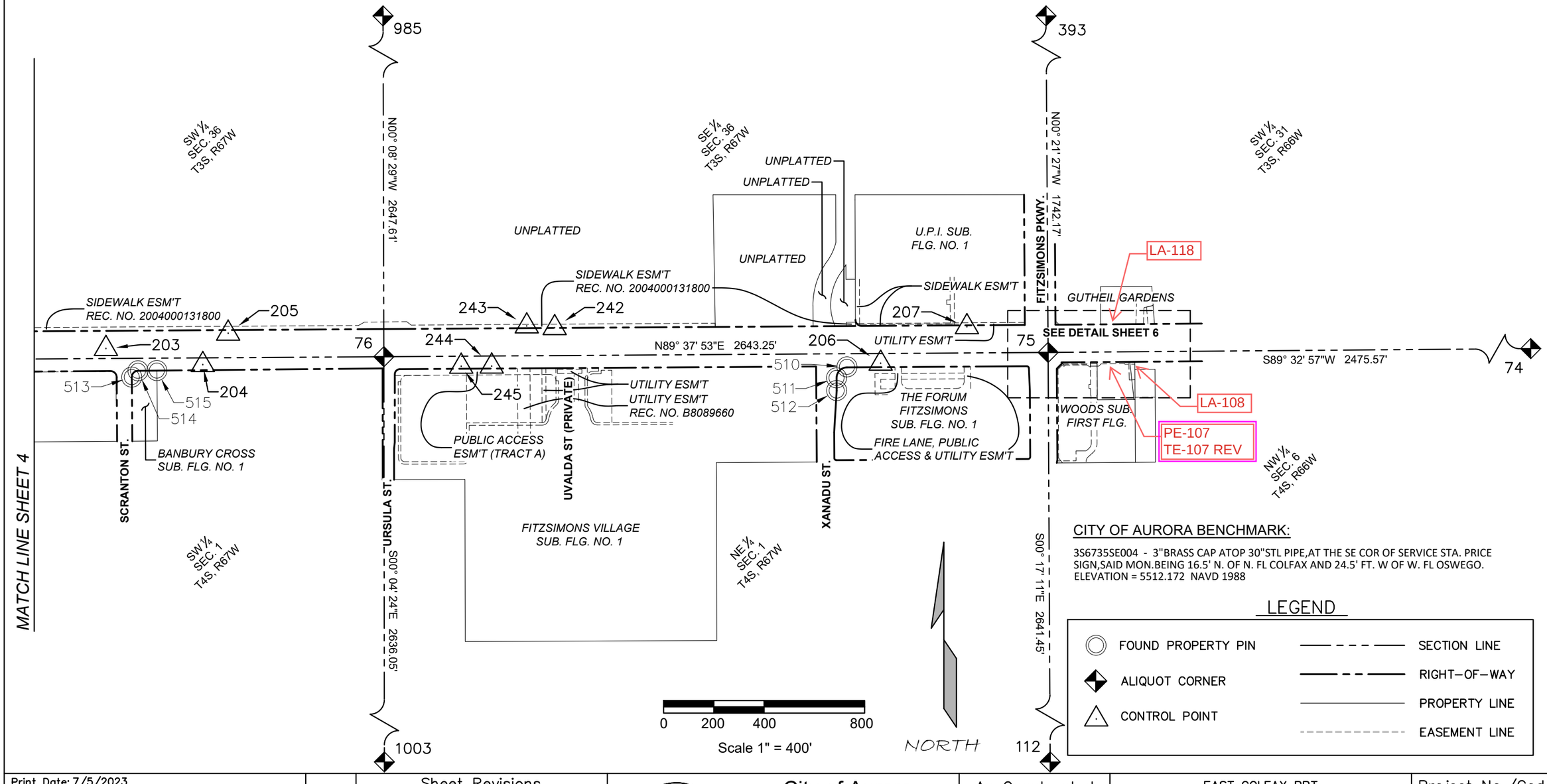
As Constructed	EAST COLFAX BRT LAND SURVEY & PROJECT CONTROL DIAGRAM		Project No./Code
No Revisions:			DOTI–202055954–00
Revised:	Designer: EWA	Structure Numbers	
Void:	Detailer: EWA		Sheet Number
	Sheet Subset: SURV CTRL	Subset Sheets: SC4 of 6	

RESTORATION OF MONUMENTS:

PURSUANT TO SECTION 20.06.4.01 OF THE CITY OF AURORA ROADWAY MANUAL, AS WELL AS CHAPTER 18, ARTICLE 4, SECTION 508, AND CHAPTER 38, ARTICLE 53 OF THE COLORADO REVISED STATUTES, ANY PUBLIC LAND SURVEYING MONUMENTS (AS DEFINED BY SECTION 38-53-103(18), CRS), CONTROL CORNERS (AS DEFINED BY SECTION 38-53-103(6), CRS), OR ACCESSORIES (AS DEFINED BY SECTION 38-53-103(1), CRS) THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES MUST BE REFERENCED PRIOR TO, AND RESET UPON COMPLETION OF, SAID CONSTRUCTION ACTIVITIES BY A COLORADO PROFESSIONAL LAND SURVEYOR.

LAND SURVEY & PROJECT CONTROL DIAGRAM

COLFAX BRT - YOSEMITE STREET TO COLFAX STATION: LOCATED IN SEC. 34, 35, & 36, T3S, R67W, SEC. 31, T3S, R66W, SEC. 1, 2, & 3, T4S, R67W, AND IN SEC. 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTIES OF ADAMS AND ARAPAHOE, STATE OF COLORADO



CITY OF AURORA BENCHMARK:

3S6735SE004 - 3"BRASS CAP ATOP 30"STL PIPE,AT THE SE COR OF SERVICE STA. PRICE SIGN,SAID MON.BEING 16.5' N. OF N. FL COLFAX AND 24.5' FT. W OF W. FL OSWEGO. ELEVATION = 5512.172 NAVD 1988

LEGEND

- FOUND PROPERTY PIN
- ALIQUOT CORNER
- CONTROL POINT
- SECTION LINE
- RIGHT-OF-WAY
- PROPERTY LINE
- EASEMENT LINE

Print Date: 7/5/2023	Sheet Revisions		
File Name: Colfax BRT Control Drawing.dwg	Date:	Comments	Init.
Horiz. Scale: 1" = 400' (11"x17")			

PARSONS
1776 Lincoln Street, Suite 600
Denver, CO 80203
(303) 831-8100

City of Aurora
Survey Section
13636 E. Ellsworth Ave
Aurora, Colo, 80012
Phone: 303-326-8011

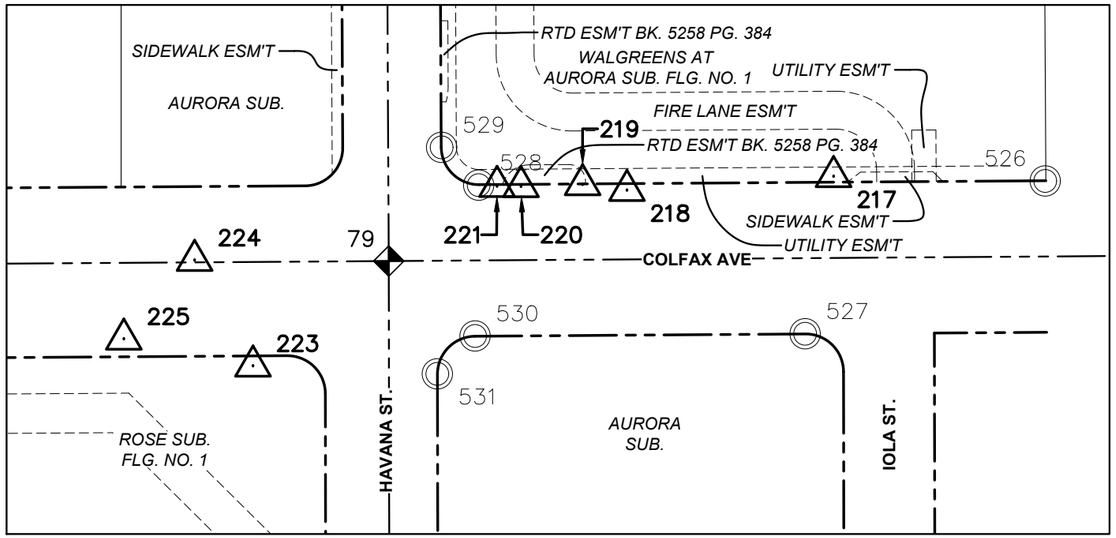
As Constructed	EAST COLFAX BRT LAND SURVEY & PROJECT CONTROL DIAGRAM		Project No./Code
No Revisions:			DOTI-202055954-00
Revised:	Designer: EWA	Structure Numbers	
Void:	Detailer: EWA		Sheet Number
	Sheet Subset: SURV CTRL	Subset Sheets: SC5 of 6	

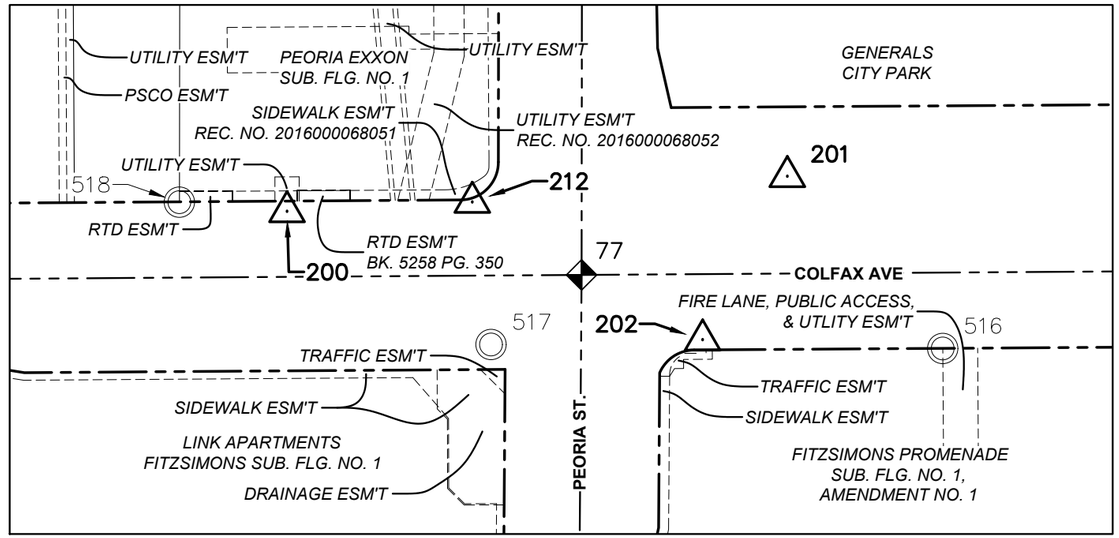
RESTORATION OF MONUMENTS:

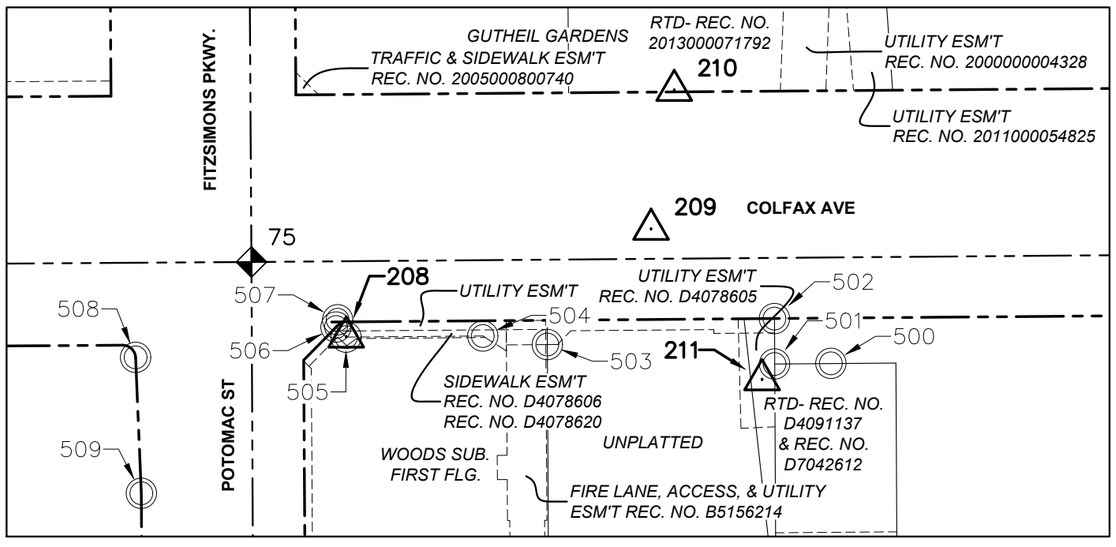
PURSUANT TO SECTION 20.06.4.01 OF THE CITY OF AURORA ROADWAY MANUAL, AS WELL AS CHAPTER 18, ARTICLE 4, SECTION 508, AND CHAPTER 38, ARTICLE 53 OF THE COLORADO REVISED STATUTES, ANY PUBLIC LAND SURVEYING MONUMENTS (AS DEFINED BY SECTION 38-53-103(18), CRS), CONTROL CORNERS (AS DEFINED BY SECTION 38-53-103(6), CRS), OR ACCESSORIES (AS DEFINED BY SECTION 38-53-103(1), CRS) THAT WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES MUST BE REFERENCED PRIOR TO, AND RESET UPON COMPLETION OF, SAID CONSTRUCTION ACTIVITIES BY A COLORADO PROFESSIONAL LAND SURVEYOR.

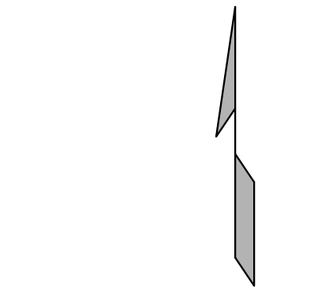
LAND SURVEY & PROJECT CONTROL DIAGRAM

COLFAX BRT - YOSEMITE STREET TO COLFAX STATION: LOCATED IN SEC. 34, 35, & 36, T3S, R67W, SEC. 31, T3S, R66W, SEC. 1, 2, & 3, T4S, R67W, AND IN SEC. 6, T4S, R66W, 6TH P.M., CITY OF AURORA, COUNTIES OF ADAMS AND ARAPAHOE, STATE OF COLORADO









CITY OF AURORA BENCHMARK:

3S6735SE004 - 3"BRASS CAP ATOP 30"STL PIPE,AT THE SE COR OF SERVICE STA. PRICE SIGN,SAID MON.BEING 16.5' N. OF N. FL COLFAX AND 24.5' FT. W OF W. FL OSWEGO. ELEVATION = 5512.172 NAVD 1988

LEGEND

FOUND PROPERTY PIN	SECTION LINE
ALIQUOT CORNER	RIGHT-OF-WAY
CONTROL POINT	PROPERTY LINE
	EASEMENT LINE

Print Date: 7/5/2023	Sheet Revisions		
File Name: Colfax BRT Control Drawing.dwg	Date:	Comments	Init.
Horiz. Scale: 1" = 100' (11"x17")			
PARSONS 1776 Lincoln Street, Suite 600 Denver, CO 80203 (303) 831-8100			

City of Aurora Survey Section
13636 E. Ellsworth Ave
Aurora, Colo, 80012
Phone: 303-326-8011

As Constructed	EAST COLFAX BRT LAND SURVEY & PROJECT CONTROL DIAGRAM		Project No./Code
No Revisions:			DOTI-202055954-00
Revised:	Designer: EWA	Structure Numbers	
Void:	Detailer: EWA		Sheet Number
	Sheet Subset: SURV CTRL	Subset Sheets: SC6 of 6	

CONDEMNATION PROCEDURES

see C.R.S. Title 38, Article 1 (§ 38-1-101 et seq.)

I. PRE-PETITION STEPS

A. Obtain a Legal Description of the property, sufficiently clear and definite to enable the property to be located without difficulty, so that the landowner can assess the effects upon his/her/its property.

B. Pass a Legislative Declaration (an ordinance) identifying the condemnation project, declaring that the project is for a "public use", and finding that the acquisition of the property is necessary for the project.

C. Obtain an Appraisal from a licensed appraiser of the "reasonable market value" of the property to be condemned, and conduct a Title Search in order to identify all persons with record interests in the property.

D. Conduct Good Faith Negotiations with the Landowner, including, at a bare minimum, one reasonable offer to purchase, and allowing a reasonable period of time (e.g., two weeks) for the landowner to respond.

E. Obtain a Current Title Commitment, including the Legal Description and the Status of all Encumbrances on the property.

F. Send a formal Notice of Intent to Acquire the Property to every person with a record interest in the property.

[Note: If the value of the property to be condemned exceeds $5,000, the notice of intent to acquire must advise the landowner that the condemnor will pay for the reasonable cost of an appraisal for the landowner if the landowner provides a copy of such appraisal to the condemnor within ninety days after the notice of intent to acquire. The valuation trial may not take place until the ninety days have passed or the condemnor has received the landowner's appraisal, whichever occurs first. However, the condemnor may initiate condemnation proceedings (i.e., file suit) and may obtain possession of the property pursuant to a court order at an "immediate possession hearing" before the passage of the ninety days.]

II. FILING THE CONDEMNATION CASE

A. Summons

B. Petition in Condemnation

(1) Citation of Constitutional and Statutory Authority to Condemn

(2) Reference to Legislative Declaration that Project is for Public Use and that Acquisition of the Property is Necessary for the Project

(3) Legal Description of the Property to be Condemned, and the Nature of the Property Interests to be Acquired

(4) Identification of all Persons who have or may have an Interest in the Property

(5) Statement that Good Faith Negotiations have Failed

(6) Prayer for Immediate Possession

(7) Reminder of Landowner's Duty to Mitigate Damage Claims

C. Notice of Lis Pendens

D. Notice of Immediate Possession Hearing

III. POST-FILING PROCEDURES

A. Immediate Possession Hearing on Condemnor's Motion
-- takes place approximately 30-60 days after filing of petition
-- is often stipulated, leaving only "just compensation" to be determined
-- is accompanied by condemnor's deposit into court of funds equal to appraised value of property (according to condemnor's appraisal)

B. Trial to Determine the Value of the Property Interests Condemned
-- the date of valuation is usually the date when the condemnor is first authorized to take possession of the property; interest added therefrom
-- the burden of proving fair market value is on the landowner

C. Rule and Order Issued by the Court
-- this is the court's judgment, and has the same legal effect as a deed

D. Hearing on Landowner's Bill of Costs (if these cannot be stipulated)
-- the landowner's reasonable costs, appraisal fees, and expert witness fees (but not attorney fees) are recoverable, from the condemnor, as part of the landowner's "just compensation" for the taking

E. Hearing on Apportionment of Award among Condemned Landowners
-- a tenant, for example, is not entitled to a separate award from the condemnor for the value (if any) of the tenant's leasehold interest; rather, the tenant must seek recovery out of the landowner's award
-- the condemnor is not involved

CITY OF AURORA
Council Agenda Commentary

Item Title: Connecting Aurora – Aurora Citywide Multimodal Transportation Master Plan (Ordinance)
Item Initiator: Huiliang Liu, Principal Transportation Planner
Staff Source/Legal Source: Huiliang Liu, Principal Transportation Planner; Carlie Campuzano, Deputy Director of Transportation & Mobility / Lena McClelland, Senior Assistant City Attorney
Outside Speaker: Keith Borsheim, Project Manager, HDR
Strategic Outcome: Healthy: Connecting natural and built environments with multimodal networks, ensuring access to parks and recreation, and preserving sustainable water supplies.

COUNCIL MEETING DATES:

Study Session: 5/4/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☒ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Huiliang Liu, Principal Transportation Planner, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney
Outside Speaker: Keith Borsheim, Project Manager, HDR
Estimated time: 25 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Transportation, Airports & Public Works

Policy Committee Date: 3/23/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☒ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The project team presented information about Connecting Aurora, the city's first citywide multimodal transportation master plan, at the Council Study Session on September 23, 2024. The presentation included a project overview, state of the system analysis results, public engagement update, and the Vision, Mission, and Goals for the project.

The following project updates were provided to the Council TAPS committee:

March 23, 2026 – Adoption
February 24, 2026 – Project recap and overview
November 20, 2025 – Proposed Policies, programs and projects
May 15, 2025 – Milestone 3 Visionary Transportation Network
April 17, 2025 – Transit Opportunities
February 20, 2025 - Milestone 2 Engagement Summary - What Might Our Future Hold
June 26, 2024 – Vision, mission and goals
May 16, 2024 - State of the System and project engagement update
March 21, 2024 - Project process and project engagement plan
February 15, 2024 - Project overview

Staff presented to the TAPS committee on June 2, 2022, with a list of projects/applications to be submitted for the DRCOG Transportation Improvement Program (TIP) Call 2 grant application, which included the Citywide Multimodal Transportation Master Plan. The Committee supported Staff's proposed project application package.

Staff further updated the committee on October 27, 2022, with a list of City projects, including the Citywide Multimodal Transportation Master Plan, approved by the DRCOG Board to be included in the DRCOG FY 2022-2025 Transportation Improvement Program.

See attached TAPS Meeting notes from these meetings.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Connecting Aurora is the City's first citywide multimodal transportation master plan. The project team has developed a draft final report which was published on the project website for public review and comments between February 11 and February 25, 2026.

The following items will be presented to the Council at the study session:
Project overview
Timeline
Vision and Goals
Community Engagement
Aurora: The Place-Oriented City Plan Recommendations
Plan Adoption by ordiance

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT

Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does the Council choose to support moving forward the proposed comprehensive plan amendment to the next available regular meeting?

LEGAL COMMENTS

The City Council is the governing body of the City and has the authority to approve the Comprehensive Plan and amendments to the Comprehensive Plan. (UDO §146-5.1.1.E)
The City Council shall conduct a public hearing on the application. The City Council may approve amendments to the Comprehensive Plan by an ordinance approved by a vote of not less than two-thirds of the entire membership of City Council. (UDO §146-5.4.1.A.2.c)
A Comprehensive Plan amendment shall be approved only if it promotes the long term economic, social, and environmental health of the City and protects the public health, safety, and welfare of the citizens of Aurora. (UDO §146-5.4.1.A.3) (McClelland)

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

CITY COUNCIL STUDY SESSION

Plan Adoption

Presenters:
Huiliang Liu, COA Project Manager
Carlie Campuzano, COA Project Manager
Keith Borsheim, HDR Project Manager

May 4, 2026



AGENDA

- Project Overview
- Timeline
- Vision and Goals
- Community Engagement
- Aurora: The Place-Oriented City
- Plan Recommendations
- Plan Adoption

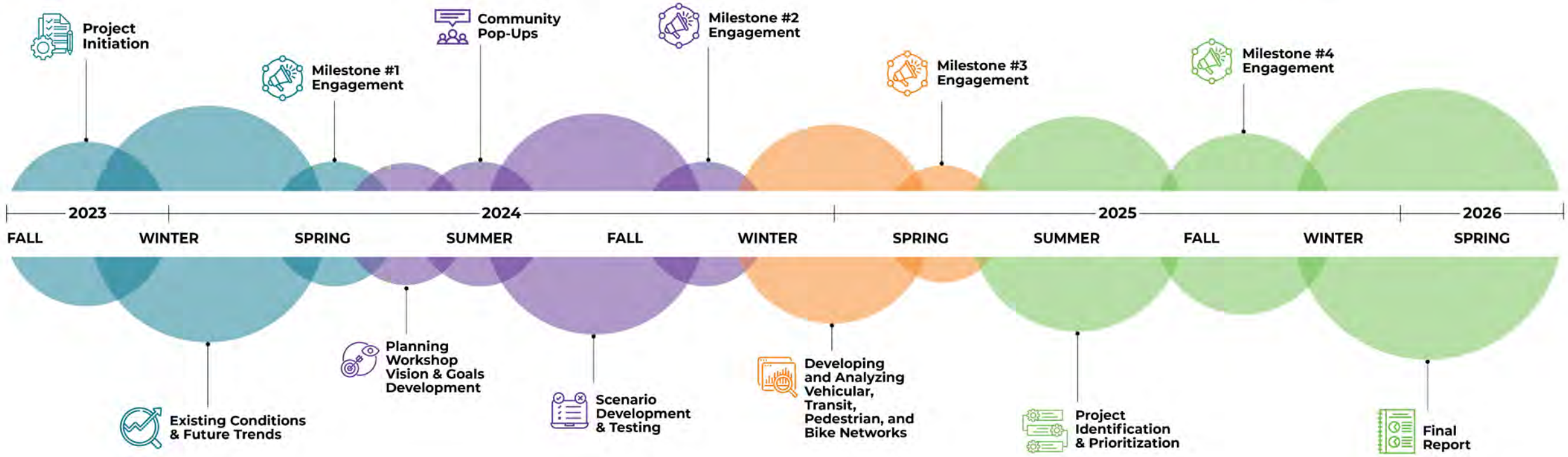
WHAT IS CONNECTING AURORA?

- Citywide Multimodal Transportation Plan
- Would be adopted as part of Aurora's Comprehensive Plan "Aurora Places"
- Guides Aurora's transportation investments – policies, programs and projects - over the next 25+ years.
- Informs the public, development community, neighboring jurisdictions, funding partners, and future city council and staff
- Builds on recommendations from Aurora Places by establishing an integrated approach with land use.
- Creates a network of complete streets that serves all people, no matter their travel preference.





TIMELINE AND PROCESS





OUR SHARED VISION

OUR VISION

Aurora safely connects all people to our places for a healthy, sustainable, and economically strong community.

OUR MISSION

The city of Aurora will provide a complete transportation system to meet the needs of all people. The city will engage the public in the delivery of plans, programs, policies, standards, and projects.

OUR GOALS

Safe

People are safe and feel safe traveling in our city.

Reliable

People can depend on all forms of transportation.

Convenient

People can move around our city efficiently and easily.

Connected

People are well-connected to the places they want to go however they choose to move.

Sustainable

Infrastructure and services can be built, operated, and maintained at high levels, in a fiscally and environmentally sustainable way.

Economically Strong

The community's economic vitality is supported and enhanced by the transportation network.

Healthy

The community is served by transportation that supports a healthy lifestyle and environment.

Authentic

Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.

Equitable

All people have viable transportation choices to meet their needs.

Integrated

People have easy access to a mix of places because land use and transportation are fully woven together.

COMMUNITY ENGAGEMENT

1 million +
TOUCHPOINTS

10,500+
ONLINE VISITS

1,900+
SURVEYS

750+
MAP COMMENTS

~500
OPEN HOUSE ATTENDEES

~150
VIRTUAL TOWNHALL ATTENDEES

~580
POP UP TOUCHPOINTS

Engagement Methods

- Community Events
  - Open House/Townhalls (Virtual/In-Person)
  - Pop Ups
  - Focus Groups
- Surveys
- Public Notices
  - Mailers/Postcards
  - Flyers
  - Social Media
- Traditional Media
  - TV/Newspaper
  - Aurora TV

WHAT WE HEARD

Over the last two years, we hosted engagement for each of the four milestones to collect feedback from the Aurora community to better understand the challenges people face traveling in Aurora and what they want for their future.

TOP TRANSPORTATION CONCERNS



Unsafe to travel outside a car



Bottlenecks and dangerous driving behaviors.



Destinations too far to comfortably walk or bike.



Lack of connections to services and destinations.



Desire to have higher quality streets and places.



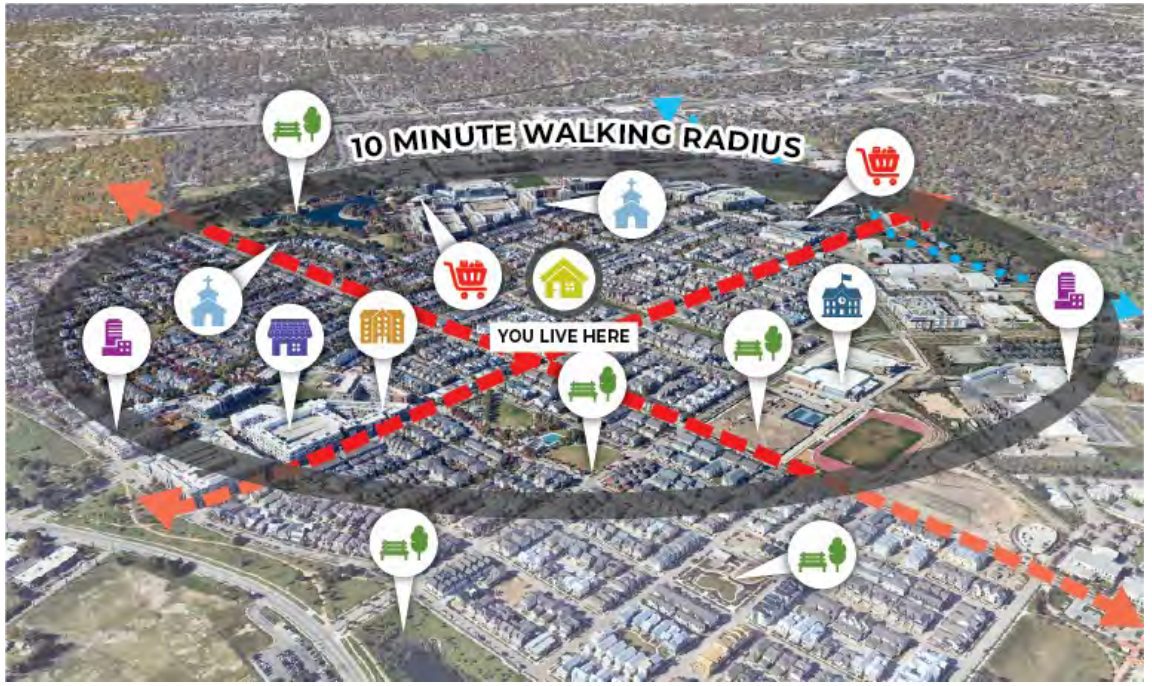
Transit is too slow, infrequent, unreliable, and feels unsafe.

AURORA: THE PLACE-ORIENTED CITY

The community showed a strong desire for a Place-Oriented City. The visionary networks and projects were developed in line with that desired future.

The Place-Oriented City:

- Increases the number of convenient, affordable and safe mobility options.
- Emphasizes the need to simultaneously concentrate the destinations within and near neighborhoods.
- Imagines investments in walking, biking and transit infrastructure with a focus on making these modes of transportation safer and more accessible.
- Uses land efficiently and productively.













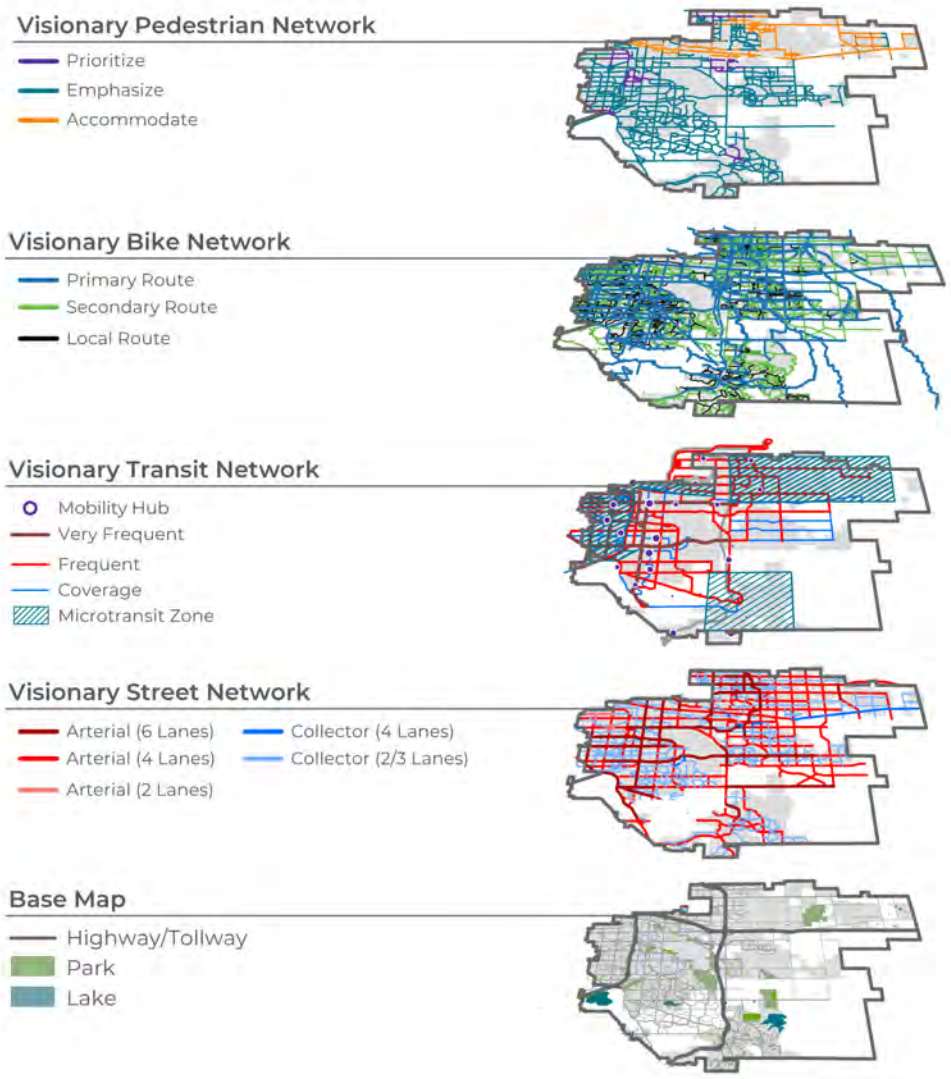






VISIONARY NETWORK OVERVIEW

- Desired long-term network with complete streets
- Meets mobility needs today and tomorrow
- Drives network design and development
- Reflects Vision to safely connect all people to their destinations



VISIONARY PEDESTRIAN NETWORK

Every city street must **safely and comfortably accommodate pedestrian movement**, particularly near schools, transit stops, and commercial areas.

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS





The images shown are for illustrative purposes only.

VISIONARY BIKEWAY NETWORK

Includes improvements such as **separated bike lanes, shared use paths, and new crossings** to make biking a safer, more viable and attractive transportation option, supporting a healthier and more sustainable community.

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS





The images shown are for illustrative purposes only.

VISIONARY TRANSIT NETWORK

Prioritizes **service expansion, higher frequency, infrastructure improvements, and high-capacity transit investments** to create a more integrated and user-friendly system that supports economic development and improves the quality of life for all residents.

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS





The images shown are for illustrative purposes only.

VISIONARY AUTO AND FREIGHT NETWORK

While Aurora is already well designed to support car and freight trips, there are areas across the city that would benefit from **capacity improvements and freight enhancements.**

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS





The images shown are for illustrative purposes only.

REALIZING THE VISION



Policies



Programs



Capital Investments



Partnerships

POLICY SNAPSHOT



5

New or Updated Policies

- **Complete Streets Policy and Design Guidelines**
- **Designing Streets for Safer Speeds**
- **Update Transportation Impact Study Guidelines**
- **Requirements for New and Redevelopment**
- **High Frequency Transit Corridor Development**

PROGRAM SNAPSHOT



12

New or Updated Programs

- Safe Routes to School
- Neighborhood Sidewalk Retrofits
- Bicycle Friendly City
- Urban Area Shared Micromobility
- Transportation Demand Management
- Multimodal Counts
- Bus Priority
- Microtransit
- Bus Stop Improvements
- Maintenance Program
- Resurfacing Program Expansion
- GIS & Asset Management Data Updates

PROJECT SNAPSHOT

Nearly 900 Individual Project Elements











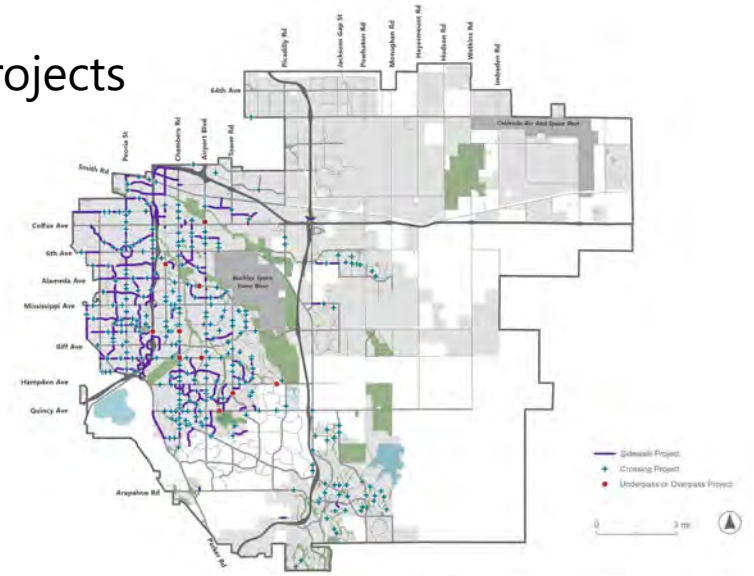




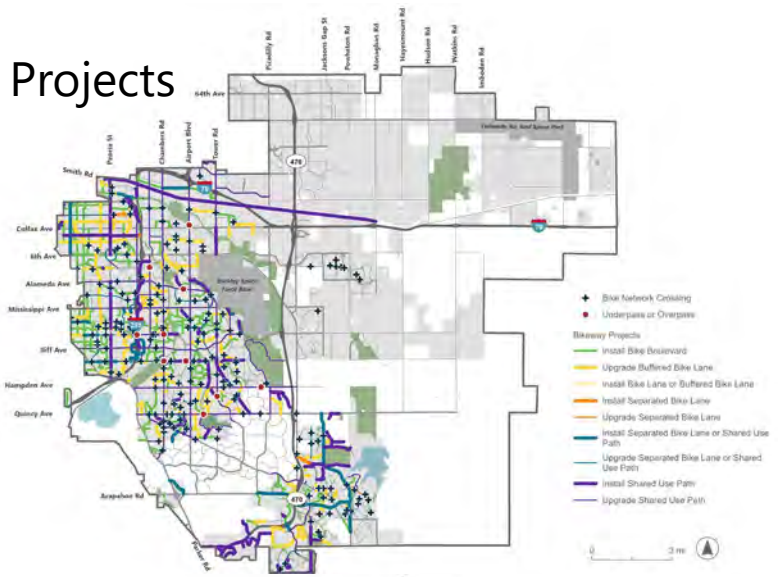


PROJECTS

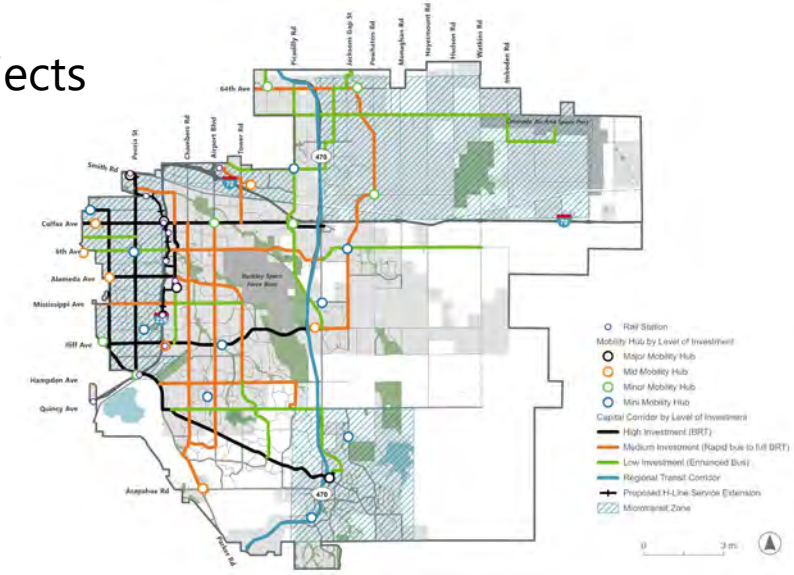
Sidewalk Projects



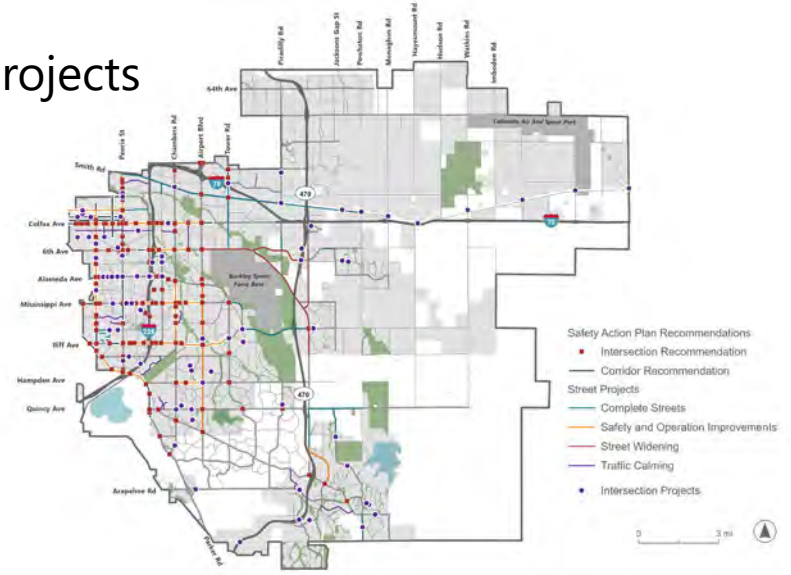
Bikeway Projects



Transit Projects



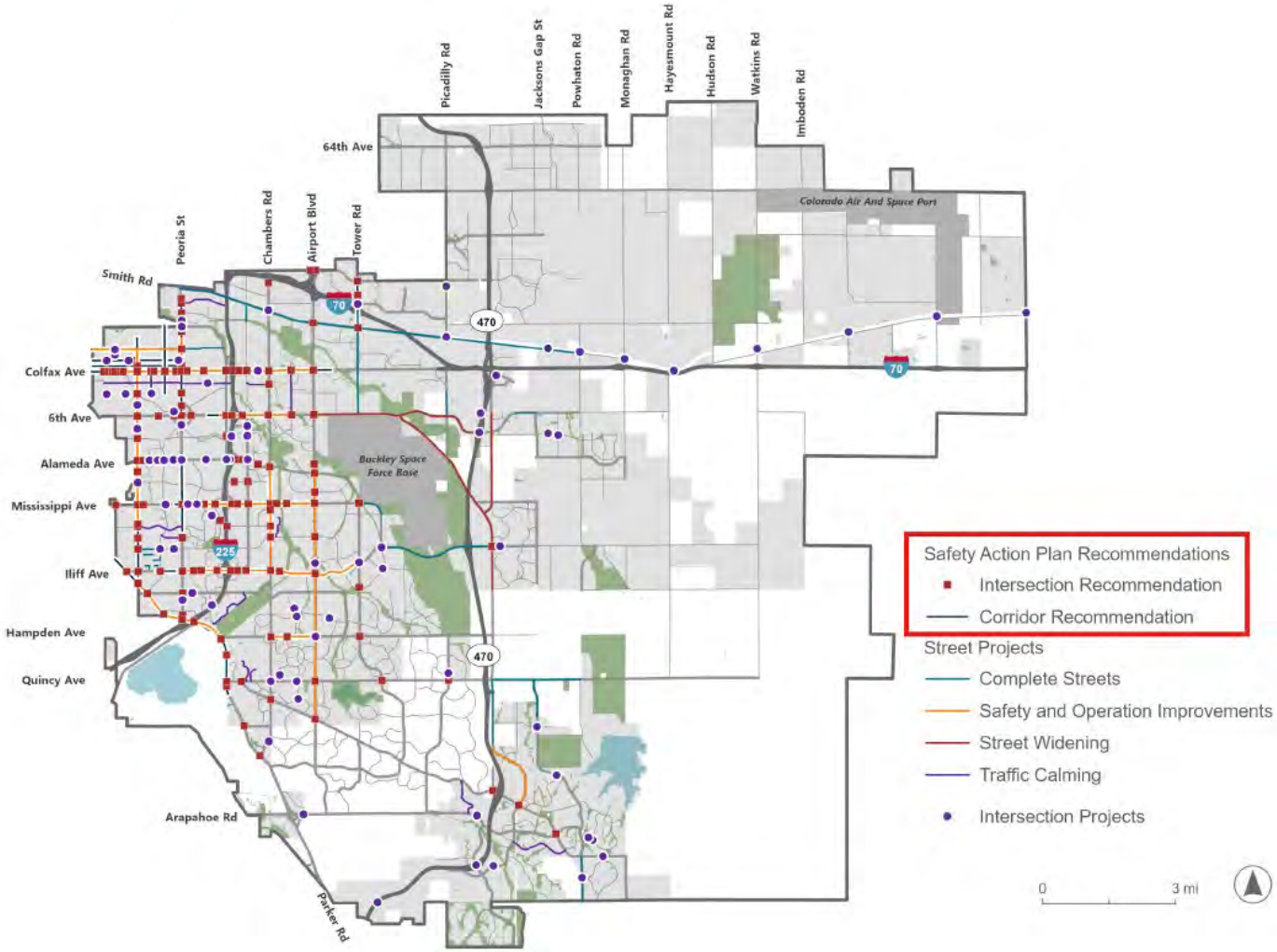
Street Projects



SAFETY PROJECTS

Ongoing Safety Initiatives

- **Adams County Safety Action Plan (Spring 2026)**
- **Existing Traffic Calming Program**



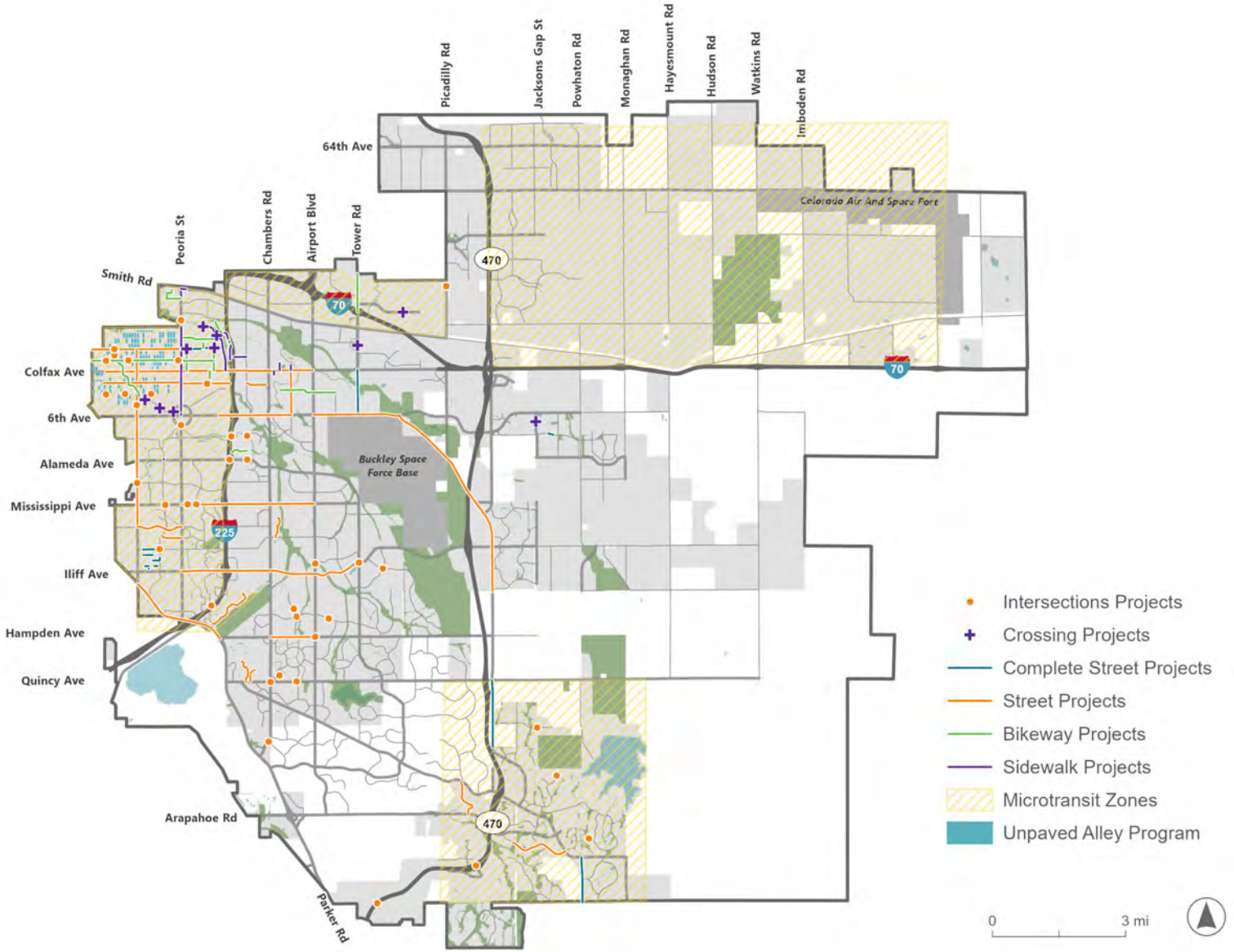
SHORT TERM PROJECTS

Projects Include:

- Intersection and Crossing Upgrades
- Complete Streets
- Street Projects:
  - Safety and Technology
  - Widening
- Bikeways
- Sidewalk Gaps
- Microtransit

Total investment is $45 to $65 million per year for next 10 years

Does not include maintenance



PLAN ADOPTION

- Planning Commission Public Hearing: March 25, 2026
- Transportation, Airports, and Public Works Meeting: March 26, 2026
- Council Study Session: May 4, 2026
- Regular Meeting: June 8, 2026
- 2nd Regular Meeting: June 22, 2026

QUESTION FOR THE CITY COUNCIL:

DOES THE COUNCIL CHOOSE TO SUPPORT MOVING FORWARD THE PROPOSED COMPREHENSIVE PLAN AMENDMENT TO THE NEXT AVAILABLE REGULAR MEETING?

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Building the future of Aurora transportation together!

City of Aurora's Multimodal Transportation Master Plan

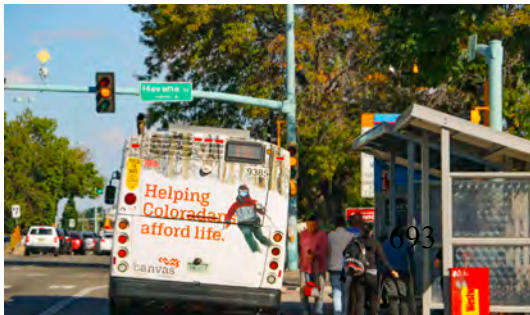
Draft for City Council Adoption May 2026











This page is left intentionally blank.

Table of Contents

Executive Summary 8

Chapter 1 - Introduction 20

Chapter 2 - Shaping Our Future 32

Chapter 3 - Aurora Today 36

Chapter 4 - Community Conversation 52

Chapter 5 - Future of Mobility 58

Chapter 6 - Multimodal Network 82

Chapter 7 - People Walking 96

Chapter 8 - People Biking 122

Chapter 9 - People Riding Transit 144

Chapter 10 - People Driving 170

Chapter 11 - Moving Goods 194

Chapter 12 - Moving Forward 204

Appendix A - Project Maps and Tables

Appendix B - State of the System Report

Appendix C - Community Conversation Summary Report

Acknowledgments

Connecting Aurora would not have been made possible without generous participation from the Aurora community. The unprecedented diversity of community stakeholders were integral to developing the city's vision and planning for the future of transportation in Aurora. Additional information about public input into Connecting Aurora can be found in Chapter 4.

City Council

Mike Coffman
Mayor

Gianina Horton
Ward I

Amy Wiles
Ward II

Ruben Medina
Ward III

Stephanie Hancock
Ward IV

Angela Lawson
Ward V

Françoise Bergan
Ward VI

Rob Andrews
At Large

Alison Coombs
At Large, Mayor Pro Tem

Curtis Gardner
At Large

Alli Jackson
At Large

Planning & Zoning Commission

Sonda "Sunny" Banka

Melvin Bush

Becky Hogan

Gayle Jetchick

Michael Riley

Garrett Walls

City Manager and Staff

Jason Batchelor
City Manager

Laura Perry
Deputy City Manager

Roberto Venegas
Deputy City Manager

Marshall Brown
Aurora Water

Department Directors

Jeannine Rustad
Planning and Business Development

Kurt Muehlemeyer
Public Works

Jacob Cox
Development Services

Brian Green
Parks, Recreation and Open Space

Scott Newman
Information Technology

Connecting Aurora Project Team

Huiliang Liu
Co-Project Manager

Carlie Campuzano
Co-Project Manager

Tom Worker-Braddock
Deputy Project Manager

Cindy Colip
Public Works Deputy Director, Project Delivery

Consultant Team

HDR
TOOLE DESIGN
NELSON NYGAARD
EPS
Dig Studio
TEI Planning + Engineering
MOBYCON
CAMBRIDGE SYSTEMATICS

Technical Advisory Committee

Planning and Business Development
Andrea Barnes
Kelly Bish
Mac Callison
Brandon Cammarata
Maurice Healy
Daniel Kryzanowski
Marisa Noble
Mindy Parnes
Aja Tibbs

Public Works
Steve Gomez
Carl Harline
Haley B. Johansen
Kurt Muehlemeyer
Cathleen Valencia

Parks, Recreation and Open Space
Nicole Ankeney
Curt Bish
Addison Petti

Communications and Marketing
Michael Bryant
Julie Patterson

Aurora Police Department
Lt. Chis Amsler

Aurora Life Safety and Fire Prevention
Mark Apodaca
Eric Bumpass
Mike Dean
Will Polk

Adams County
Josh Sender
Michele Riccio

RTD
Doug Monroe

Denver Regional Council of Governments
Cole Neder
Jacob Riger

Denver International Airport
Brodie Ayers
Lisa Nguyen

Arapahoe County
Jim Katzer

City of Centennial
Anna Bunce

Colorado Department of Transportation
Alazar Tesfaye

Douglas County
Sharon Cunningham

E-470 Public Highway Authority
Chuck Weiss

Stakeholder Group

Lyle Artz, Fitzsimons Redevelopment Authority

Sunny Banka , Aurora Realtor

Desiree Banka Rothenberger, Sunny Homes & Associates

Erik Balsley, University of Colorado Anschutz

Christa Boyles-Cash, Cherry Creek School District

Naomi Colwell, Aurora Chamber of Commerce

Sara Gabor, Kaiser Permanente

Josh Hensley, Aurora Public Schools

Chance Horiuchi, Havana Business District

John Hudgens, Children's Hospital Colorado

Nick Leach, Aurora Public Schools Planning Department

Caitlin Matthews, Food Justice NW Aurora

Molly McKinley, Denver Streets Partnership

Kerrie McLean, University of Colorado Anschutz

Erin Mohney, Food Bank of the Rockies

Lynette Namba, Kaiser Permanente

Yarkenda Payne, The Foundation for Sustainable Urban Communities

Josh Phillips, High Line Canal Conservancy

Pete Piccolo, Bicycle Colorado

Gloria Price, Village Exchange Center

Udalio Quiel, University of Colorado Anschutz

Adrienne Razavi, Denver Streets Partnership

Lisa Romero, Kaiser Permanente

Tracy Sakaguchi – Colorado Motor Carriers Association

Coleen Samuels, DRMAC Colorado

Matt Schaefer, Cherry Creek School District

Mitzi Schindler, Aurora Chamber of Commerce

Ryan Shaaban, Tryba Architects

Adam Spears, Anschutz Facility Management

Courtney Stryker, Arapahoe Community Senior Resources and Veteran Services

Garrett Teal, Food Bank of the Rockies

Eugenia Titterington, Village Exchange Center

Tom Tobiassen, Bicycle Aurora

Sam Valeriano, Foundation for Sustainable Urban Communities

Katie Yarian, Tower Metro District

This page is left intentionally blank.

Acronyms

ADA - Americans with Disabilities Act
AI - Artificial Intelligence
AASHTO - American Association of State Highway and Transportation Officials
AV - Autonomous Vehicle
BLTS - Bike Level of Traffic Stress
BRT - Bus Rapid Transit
CDC - Centers for Disease Control and Prevention
CDPHE - Colorado Department of Public Health and Environment
CIP - Capital Improvement Program
CPF - Capital Projects Fund
DIC - Disproportionately Impacted Community
DRCOG - Denver Region Council of Governments
EV - Electric Vehicle
FHWA - Federal Highway Administration
FTN - Frequent Transit Network
GHG - Greenhouse Gases
GPS - Global Positioning System
HAWK -High-Intensity Activated Crosswalk Beacon
HUTF - Highway User Tax Funds
ITS - Intelligent Transportation System
NACTO - National Association of City Transportation Officials
LEHD - Longitudinal Employer-Household Dynamics
LOS - Level of Service
LPI - Leading Pedestrian Interval
LTS - Level of Traffic Stress
NETC - Northeast Transportation Connections
PCI - Pavement Condition Index
PHB -Pedestrian Hybrid Beacon
PLTS - Pedestrian Level of Traffic Stress
PROS - Parks, Recreation, and Open Space
PROWAG - Public Right-of-Way Accessibility Guidelines
RRFB -Rectangular Rapid Flashing Beacon
RTD - Regional Transportation District
SRTS - Safe Route to School
SS4A - Safe Streets for All
TDM- Transportation Demand Management
TIS - Transportation Impact Study
TMF - Transportation Maintenance Fund
TOD - Transit-Oriented Development
TSP - Transit Signal Priority
UDO -Unified Development Ordinance
USDOT - U.S. Department of Transportation
VMT - Vehicle Miles Traveled
XLTS - Crossing Level of Traffic Stress

Executive Summary

About Connecting Aurora

The way we move shapes the way we live. Connecting Aurora is the city of Aurora's first multimodal transportation master plan—a bold, community-driven roadmap to create safe, connected and sustainable multi-modal options for everyone, no matter how they travel. The Aurora community articulated aspirations for the city's transportation system through extensive conversations, surveys and workshops.

Our Starting Point: Aurora Places Comprehensive Plan Principle

> "Easy Mobility & Active Transportation: An easy-to-use transportation network with multiple choices for travel supports a strong economy, healthy community and flourishing environment."

Executive Summary Highlights



ABOUT CONNECTING AURORA
Aurora's first-ever multimodal transportation master plan that guides future investments.



THE PLANS VISION
The vision sets the foundation for what Aurora wants to achieve and the goals to get it there.



CREATING A MULTIMODAL NETWORK
Aurora is building toward a safe, connected multimodal network.



ACHIEVING THE VISION
Aurora is turning the plan into action through a series of strategies and programs.



PROGRAMS, POLICIES AND PROJECTS
The plan identifies nearly 1,000 projects, programs and policies to reshape the city.

Our Vision

Aurora safely connects all people to our places for a healthy, sustainable and economically strong community.

Our Mission

The city of Aurora will provide a complete transportation system to meet the needs of all people. The city will engage the public in the delivery of plans, programs, policies, standards and projects.

Engagement Snapshot

1,00,000
TOUCHPOINTS

10,500
ONLINE VISITS

6,700
ACTIVELY ENGAGED

1,900
SURVEYS

750
MAP PINS







Our Goals

Our goals represent specific and measurable outcomes for the transportation system, to help us stay focused on actions that help to achieve the vision.

A Transportation System Serving People

SAFE
People are safe and feel safe traveling in our city.

CONNECTED
People are well-connected to the places they want to go however they choose to move.

RELIABLE
People can depend on all forms of transportation.

CONVENIENT
People can move around Aurora efficiently and easily.

A Transportation System Supporting Overall City Aspirations

SUSTAINABLE
Infrastructure and services are built, operated and maintained at high levels, in a fiscally and environmentally sustainable way.

ECONOMICALLY STRONG
The community's economic vitality is supported and enhanced by the transportation network.

HEALTHY
The community is served by transportation that supports a healthy lifestyle and environment.

A Transportation System Strengthening Community

AUTHENTIC
Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.

EQUITABLE
All people have viable transportation choices to meet their needs.

INTEGRATED
People have easy access to a mix of places because land use and transportation are fully woven together.







Creating a Multimodal Transportation Network

Establishing a Place-Oriented City

A complete network of streets and trails creates walkable blocks that provide easy, short pedestrian and bicycle connections to surrounding places and neighborhoods.

To help shape Aurora's long-term transportation vision, the city of Aurora explored different future scenarios. They ranged from a car-focused city to one built around walkable neighborhoods. Each scenario was tested against community goals like safety, connectivity, sustainability and reliability to understand its impacts. Through this process, which included community input, the Place-Oriented City emerged as the preferred future vision.

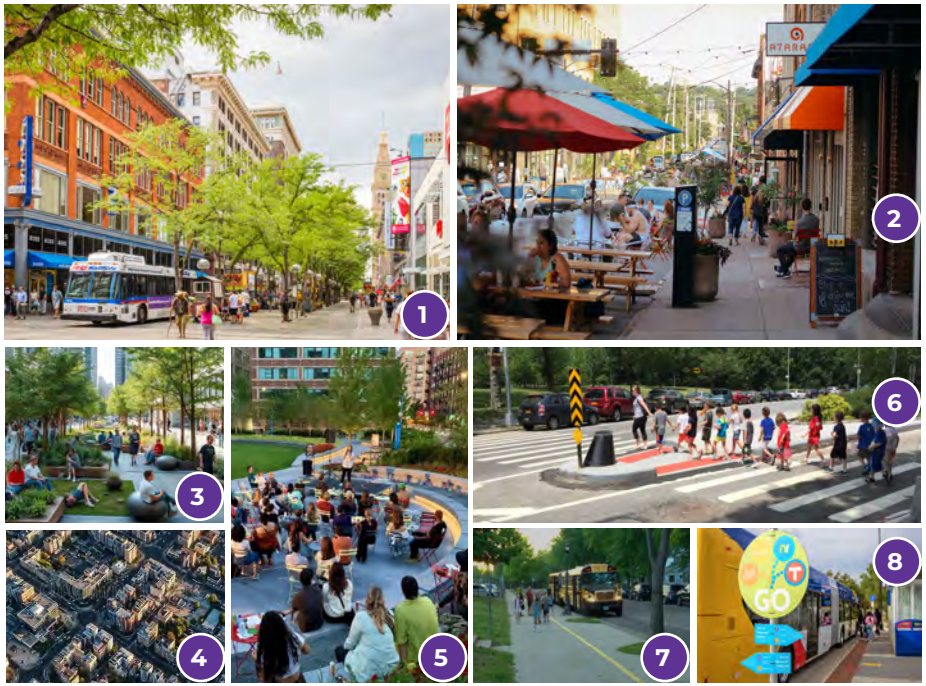
A Place-Oriented City represents "a balanced system that allows driving but makes walking, biking and riding transit safer, more reliable and more convenient, while supporting vibrant, people-centered neighborhoods." This imagined future is positioned to best help to achieve the mission, vision and goals of Connecting Aurora.

To actualize the Place-Oriented City, city streets and land development are designed to integrate everyday destinations like schools, shops and parks closer to where people live, reducing the reliance on car travel.

In this future, driving will still be an option, but it will not be the only one. Strong transit options, safe sidewalks and connected bike routes will make it easier for people who don't drive—whether by choice, age or circumstance—to move freely and independently. At the same time, better traffic management, curb space and new technologies will make driving more efficient where it is needed most.

Ultimately, the Place-Oriented City is about quality of life. With safe and convenient access to our daily destinations, cleaner air, less traffic stress and healthier travel options:

- Residents will enjoy neighborhoods that feel welcoming and vibrant.
- Families will have safe routes to schools and parks.
- Older adults will have reliable access to medical care and shopping.
- Workers will have better connections to jobs.



Place-Oriented City Features

1. Fully integrated transportation system, land uses and destinations

2. Activated streetscapes that engage the surrounding buildings

3. People-centered that foster a sense of belonging and community

4. Well-defined block systems and street network

5. Parks, trails and outdoor gathering spaces

6. Easy crossings with separation of bikes and pedestrians from vehicular travel lanes

7. Walkable connections to schools, parks, surrounding neighborhoods, shopping and jobs

8. Mobility hubs with access to all travel modes

Designing Visionary Networks

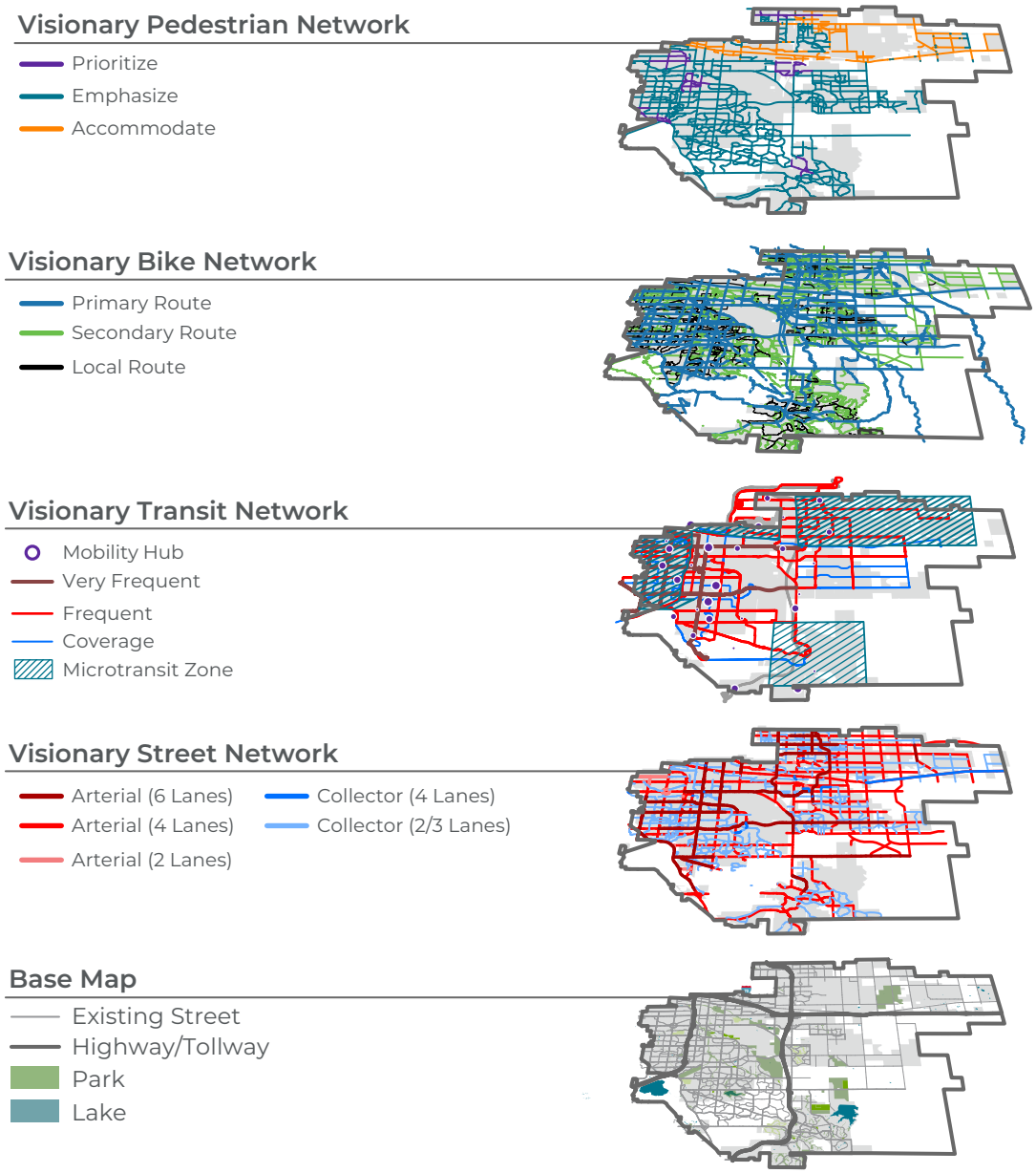
Aurora's Place-Oriented future depends on a true multimodal network where walking, biking, rolling, riding transit, driving and moving goods work together in a safe, connected and efficient system.

Building this network requires more than just individual projects. It takes policies, design guides and implementation strategies that knit everything together. Through the Connecting Aurora planning process, Aurora developed a Complete Streets Framework to build a transportation system that serves all users and creates seamless travel experiences.

Advancing multimodal principles moves Aurora closer to achieving its vision for a Place-Oriented City. Multimodal investments create streets that are more than travel corridors. They transform into destinations in their own right, supporting vibrant neighborhoods, thriving businesses and healthier communities. In this way, the multimodal network is both the backbone of mobility and a catalyst for creating people-focused places envisioned in Connecting Aurora.

To support this vision, the plan identifies a set of visionary networks—aspirational, citywide networks for each travel mode that define the long-term structure of Aurora's transportation system. These networks illustrate how walking, biking, transit, driving and freight movement should connect across the city to create safe, comfortable and accessible options for people of all ages and abilities. The visionary networks provide a roadmap to guide future investments, align policies and design decisions and ensure that incremental improvements collectively build a connected multimodal system that advances Aurora's place-oriented goals.

A Multilayered Transportation Network





People Walking

Connecting Aurora supports complete pedestrian networks to link people to everyday destinations, including parks, schools, retail and transit stops.

Walking is the foundation of Aurora's transportation system. Whether people are shopping or just visiting neighbors, nearly every trip begins and ends with a walk.

However, missing and narrow sidewalks and unsafe crossings can make walking difficult in many of Aurora's neighborhoods. These gaps and deficiencies disproportionately affect vulnerable pedestrians, such as children, older adults and people who rely on mobility assistance devices.

Creating a complete pedestrian network means filling in gaps in the sidewalk system and upgrading sidewalks to current design standards. Retrofitting intersections and crossings with features, such as pedestrian signals and raised medians, will improve safety and accessibility. Adding street trees, lighting and appropriate seating will further improve comfort and safety.



People Biking

Connecting Aurora supports safe and comfortable network for cyclists of all ages and abilities.

Aurora has made significant progress building out its bike network, with 84 miles of bike lanes and 248 miles of paved trails across the city. However, narrow bike lanes, network gaps and busy intersections can make biking feel uncomfortable or unsafe for families and casual riders.

Planned improvements focus on adding more separated bike lanes, neighborhood bikeways and off-street trails that connect more seamlessly across the city. Additional priorities include completing key east-west and north-south routes; improving access to transit stations, schools, parks and employment hubs; and adding secure bike parking along with clear signage and markings. Together, these improvements will make biking a safer, more comfortable and more convenient option for both everyday trips and recreational riding.





People Riding Transit

Connecting Aurora supports a reliable transit network to safely and comfortable travel the city without a car.

For Aurora residents who rely on buses and light rail for everyday travel, transit is a lifeline. While the city is served by bus and light rail, service can be infrequent or unreliable, with long wait times and stops that lack shelter or seating. These conditions, along with perceptions of safety, can make transit harder to use and less comfortable.

Aurora's transit network is organized into three service levels: high-frequency routes (15-minutes or better), coverage and regional commuter. High-frequency corridors form the backbone of the system, providing reliable bus and rail service and supporting future Bus Rapid Transit (BRT) on key routes.

Enhancing transit stops with shelters, seating, lighting and real-time information, along with better first- and last-mile connections, will make transit more accessible, comfortable and convenient for all riders.

People Driving and Moving Goods

Connecting Aurora will create a safe and efficient street network that facilitates driving and freight movement alongside other modes of travel.

Driving is the most common way people travel in Aurora, but reliance on private vehicles, along with growing freight and delivery activity, creates challenges for safety, mobility and neighborhood livability. Congestion, high crash rates, outdated roadway designs and increased truck traffic can frustrate drivers and wear on local streets. Adding lanes is no longer a lasting solution.

Creating a safer, more efficient street network requires a balanced system that manages how people and goods move. Investments will focus on Complete Streets improvements, safety at high-crash locations, speed management, intersection upgrades and smart traffic technology. Freight strategies will direct trucks to designated routes, improve last-mile delivery, expand truck parking and reduce conflicts in residential areas, supporting a network that works safely and efficiently for all users.

Achieving the Vision

Connecting Aurora provides a vision for transportation that safely connects all people to our places for a healthy, sustainable and economically strong community.

Implementation will turn this vision into reality by focusing on clear priorities, measured outcomes and strategic investments. The plan stresses the importance of aligning transportation projects with land use and development decisions so that investments build stronger, more connected neighborhoods.

The focus is on moving from planning to strategies and actions that connect policies, programs and projects into a unified system. Ongoing community engagement will be vital to keep residents informed and involved in decision-making as implementation unfolds.

Implementation Strategies

The city will undertake the following implementation strategies and actions after the adoption of Connecting Aurora:

Strategy 1: Create and amend documents that support plan implementation to include: Unified Development Ordinance, Roadway Specification and Design Manual and a Complete Streets Design Guide.

Strategy 2: Create an online GIS system to map networks and projects by mode and utilize in association with development review process.

Strategy 3: Focus implementation efforts in strategic areas and critical corridors for meaningful impacts and ensure that undeserved neighborhoods benefit from early investments.

Strategy 4: Devise a system for ongoing community input and engagement in advancing our transportation system.

Strategy 5: Measure progress and create dashboard and conduct annual assessments.

Phasing and Prioritization

To effectively implement the Connecting Aurora plan the city will balance near-term actions with long-term strategies so that early projects deliver visible benefits while setting the stage for future improvements. Next steps are centered on developing clear priorities and sequencing projects, so the community sees meaningful progress. This includes advancing key Catalyst Corridors where multimodal upgrades can have the greatest impact, while funding smaller-scale improvements like crosswalks, sidewalks and bikeway connections and bus stop enhancements.

Complete Streets

Connecting Aurora will create "Complete Streets that safely support all modes of travel."

A Complete Streets Framework sets the tone for how the city of Aurora designs and builds its streets. Instead of prioritizing cars, the policy ensures that every project supports people walking, biking, rolling, riding transit and moving goods safely. This policy will result in consistency across the transportation network so that sidewalks, crosswalks, bikeways and transit stops are not "extras," but standard components of how streets are planned and built. By embedding Complete Streets principles into policy, the city of Aurora strengthens every part of the multimodal network.



Policies, Programs and Projects

With the development of new programs, policies and defined projects, Connecting Aurora becomes realized and begins to change lives!

The policies and programs identified in Connecting Aurora support overall implementation and project development. Specifically, with 12 new and updated programs, Aurora is setting the stage for integrating all modes, strategically leveraging resources and meaningful community outcomes.

Monitoring and Evaluation

Metrics and ongoing evaluation will play a central role in tracking progress. The city of Aurora will establish performance measures focused on safety, equity and access goals so that investments reflect community priorities. Regular reporting will help decision-makers and the public understand what is working, where challenges remain and how to adapt strategies over time. This transparency will build accountability and keep the focus on long-term results, not just short-term outputs.

Funding

Funding is both a challenge and an opportunity. While resources are limited, Connecting Aurora identifies multiple funding pathways: leveraging local dollars, pursuing state and federal grants and partnering with regional agencies and private developers. A key focus will be making strategic investments that attract outside funding, such as demonstrating readiness for federal programs through strong local match commitments and shovel-ready projects. Flexibility will be important, as the city may need to adapt to changing economic conditions and evolving funding sources.

Adaptability

Connecting Aurora highlights the importance of being adaptable, recognizing that emerging technologies, new travel behaviors and shifting economic conditions may shape future needs. Taking a phased approach allows the city to build momentum, adjust as needed and make progress toward a safer, more connected and more resilient transportation system.

5

NEW OR UPDATED POLICIES AND FRAMEWORKS

- Complete Streets Framework
- Designing Streets for Safer Speeds
- Update Transportation Impact Study Guidelines
- High Frequency Transit Corridor TOD
- Update Requirements for New Development and Redevelopment

12

NEW OR UPDATED PROGRAMS

- Safe Routes to School
- Neighborhood Sidewalk Retrofits
- Bicycle Friendly City
- Urban Area Shared Micromobility
- Transportation Demand Management
- Multimodal Counts
- Bus Priority
- Microtransit
- Bus Stop Improvements
- Maintenance Program
- Resurfacing Program Expansion
- GIS & Asset Management Data Updates

Connecting Aurora Project Snapshots

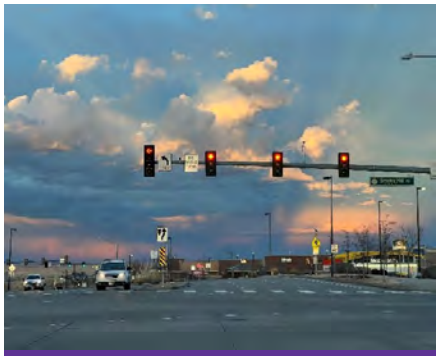
The projects identified in Connecting Aurora will transform the transportation network and provide meaningful options for people to get where they want to go in a variety of ways.



70+ Intersection Improvements



25+ Bridges + Interchanges



100+ New and Upgraded Signals



10+ Street Capacity Upgrades



300+ Miles of Bikeways



100+ Miles of Sidewalks + Enhancements



300+ Bike and Pedestrian Crossings



20+ Complete Street Transit Corridors

This page is left intentionally blank.



Introduction

Mobility for All: Connecting People, Connecting Places

Aurora is a city in motion. It is Colorado's third largest city and is one of Colorado's most dynamic and diverse communities. As Aurora's population and economy continue to grow, so do the demands on its transportation system.

Connecting Aurora is the city of Aurora's first citywide multimodal transportation master plan that looks comprehensively at all transportation needs throughout Aurora. As a new component of the city's comprehensive plan (Aurora Places), Connecting Aurora identifies ways to better connect our residents, employees and visitors to various destinations across the city.

Connecting Aurora creates a vision for the city's multimodal transportation system that serves pedestrians, people using mobility assistance devices, bikes, transit, cars and freight. This vision will guide the planning, design and delivery of future multimodal transportation policies, programs and projects that are based on community values and needs. The plan includes tools, implementation strategies and actions for achieving Aurora's vision to expand mobility choices for safe and seamless movement of people and goods throughout the city.

Connecting Aurora is forward thinking and innovative, and it is fundamentally focused on achieving the stated vision and goals for the city's multimodal transportation system. The plan supports an integrated multimodal transportation system that is safe, convenient, reliable, connected, efficient and sustainable for all. Walking, rolling and biking will be safer and more convenient, and transit will be an attractive way to travel for many more residents and visitors. The plan proposes a street network that preserves and creates unique places throughout Aurora, supporting economic vitality and a high quality of life for people of all backgrounds.

Connecting Aurora will guide the city's transportation investments and decisions that are crucial to actualize the plan's vision, mission and goals. Ultimately, Aurora's strengthened transportation system will support a thriving and competitive city for generations to come.







Chapter Overviews

1

Introduction

What is Connecting Aurora? The multimodal plan identifies projects, programs and policies to improve the city's transportation network for everyone. It builds on the goals of Aurora Places and frames new possibilities for the future of the community's mobility.

2

Shaping Our Future

What is the vision for Aurora's transportation network? The shared vision for Aurora's transportation network and supporting goals to achieve the vision were crafted by the community.

3

Aurora Today

How do Aurora's demographics, economics and development patterns affect how people move around the city today? The plan carefully considers how these characteristics and trends uniquely impact different communities within Aurora.

4

Community Conversation

What did we learn from the community? Diverse cities like Aurora require a transportation network that works for people of all backgrounds, no matter how they choose to move. Community conversations prompted residents, businesses and decision-makers to identify their ideal transportation preferences and priorities.

5

The Future of Mobility

What could the future of Aurora's transportation network look like? New transportation technologies like e-bikes and autonomous vehicles are an opportunity to expand mobility options in Aurora. The findings from the city's scenario planning illustrates the type of future Aurorans want and helps chart the steps needed to make that vision a reality.

6

Aurora's Future Multimodal Transportation System

How will people move around Aurora in the future? Connecting Aurora proposes visionary networks for pedestrians, bikes, transit, cars and freight based on data analysis and community input. They are designed to better serve the Aurora Places placetypes and guide future street design.

7

People Walking

How can Aurora become a more walkable and accessible city? Connecting Aurora documents barriers to pedestrian access like narrow, disconnected sidewalks and insufficient street crossings. It identifies ways to address these deficiencies, while improving the streetscape to enhance connectivity, improve pedestrian safety and support vibrant, walkable neighborhoods.

8

People Biking

How can Aurora create a bike network that is safe and comfortable for people of all ages and abilities? Connecting Aurora explores existing bicycle infrastructure and the programs and policies that support bicycling in the city. It identifies projects to build a complete bicycle network that improves connectivity, enhances safety and promotes biking as a viable transportation option for daily travel.

9

People Riding Transit

How can Aurora enhance its transit network to provide reliable, accessible options for all? Connecting Aurora considers how frequency of service, distance between stops, number of transfers, total travel time, safety and comfort impact rider satisfaction and choice. The plan proposes strategies to make transit a more competitive and accessible mode for travel in Aurora.








10

People Driving

How can Aurora's street network evolve to meet the growing needs of people driving today and in the future? Connecting Aurora describes current traffic conditions and policies to understand system gaps and opportunities. The plan identifies capital investment priorities to improve safety, mobility and connectivity for all.

11

Moving Goods

How are goods moved? This chapter examines the local freight networks, such as trucking and warehouse operations, that transport industrial essentials and consumer goods like groceries. The plan examines how freight currently moves goods through Aurora and proposes investments for improving efficiency and ensuring a balanced, sustainable transportation system.

12

Moving Forward

How will the plan achieve multimodal success? Connecting Aurora provides a strategic framework to make the community's short- and long-term visions a reality. It includes a list of policy recommendations, project costs, funding sources and potential partnerships to shape the future of transportation.

A

APPENDIX A

Project Maps and Tables

This appendix include detailed project maps and tables summarizing the capital investments planned to make improvements to the city's multimodal networks.

B

APPENDIX B

State of the System Report

Summary of existing conditions.

C

APPENDIX C

Community Conversation Summary Report

Summary of public engagement.



How Does Connecting Aurora Support the City?

Connecting Aurora is a detailed blueprint for delivering a safe, efficient and connected transportation system that also advances the broader goals of Aurora Places.

Connecting Aurora elaborates on the transportation goals outlined in the city's comprehensive plan (Aurora Places). Connecting Aurora identifies ways to better connect our residents, employees and visitors to destinations across the city. It presents a community-based vision for the city's multimodal transportation system that will guide the development, design and delivery of future transportation policies, programs and projects.

Using Connecting Aurora's tools and strategies, Aurora will build a future where people will have safe, high-quality mobility choices; and goods will move seamlessly throughout the city.

Connecting Aurora supports the city and the greater Aurora community in building a better transportation future in the following ways:

Presents a shared vision for the future

Through rigorous research and intentional outreach, this plan reflects the transportation needs and desires of Aurora's diverse communities. The plan provides residents, policymakers and others with a clear vision to work toward, and the tools needed to make the vision a reality.

Supports synergy between land use and transportation

Transportation and land use are inextricably linked. The way neighborhoods are built and laid out impacts the way people move through the city. This plan will guide and assist the evaluation of public and private development proposals and plans so that transportation and land use are considered in tandem.

Builds on strengths and improves on weaknesses

This plan identifies strengths and weaknesses of the city's current transportation system. The plan proposes improvements that will result in a more complete and useful system for all people.





Fosters departmental coordination

Because this plan strongly relates to other city of Aurora plans and policies, it will foster productive coordination across city departments like Planning and Business Development, Public Works, Housing and Community Services, Development Services, Water and Parks, Recreation and Open Space.

Coordinates local and regional initiatives

Decisions about transportation projects must be made with consideration of the broader transportation network. This plan will help coordinate local and regional transportation initiatives.

Informs the city's Capital Improvement Program and budgeting

The plan proposes and prioritizes transportation projects throughout the city. These priorities will align the city's Capital Improvement Program (CIP) with the goals of Connecting Aurora. It will also help guide future maintenance budgeting.

Increases funding competitiveness

A well-thought-out and widely supported plan makes Aurora more competitive for federal, state and regional grant funds and better positioned to advocate for funding opportunities.

Evaluates and tracks progress toward goals

The vision for the future of Aurora's transportation system cannot materialize without strategic efforts. This plan includes performance metrics to effectively track and monitor progress so that the work moves us closer to reaching the city's transportation goals.

Educates the community

This plan is an educational tool for policymakers about the broader impact of transportation investments, and it empowers the community to actively participate in shaping the city's transportation future.

Learning from our peers

Cities all over the country and around the world are rising to the many challenges posed by changing behaviors, technologies and societal factors that can make moving around cities inconvenient and unsafe. This plan capitalizes on policy and project lessons learned to present feasible and implementable solutions that have a proven track record of success.

Building on Prior and Ongoing Planning Work

How do the city's plans work together?

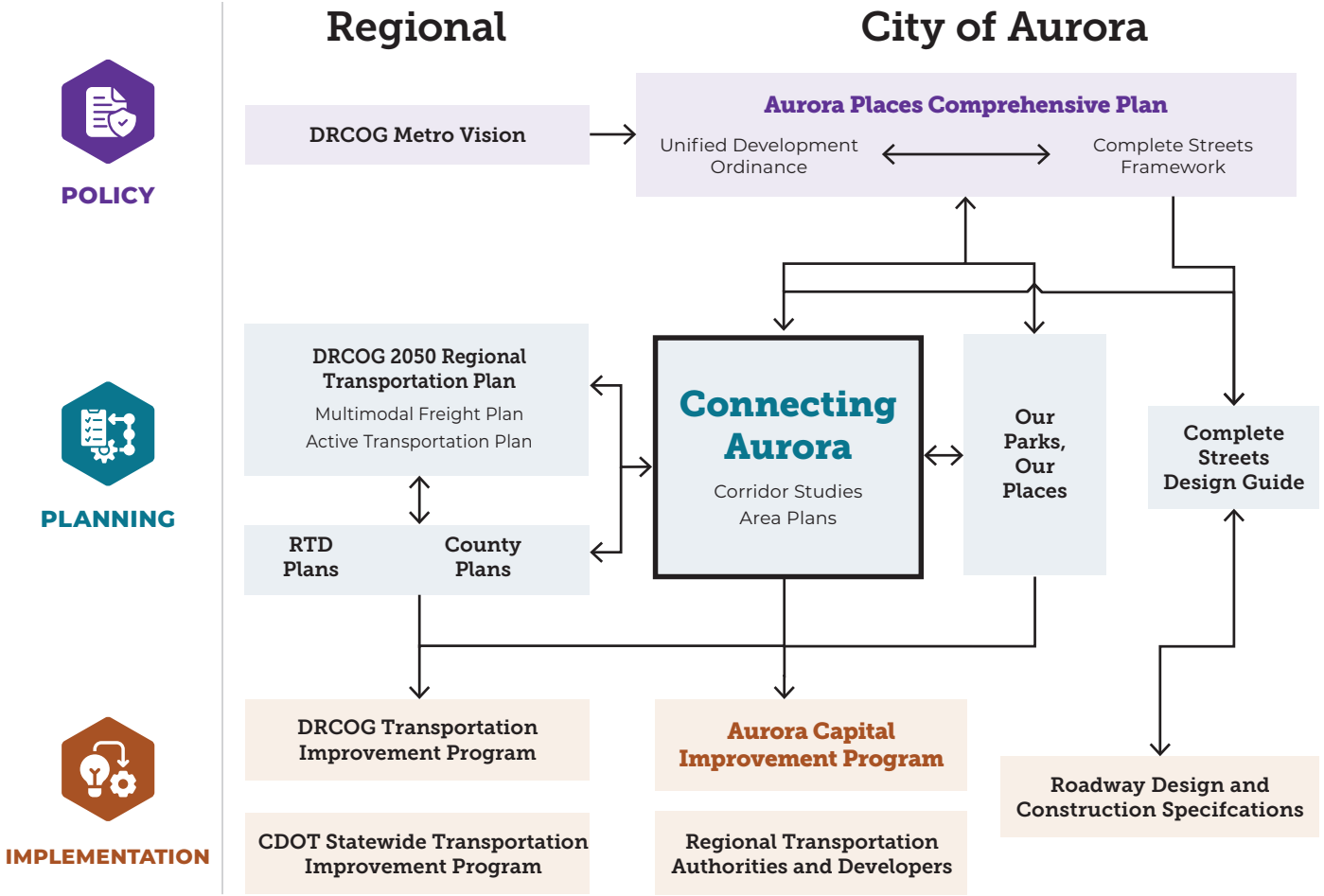
Connecting Aurora is part of greater, longstanding city of Aurora and regional planning efforts focused on improving safety and mobility. Previous planning studies were the starting point for Connecting Aurora. These plans articulate past community goals and objectives, previously identified areas of opportunity and design guidelines that must be considered.

Just as past plans guided the creation of Connecting Aurora, the actions identified in this plan will inform the city's future planning work. Updates will be necessary to Aurora Places, Aurora's CIP, the Unified Development Code (UDO) and city criteria and specifications. Through the Connecting Aurora process, the city's planning and engineering design documents will come to reflect a cohesive and all-encompassing approach to achieving the future vision.

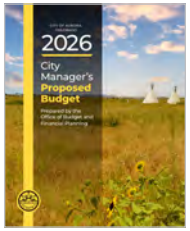
Connecting Aurora is designed to advance broader regional and local goals on transportation, land use, economic development, sustainability and community well-being to achieve a cohesive vision for the future. This plan is the framework for the city of Aurora to be a transportation leader in the region.

Existing Plans and Programs

The city of Aurora, adjacent counties and the Denver Regional Council of Governments (DRCOG) have completed a broad range of planning work that impacts Aurora's transportation system. The plans highlighted here represent a few of the many plans that were incorporated into the Connecting Aurora planning process and how this plan will influence ongoing and future planning efforts.



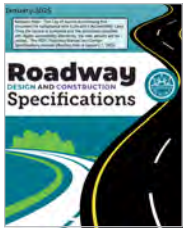
Key city and regional plans



2026

City of Aurora Operating and Capital Improvement Budget

Aurora's CIP provides funding over a five-year period for capital projects of $25,000 or more. It contains a list of funded projects that can help plan the sequence and funding availability for future transportation capital improvements.



2025

Roadway Design and Construction Specifications

Aurora's engineering standards are used by the city, developers, consultants and contractors so that design and construction projects meet the city's standards.



2021

2050 DRCOG Metro Vision Regional Transportation Plan

Metro Vision establishes a long-range vision and investment framework for the region's multimodal transportation system, including the city of Aurora.



2023

Our Parks, Our Places: Parks, Recreation and Open Space (PROS) Master Plan

The PROS Master Plan presents a community-guided vision for the future of the city's parks, recreational facilities and open spaces, including trails. Trails are critical mobility facilities, safely connecting people to nature and destinations throughout the city.



2020

DRCOG Multimodal Freight Plan

The Freight Plan establishes a vision, action plan and strategic guide to improve the movement of goods more efficiently throughout the region. Aurora has a large industrial presence, especially in the east, and it is important to the city's economy.



2019

DRCOG Regional Active Transportation Plan

The Regional Active Transportation Plan establishes a common vision for bicycling and walking for the Denver region. It provides inspiration and tools to local agencies like Aurora to implement projects.

2019

City of Aurora Unified Development Ordinance

Aurora's UDO presents regulations to ensure that all development in the city of Aurora is consistent with the plans and policies adopted by the Aurora City Council.



2012

City of Aurora Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan is the original coordinated vision and roadmap for accommodating and encouraging bicycling and walking as a viable form of transportation in Aurora. Connecting Aurora continues to build on the plan's recommendations.

Other Notable Plans

Other corridor and area plans that inform Connecting Aurora include:

- ADA Self Evaluation and Transition Plan Update (2026)
- Adam's County Safety Action Plan (2026)
- Colfax BRT Next (2026)
- Havana Street Corridor Study (2023)
- 13th Avenue Multimodal Corridor Study (2023)
- 64th Avenue Multimodal Transportation and Urban Design Study (2020)
- Northwest Aurora Mobility Study (2018)
- Northeast Area Transportation Study (2018)
- Southeast Area Transportation Study (2007)

Aligning with Aurora's Comprehensive Plan

Connecting Aurora is grounded in Aurora Places, the city's comprehensive plan, ensuring transportation investments advance the community's long-term vision.

Aurora Places, the city's comprehensive plan adopted in 2018, is the community's vision for how Aurora prepares for and adapts to growth and change in the coming years. The plan contains long-range goals, policies and practices to create a strong economy, foster diversity and equity, provide housing for all, support a thriving environment, build a healthy community and preserve an authentic city.

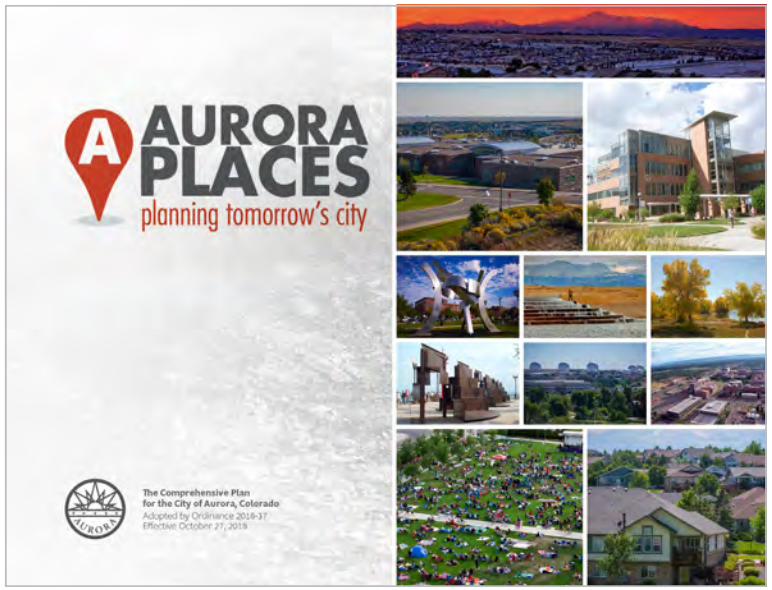
The plan also established a community vision and seven core principles. Each principle frames a core belief and area of focus for the city's planning work. The principle of "Easy Mobility and Active Transportation" and seven associated goals serve as the foundation for Connecting Aurora.

Aurora Places recommends three main practices to achieve the city's transportation goals. These practices include:

- Strategically linking transportation investments to placetypes.
- Creating easy connections between neighborhoods and major destinations.
- Investing in comfortable crossings, sidewalk improvements and bike facilities.

Aurora Places Mobility and Active Transportation Principle

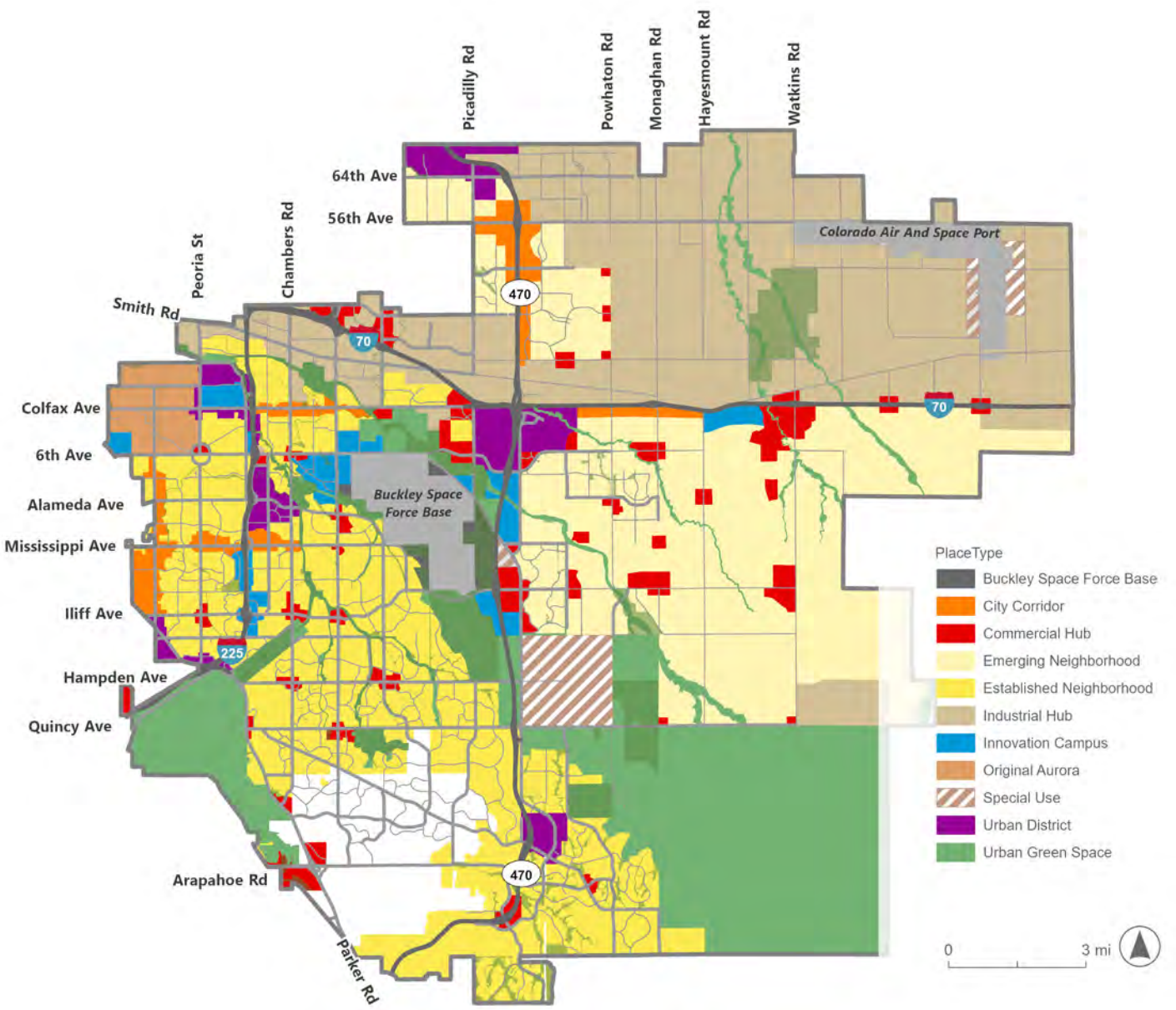
"An easy-to-use transportation network with multiple choices for travel supports a strong economy, healthy community and flourishing environment."



Aurora Places Easy Mobility & Active Transportation Goals

- Establish and maintain an integrated, multimodal transportation system.
- Concentrate development in urban districts to connect them to neighborhoods and other nearby placetypes by public transit, bicycling and walking.
- Provide new street connections and alleviate the most critical points of congestion in developed areas.
- Provide completely connected street networks in developing areas to avoid excessive traffic congestion and maximize mobility choices.
- Develop and extend the local transit network, connecting concentrations of activity.
- Provide comfortable and safe walking and biking routes connected to key locations.
- Provide sidewalks and walking routes that meet the needs of senior and mobility challenged individuals and promote good access to a variety of transit services.

Aurora PlaceTypes



Source: City of Aurora

Placetypes describe different character areas across Aurora. Each placetype includes typical land use mixes, key urban design features and mobility network needs.

Great cities are composed of great places. Aurora Places frames future development and land use as "placetypes." Each of the city's 11 placetypes represent unique, well-defined and desirable places.

Placetypes were used to guide the types of transportation infrastructure, programming and services across the city. Aligning the future transportation network with desired land use optimizes investments and allows for cohesive growth and development. More information on each of Aurora's 11 placetypes can be found in Chapter 4 of Aurora Places.

Defining Key Terms



Transportation

Transportation refers to the movement of people, goods and services from one location to another by land, sea or air. Active transportation refers to travel by non-motorized means like walking, biking or rolling. E-bikes and e-scooters are considered active transportation. Transportation infrastructure includes streets, sidewalks, trails, transit routes and railways.

Connecting Aurora Approach

Connecting Aurora looks specifically at the movement of people, goods and services by walking, biking, rolling, riding transit and driving.



Multimodal

Multimodal refers to the different ways people and goods move through a community. Every day, people make choices on how they are going to get to where they need to go. Some drive, while others walk, scooter or take the train. A healthy transportation system provides people with multiple safe, convenient and efficient options to move.

Connecting Aurora Approach

Connecting Aurora considers all types of transportation modes and recognizes that people often use multiple modes of transportation to get to where they are going.



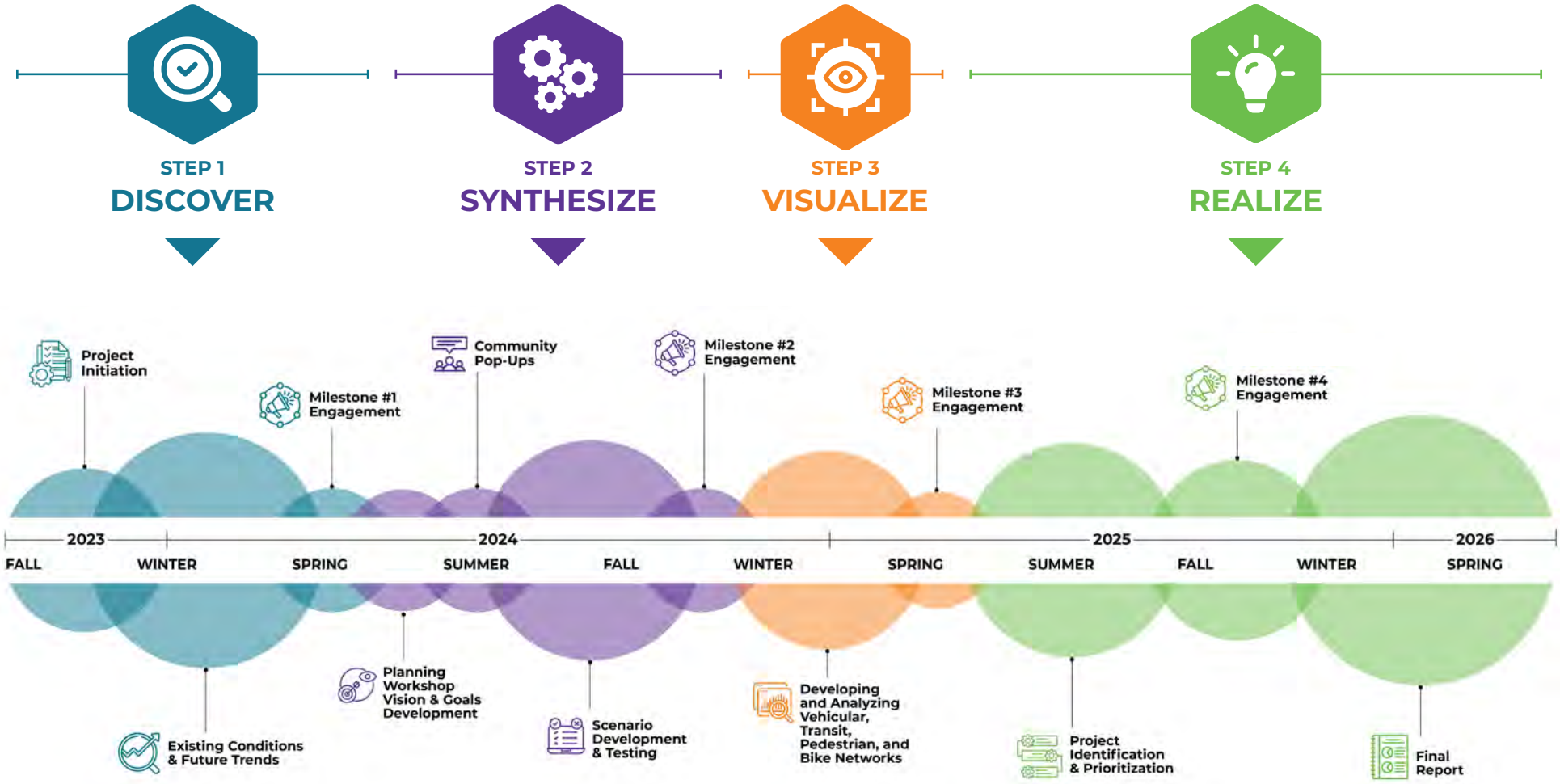
Mobility

Mobility is the ability to move freely and efficiently across the transportation network to access various destinations. It encompasses the availability of different transportation modes and the ease and accessibility of using them.

Connecting Aurora Approach

The transportation mobility options considered in Connecting Aurora are safe, reliable, affordable and convenient.

Planning Process and Timeline





Shaping Our Future

Our Shared Vision

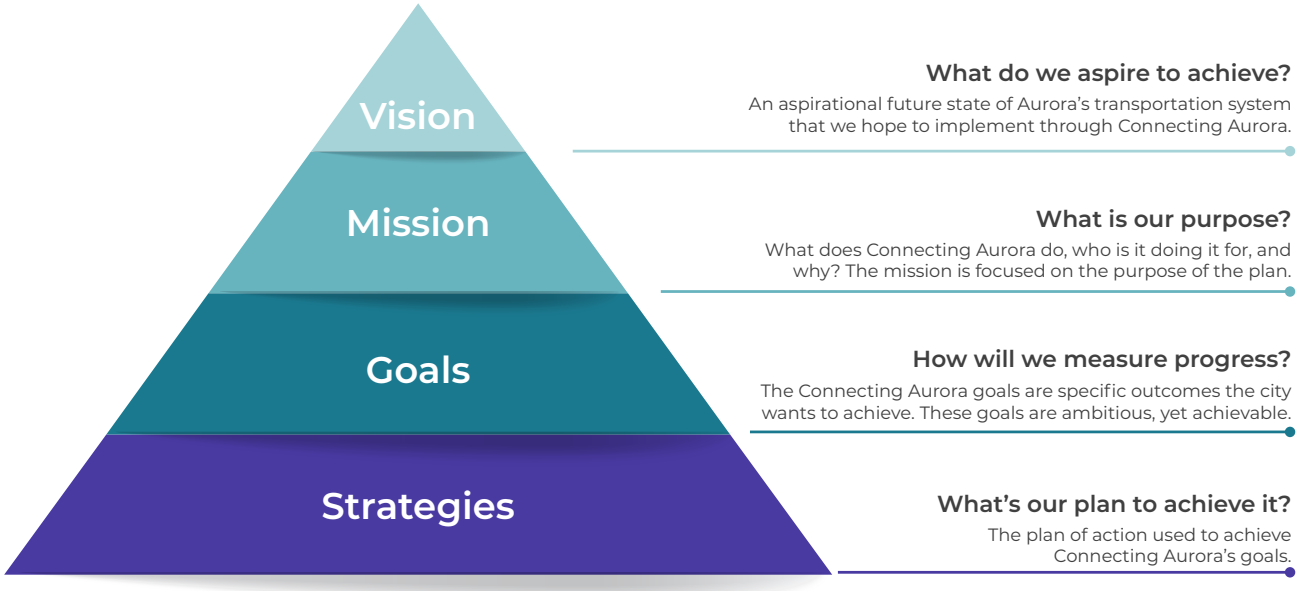
Residents, business and community leaders, city staff and policymakers helped shape the vision and goals for Aurora's future transportation network.

Throughout 2024 and 2025, the greater Aurora community provided valuable input on their needs, concerns and aspirations for the transportation system. Their input is reflected in the vision, mission, bedrock practices and goals presented in Connecting Aurora.

The vision for Aurora's transportation future builds on the Aurora Places Comprehensive Plan's principle of "Easy Mobility and Active Transportation."

Definition of Terms

The vision, mission, goals and strategies are structured like a pyramid, with each level building on the layer above it. This hierarchy establishes a clear, logical connection between big-picture direction and on-the-ground implementation.





Our Vision

Aurora safely connects all people to our places for a healthy, sustainable and economically strong community.

Our Mission

The city of Aurora will provide a complete transportation system to meet the needs of all people. The city will engage the public in the delivery of plans, programs, policies, standards and projects.

Our Bedrock Practices

As new plans, programs, policies, standards and projects are successfully developed, city staff will commit to using these practices as the foundation for successful implementation.

- **Focus on People**
- **Modernize**
- **Collaborate**
- **Engage**
- **Be Inclusive**
- **Be Context-Sensitive**
- **Innovate**

Our Goals

Our goals represent specific and measurable outcomes for the transportation system to help us stay focused on actions that help to achieve the vision.

A Transportation System Serving People:



SAFE
People are safe and feel safe traveling in our city.



CONNECTED
People are well-connected to the places they want to go however they choose to move.



RELIABLE
People can depend on all forms of transportation.



CONVENIENT
People can move around our city efficiently and easily.

What this sounds like:

"It would be amazing to have a bus stop in our neighborhood so we could take transit to work."

SURVEY PARTICIPANT

A Transportation System Supporting Overall City Aspirations:



SUSTAINABLE
Infrastructure and services can be built, operated and maintained at high levels, in a fiscally and environmentally sustainable way.



ECONOMICALLY STRONG
The community's economic vitality is supported and enhanced by the transportation network.



HEALTHY
The community is served by transportation that supports a healthy lifestyle and environment.

What this sounds like:

"Lack of pedestrian access limits walkability and access to parks, retail, and recreational walking options."

SURVEY PARTICIPANT

A Transportation System Strengthening Community:



AUTHENTIC
Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.



EQUITABLE
All people have viable transportation choices to meet their needs.



INTEGRATED
People have easy access to a mix of places because land use and transportation are fully woven together.

What this sounds like:

"For the disabled and elderly communities, please increase crosswalk time at all major intersections."

SURVEY PARTICIPANT

Aurora Today

A Diverse City Needs a Diverse Transportation System

Aurora's unique demographics, economics and development patterns play a crucial role in shaping how people move around the city. As a rapidly growing and vibrant community, the city's population includes a wide range of age groups, incomes and cultural backgrounds, each with distinct transportation needs and preferences.

The city's historical development and land use pattern have created challenges to how people can efficiently and comfortably move around. Suburban sprawl, separation of commercial uses and a curvilinear street network have resulted in most trips requiring a car.

This chapter explores how these factors intersect to create a complex transportation landscape and emphasizes the importance of designing a transportation system that can safely and comfortably accommodate the various needs of Aurora's residents, employees, businesses and visitors. By understanding these dynamics, we can build Aurora's future transportation network to be adaptable, accessible and efficient for all users, now and into the future.

Chapter 3 Highlights

TRANSPORTATION NETWORK
The network does not prioritize facilities for those walking, rolling, biking and riding transit.

PEOPLE
The population is growing in size, getting older and becoming more diverse.

ECONOMY
Although the economy is robust, a large portion of the workforce commutes out of Aurora.

DEVELOPMENT PATTERNS
Aurora has three distinct geographies that developed over the last 100 years.

SUSTAINABILITY
How people move through the city has environmental and public health impacts.

PEOPLE MOVEMENT
Most people drive to get around; other modes are used when necessary or convenient.

Notes: See Appendix B: State of the System Report and Chapters 7-11 for more information about existing conditions for each specific transportation mode.

Transportation Serves Communities

Aurora's existing transportation network is multilayered.

Like many U.S. cities, Aurora's land use patterns led to a transportation network that favors efficiency for drivers at the expense of other modes.

Aurora strives to have a transportation system that offers a variety of travel options and convenience to connect all people with work, shopping, recreation and other essential destinations. Aurora must address congestion, pedestrian and bicyclist safety, transit accessibility and aging facilities as the city continues to grow.

Street Infrastructure

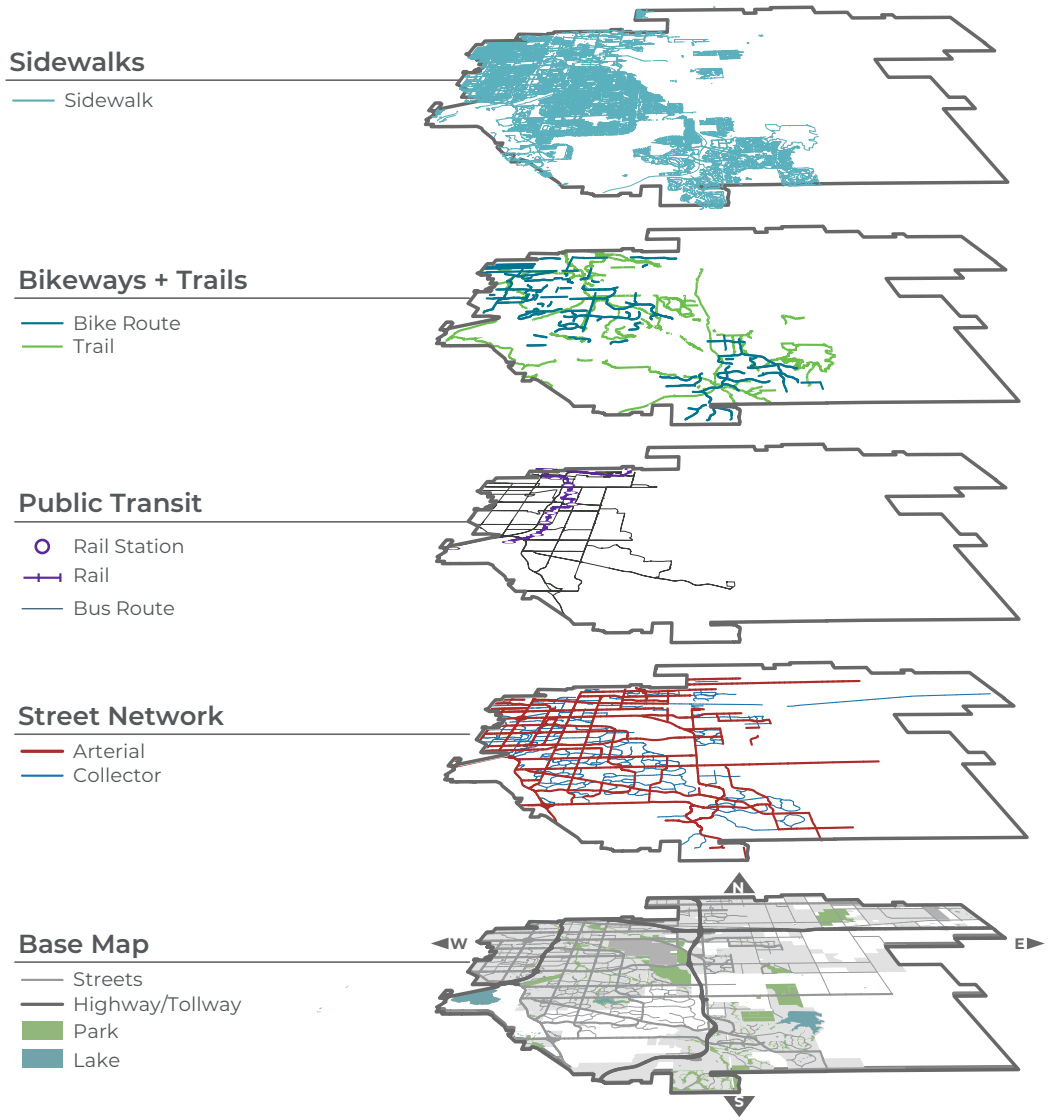
Aurora's street network is the backbone for how people move around the city today. The city maintains roughly 1,365 centerline miles of streets. These streets are organized into a network hierarchy that is designed to facilitate movement and access across the city and the greater region. The network includes the following road types:

- Local Streets: Provide access to and from properties.
- Collector Roads: Distribute traffic among neighborhoods and destinations spaced every half-mile.
- Arterial Roads: Serve longer-distance travel at higher speeds spaced every half- to one-mile.

The current street network's high- speed and high-volume arterials isolate neighborhoods from one another and other key destinations.

Aurora's public streets are maintained by Public Works, while medians and trails are typically owned and maintained by PROS, metro districts or homeowners associations.

Aurora's Layered Multimodal Network



More details about Aurora's existing transportation network can be found in Chapters 7-11.

Public Transportation

The public transit network in Aurora is operated by the Regional Transportation District (RTD). RTD provides bus and rail services, connecting residents to key destinations within the city and the greater Denver metropolitan area.

RTD has 24 bus routes that serve Aurora. These include local, limited, regional and airport routes. Service frequency, reliability and coverage remain challenges in established parts of the network, and these issues are even more pronounced in developing areas where transit options are more limited.

The R Line light rail runs along the I-225 corridor, linking key destinations, such as the Anschutz Medical Campus and Town Center at Aurora. RTD operates the A Line and H Line, which provide direct access to downtown Denver and the Denver International Airport.

Aurora has several high-performing routes; however, overall transit ridership tends to be low. This is due, in part, to low service frequency, reliability and coverage. RTD budget constraints have played a role in the location and availability of transit in Aurora. By partnering with RTD, the city can strengthen its understanding of the community's needs, which will lead to improved transit.

Active Transportation Infrastructure

Aurora's active transportation network includes a system of sidewalks, bikeways, shared use paths and trails that support walking, biking and other non-motorized travel.

The city's suburban layout and curvilinear street network have made it difficult to efficiently and safely get around by foot or bike. Missing and insufficient sidewalks, street crossings and bikeways on major streets create gaps in the network. People walking or biking must often take indirect routes on inconsistent active transportation facilities to reach their destination. These barriers create an environment that does not encourage the use of active transportation modes for daily trips.

Aurora boasts a robust off-street, multiuse trail network that supports residents' active lifestyles. Popular trails like the High Line Canal Trail and the Sand Creek Regional Greenway offer scenic and functional pathways that connect to regional trail systems. Most of the city's off-street trails are oriented from southeast to northwest, impacting people's ability to use trails to get around the disconnected parts of the city.

More details about Aurora's existing transportation network can be found in chapters 7-11.

Quick Look at Aurora's Transportation System

Aurora's current transportation system does not meet today's desired vision for the city. To achieve the goals, the city will need to shift how it prioritizes and accommodates all travel modes. In later chapters, you will see how today's transportation system can be reimagined to perform more effectively for all people.

Street Network



4,400 lane-miles of streets

394 signalized intersections

Public Transit



75% of population within half-mile of transit stop

8% of transit stops with shelters

Active Transportation



166 miles of missing sidewalks

82 miles of on-street bikeways

Safety (2018 to 2022)



56% increase in fatal crashes

48% of fatal crashes occurred at or near an intersection

Travel Patterns

Understanding how people move around Aurora, whether by car, transit, bike or on foot, can help the city better plan for a transportation system that meets the diverse needs of its residents and visitors.

Mode Share

Mode share depicts the percentage of people in Aurora who travel by foot, bike, transit and car. Commute patterns, although they only represent a small proportion of all trips made every day, are among the most predictable and concentrated travel type, as they have a clear morning and evening peak period. How people choose to commute to work has a significant influence on the city's traffic patterns.

In Aurora, 81% of commute trips are made by car. This is 20% higher than the number of commute trips made by car in Denver. U.S. Census data shows that a higher percentage of people in Aurora ride transit than those in the Denver metropolitan area overall. However, a smaller proportion of Aurora's population walk, bike or work from home than the metropolitan area.

Mode share varies by ward. Among the city's six wards, Ward VI has the highest proportion (21%) of residents working from home. This ward also has the highest reliance on cars. Residentss ability to walk, bike and ride transit to destinations from their homes is constrained by the ward's suburban development pattern, limited multimodal infrastructure and varying levels of car ownership.

Wards I and III have the highest transit mode share (6 %). These wards are generally areas with high transit propensity and better access to bus and rail services. Ward I also has the most walking and bike trips (3.6%), likely due to its more compact, urban layout despite older, substandard facilities.

Trip Patterns

Most trips in Aurora begin and end within the same ward. This reflects the independence of each ward and the availability of local services and destinations.

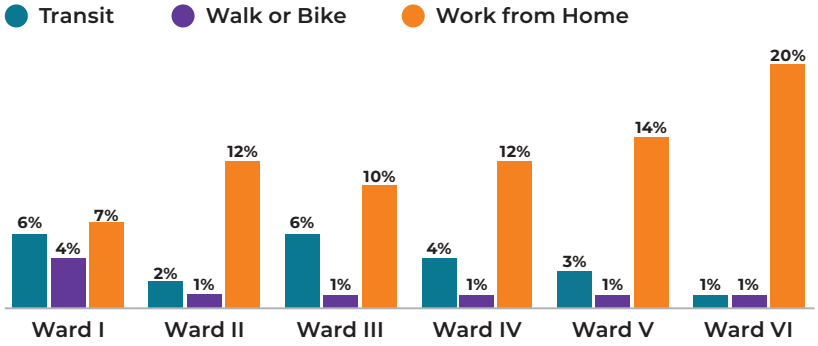
Ward VI, which is larger and suburban in character, has the highest proportion of trips staying within the ward (71%). This is likely due to distance from other parts of the city and the availability of shopping and services within the ward. Ward III, by contrast, has the lowest proportion of trips that stay within the ward (51%), suggesting residents must travel outside the ward to access their daily needs.

Northwest Aurora, or Wards I, III and IV, have higher proportions of trips completed by people of color, people of lower income and/or those without access to a car. This demonstrates a need to invest in pedestrian, bicycle and transit infrastructure to improve trip quality, efficiency and access to key destinations within these wards.

Meanwhile, Ward V has a mix of characteristics related to the other wards, likely due to its position in the city and the timing of its development.

How are People Commuting?

Most residents commute by car. Wards I and III have a higher share of people commuting by transit or walking and biking.



Source: U.S. Census Bureau, American Community Survey, 2022

Average Daily Weekday Trips

For most Aurora residents, daily trips typically begin and end within the same ward, reflecting a tendency to stay close to home to access everyday goods and services.

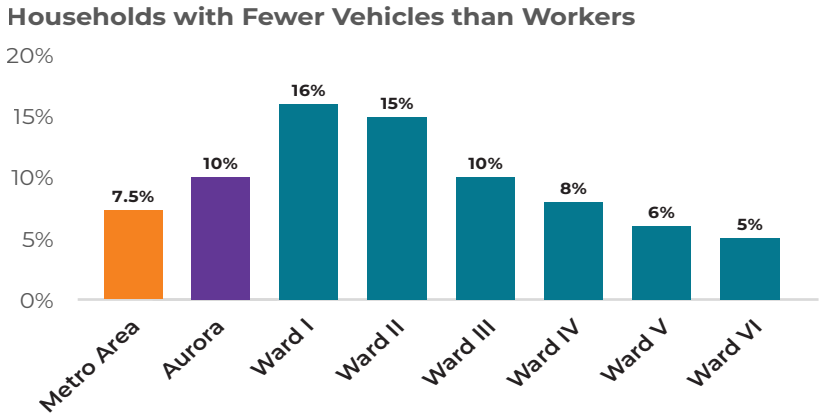
From/ To	Ward 1	Ward II	Ward III	Ward IV	Ward V	Ward VI
Ward I	**96,000**	13,000	24,000	11,000	6,000	3,000
Ward II	15,000	**69,000**	19,000	11,000	14,000	10,000
Ward III	23,000	15,000	**88,000**	28,000	11,000	4,000
Ward IV	11,000	10,000	28,000	**85,000**	18,000	4,000
Ward V	6,000	11,000	11,000	18,000	**84,000**	13,000
Ward VI	2,000	6,000	4,000	4,000	14,000	**82,000**

Source: Replica, 2024

Vehicle Ownership

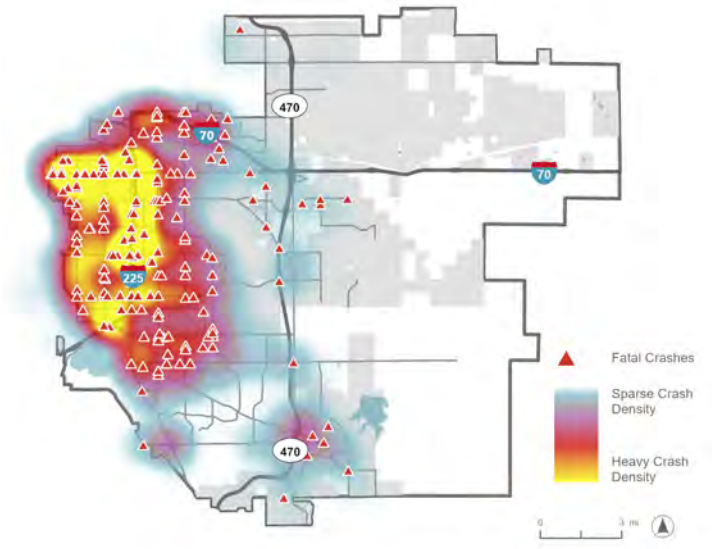
Aurora has a higher proportion of households with fewer cars than workers citywide, specifically Wards I, II and III.

Source: Longitudinal Employer-Household Dynamics (LEHD) Data, 2022



Crash Density

Most crashes occur on Aurora's arterials.



Source: DiExSys Vision Zero Suite, 2018-2022

Average Commute Time

Aurora workers spend more time commuting than the regional average.

Aurora

32 Minutes

Denver Metro Area

29 Minutes

Source: U.S. Census Bureau, American Community Survey, 2022

Car Access

Households with access to more than one car have greater options and flexibility than those with limited access to or without a car. Households without a car may rely on transit, walking or biking to get around. Car availability can impact the opportunities, like jobs and education and essential services a person can access reliably.

On average, Aurora households have 1.9 cars, mirroring the average cars per household in the metropolitan area. As many as 10% of households in Aurora have fewer cars than workers. This is higher than the greater region's 7.5% of households with fewer cars than workers. Aurorans rely more heavily on alternative modes of transportation to get around. This disparity in car access is most pronounced in Ward I, II and III. These areas require focused multimodal investments, such as public transit service improvements and pedestrian and bicycle infrastructure, so they have equitable access to opportunities.

Traffic Safety

Threats, real and perceived, to personal safety can profoundly impact how people choose to travel. Between 2018 and 2022 Aurora experienced an increase in fatal crashes. Over one-third of those crashes involved a pedestrian or bicyclist. Most of the fatal and serious injury crashes occur on the city's arterials. Because of this, most of Aurora's arterials are identified in DRCOG's High Injury Network. Crashes and fatalities cannot be ignored as Aurora works to encourage walking and biking throughout the city.

Aurora is participating in the Adams County Comprehensive Safety Action Plan, which will identify multimodal safety improvement projects for both Adams County and the City of Aurora. A draft of the plan is anticipated to be released in 2026.

According to the CDOT 2022 Problem Identification Report, Adams and Arapahoe counties were within the top five counties for the highest number of fatalities and serious injuries from traffic crashes in Colorado.

Perceptions of safety also impact Aurorans' willingness to use transit to travel through the city. 10 percent of community members that responded to a Connecting Aurora engagement survey shared that they do not ride transit because they do not feel safe.

Transportation Supports City Aspirations

Economy

There are more Aurorans commuting out of the city for work than those who work within the city.

Aurora's economy is diverse and rapidly expanding. The largest drivers of economic growth are the Education, Health Care and Social Services sectors. The city attracts a dynamic workforce from across the region and the country. Major employers include Buckley Space Force Base, the University of Colorado Anschutz Medical Campus and a growing network of small businesses. The city's economic diversity generates a wide range of transportation needs. Workers need safe, reliable, convenient and efficient commute options; and freight must be able to move goods efficiently across the city and region.

There are about 165,000 jobs in Aurora. From 2010 to 2022, the number of jobs increased across all industries by 49%, amounting to annual growth rate in the number of jobs of 3.4%. This economic growth outpaced the Denver metropolitan area, which grew at 2.3% annually.

Similar to other cities in the metropolitan area, Aurora has more workers who commute out of the city for work than commute in. This is likely because Aurora's robust

Commuter Flows

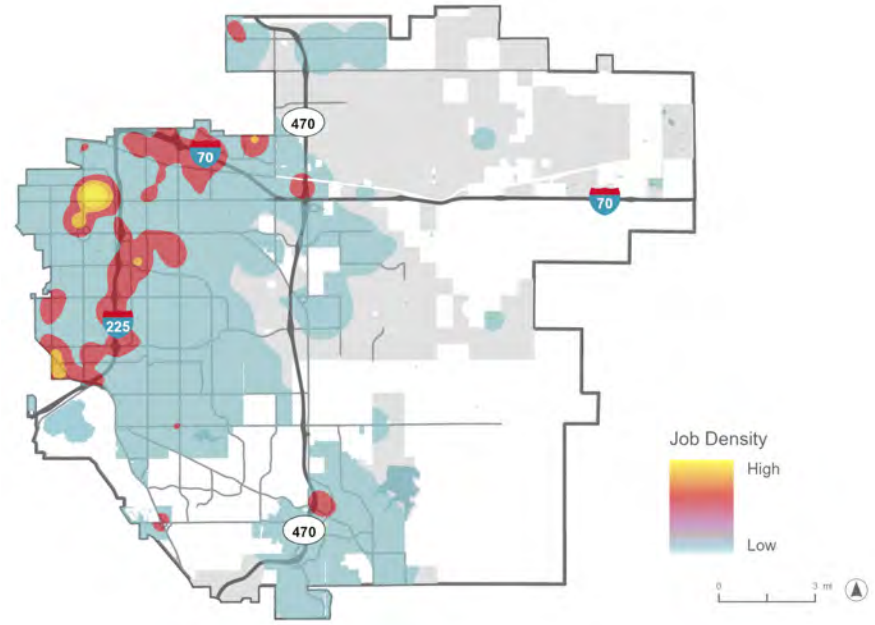
More Aurora residents work elsewhere in the metropolitan area compared people who commute to Aurora for work.

Commuter Flow	Aurora	Thornton	Lakewood	Denver	Centennial
Inflow	123,000	32,000	**80,000**	**390,000**	**66,000**
Within	41,500	7,000	14,000	164,000	6,000
Outflow	**144,000**	**64,000**	65,000	194,000	50,000

Source: LEHD Data, 2022

Employment Densities

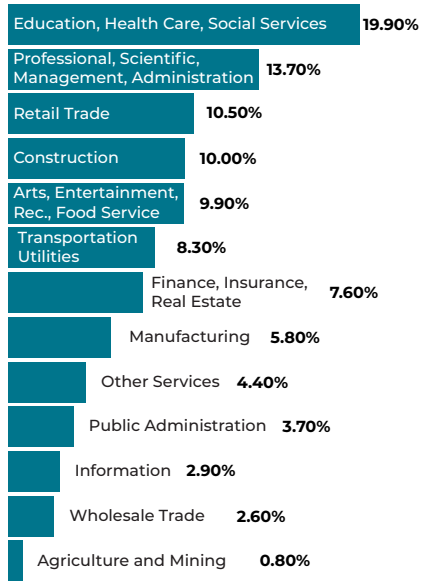
Employment in Aurora is clustered around I-225, I-70 and northwest Aurora.



Source: LEHD Data, 2022

Industries by Employment

Aurora's top employment sectors.



Source: U.S. Census Bureau, American Community Survey, 2022

Worker Profile

This snapshot from 2024 shows notable differences in earnings, commute times and occupations between drivers and transit riders.

Median Earnings

$45,785
median income of worker who drives alone

$30,577
median income of worker who takes transit

Mean Travel Time

27.8
minutes by car

58.6
minutes by public transit

Mode by Occupation

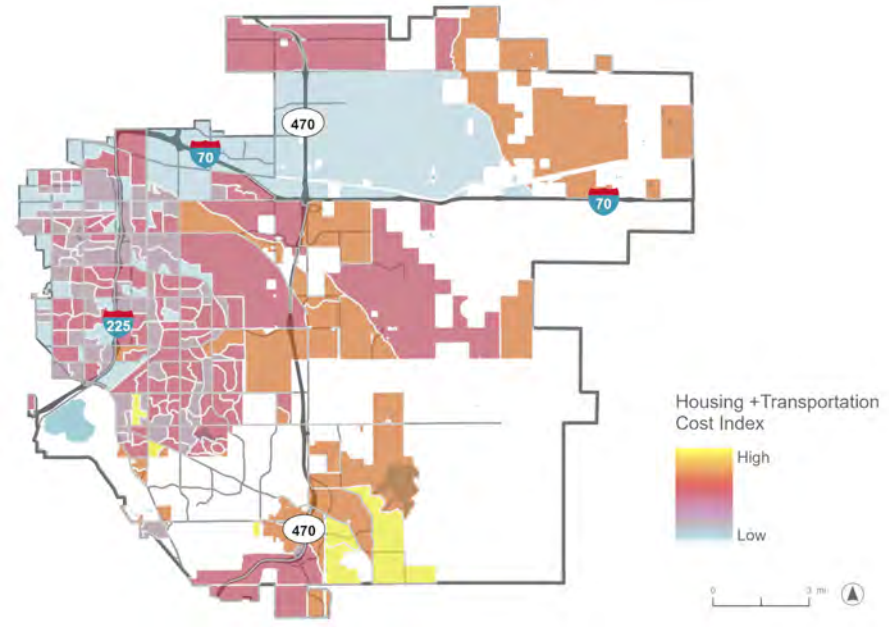
33.8%
of drivers are in management, business, science and arts

31.4%
of transit riders are in service industry

Source: U.S. Census Bureau, American Community Survey, 2022

Housing and Transportation Cost Burden

Southeastern Aurora has a higher percentage of households that spend a greater share of their income on housing and transportation combined. This area has limited transportation options compared to denser areas of the city.



Source: Center for Neighborhood Technology, 2022

Housing and Transportation Costs

17%

of Aurora residents spend **more than 45% of their income on transportation and housing, and are considered financially burdened**

Source: Center for Neighborhood Technology, 2022

Median Home Value

Aurora
$444,500

Denver Metropolitan Area
$570,300

Source: U.S. Census Bureau, American Community Survey, 2022

affordable housing stock attracts workers from across the region. Roughly 25% of the workforce lives and works within Aurora.

Employment is concentrated in four key areas of the city: University of Colorado Anschutz Medical Campus, Nine Mile Station, the I-225 corridor between Yale Avenue and 6th Avenue and the I-70 corridor between Chambers Road and Tower Road. A high-quality transportation system connecting to these locations will bolster Aurora's economy.

About one-third of transit riders are in the service industry. As a population that does not have the option to work from home and often has rigid start times, dependable and consistent transit is necessary. Frequent, dependable transit is essential for supporting all people who rely on transit to get to work.

Aurora residents on average spend 15% of household income on transportation, a slightly higher percentage than Denver residents. This is likely due to Aurora's development patterns and car dependency. Combined, residents spend 38% of their income on transportation and housing a year. More than 17% of residents are considered "burdened" by their housing and transportation costs.

As Aurora continues to grow, aligning transportation investments with economic development priorities will foster long-term prosperity and improve the quality of life for residents, visitors, workers and businesses.

Fiscal Health

Aurora's transportation system is a complex mix of public and private facilities that require maintenance and upkeep, as well as continued investment, to maintain them in a state of good repair.

Aurora's population and employment growth and increasing infrastructure needs require a sustainable and diversified financial approach to support the city's long-term transportation goals. There are several challenges that threaten the long-term financial investment in the city's transportation infrastructure.

Mismatched Development Patterns

Suburban development patterns common across U.S. cities can complicate how transportation infrastructure is planned, delivered and maintained. Lower-density, car-oriented development often requires more infrastructure, increasing both the upfront construction costs and long term maintenance obligations. When development occurs, infrastructure investments may be fragmented, creating gaps in connectivity and limited multimodal options.

In Aurora, similar to other growing communities, transportation infrastructure is frequently delivered in response to development. This can create timing mismatches between when travel demand exists and where infrastructure is built. This can lead to incomplete networks, indirect travel routes and delayed improvements.

A variety of funding mechanisms are used to support infrastructure in developing

What Aurora Should Spend to Maintain Roadways

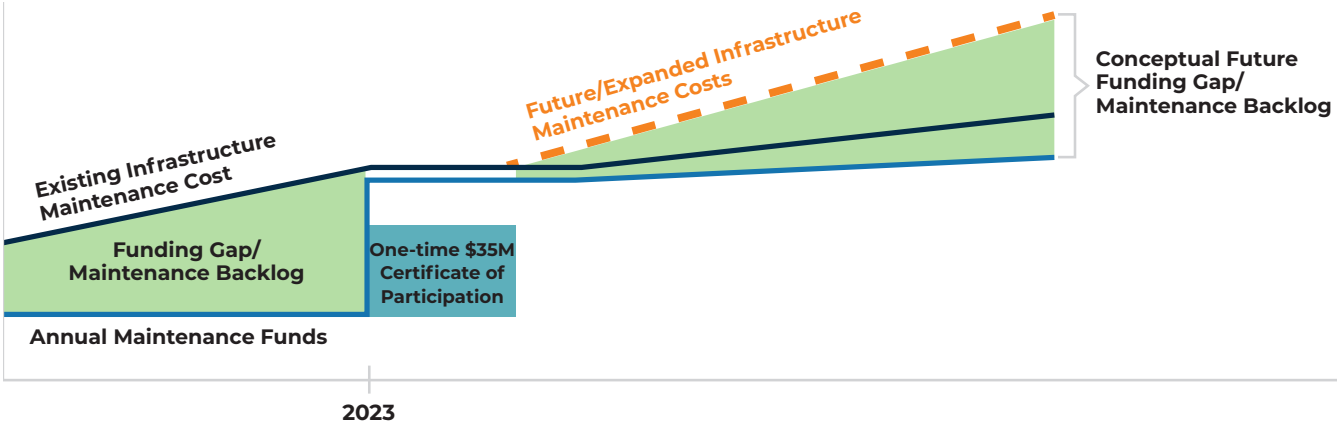
The estimated cost for Aurora to maintain its streets is higher per job and resident than in other cities in the metropolitan area. To maintain a lane-mile of roadway, a City should spend $24,000 per year on average (if the road is already in good condition), according to the American Society of Civil Engineers Infrastructure Report Card.

City	Population	Number of Jobs	Roadway Lane Miles	Total Annual Cost to Maintain	Population Density (People per Square Mile)	Annual Cost to Maintain per Job + Resident
Aurora	**395,000**	**165,000**	**4,400**	**$105,600,000**	**2,400**	**$187**
Thornton	145,000	38,000	1,300	$31,200,000	3,800	$171
Colorado Springs	488,000	367,000	5,700	$136,800,000	2,500	$160
Lakewood	156,000	80,000	1,400	$33,600,000	3,500	$142
Fort Collins	170,000	197,000	2,000	$48,600,000	2,900	$130
Denver	715,000	554,000	5,700	$136,800,000	4,600	$108

Source: Connecting Aurora analysis; data from year 2023

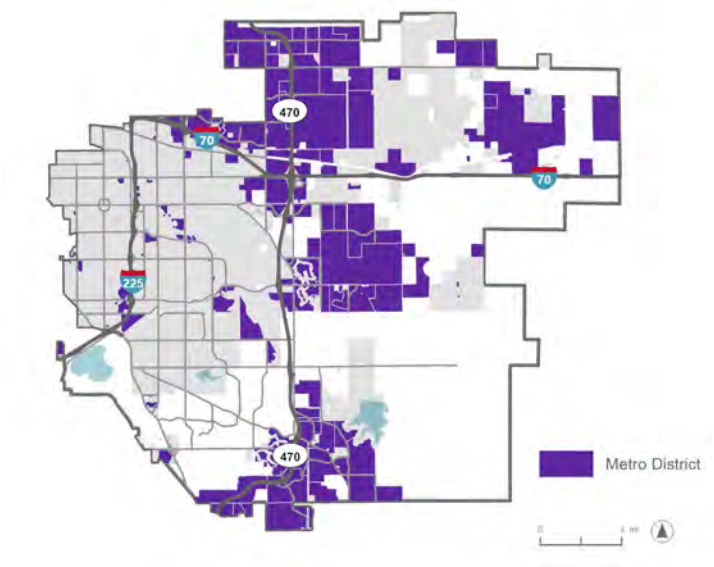
Aurora's Future Funding Gap

Without additional funding to maintain its streets, the city will need to continue finding new ways to keep its streets in a state of good repair.



Funding Eastern Aurora's Transportation System

As Aurora grows, metro district financing increases in importance.



Maintenance Funds

$35 M Certificate of Participation (COP) funds were approved by the Aurora City Council in 2023 to catch up on deferred street maintenance.

$4 M approximately per year in maintenance expenses for traffic signals, lighting, and signs and markings that are currently unprogrammed.

Project Funding

- Many new transportation projects in Aurora are funded through development.
- New transportation projects compete for funding with other city needs. Approximately $1.5 million per year is set aside for small transportation projects.

areas, including metropolitan districts and regional transportation authorities. Metropolitan districts are a financing tool used to fund the initial construction of roads, utilities and other infrastructure needed for new development. Transportation authorities, like the Aerotropolis Regional Transportation Authority plan, finance and deliver regionally significant transportation improvements in areas where growth outpaces available city funding. After construction, long-term maintenance is generally the city's responsibility.

Suburban development patterns can exacerbate challenges, such as roadways that exceed near-term demand, gaps between existing and new infrastructure and rising maintenance needs across an expanding network. These issues are compounded by fiscal constraints, annual budget variability and new development that may not immediately generate sufficient tax revenue to cover long-term maintenance costs. Addressing these challenges requires closer coordination between land use planning, infrastructure design and funding strategies so that future investments support a connected, multimodal transportation system and advance Aurora's place-oriented vision.

Limited Funding Dedicated to Transportation

Unlike peer Colorado cities like Colorado Springs or Denver, Aurora does not levy taxes specifically earmarked for transportation. Aurora primarily funds transportation infrastructure projects through general fund allocations, state Highway User Tax Fund (HUTF) distributions and limited impact fees. The city's reliance on general fund allocations makes the transportation budget vulnerable to economic fluctuations and changes in city priorities during the annual budgeting process.

The city has not yet been successful at getting voter approval for a general obligation bond. These bonds are useful for financing large transportation projects that strongly align with community values.

The city does, however, collect a transportation capital impact fee from new construction of single- and multi-family developments at the time of permit and is used to build regional transportation infrastructure.

While the city receives transportation funding through regional, state and federal grants, these contributions are relatively modest in comparison to the dollars needed for annual upkeep, capital improvements and future maintenance obligations. Aurora spends less per capita on transportation than its peers because of funding limitations.

Limited Capacity for Capital Projects

Aurora's capital program outlays for transportation are low compared to peer cities. Without additional funds, the city's CIP relies heavily on general funds and HUTF, both of which are subject to volatility. Outside of development, metropolitan districts and authorities, Aurora's reliance on general and formula funds limits the city's ability to finance large, multiyear projects essential to meet long-term demands. Other cities in Colorado have enacted policies that create supplemental revenue sources. These policies aid in closing transportation funding gaps.

Community Health

A transportation system can influence community health by providing access to parks and trails, encouraging physical activity, cooling off the streets and keeping the air clean.

Physical Health Impacts

People's health and wellness can be directly impacted by development patterns, mode choice and street design. While Colorado is considered to be among one of the most active states, ranking second in overall physical activity, about one-fifth of adults in Aurora are physically inactive in their leisure time. This number is higher than the Colorado average of about 18%.

Encouraging people to walk and bike to destinations around the city has positive public health impacts. Active transportation can improve physical fitness, reduce incidences of cardiovascular and respiratory disease and improve mental health.

Aurora has a robust trail and park system, with roughly 120 miles of trails and more than 100 parks. These facilities support an active lifestyle by providing residents and visitors with safe, dedicated places to walk, bike and exercise. Despite the number of trails and parks, many areas of the city lack connected active transportation facilities. Increasing the availability of sidewalks and bicycle facilities around parks and trails can help encourage residents to integrate movement into their daily lives. Walking and biking also have a positive impact on the environment, reducing greenhouse gas (GHG) emissions, noise pollution and energy dependence. Reducing dependence on cars can improve air quality and equitable transportation access throughout Aurora. The ability to comfortably and safely use active modes of transportation will depend on conditions in the natural and built environment.

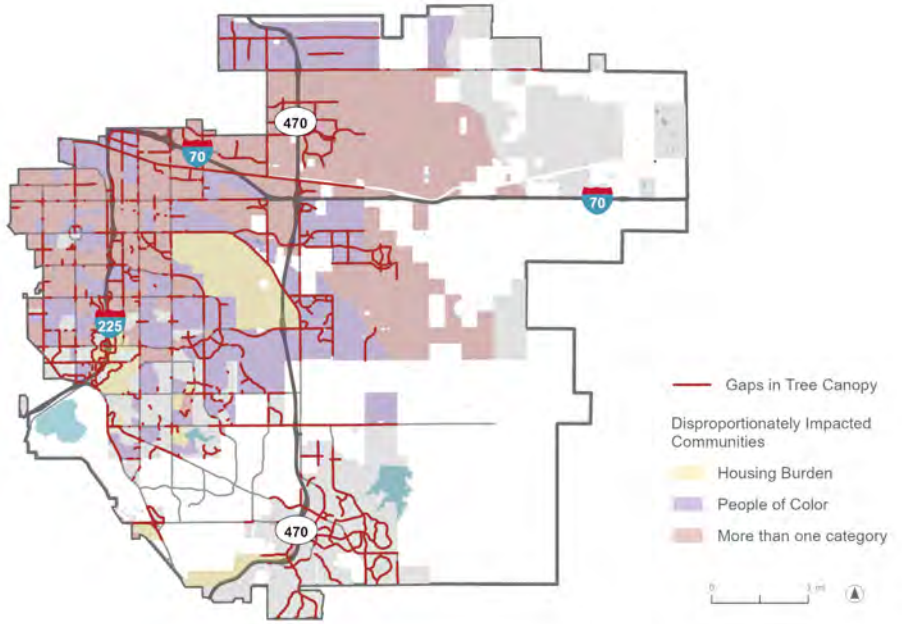
Heat

Aurora is expected to experience higher instances of extreme heat, according to recent weather trends. Hotter temperatures can impact the modes people choose to get around. While some people may be able to opt out of walking, biking and waiting for transit on a hot day, there are many people in Aurora that may not have the choice to stay out of the heat to get to their daily destinations.

A "hot day" is any day with a high temperature "feels like" temperature of 91 degrees Fahrenheit (°F) or higher. The number of hot days is expected to more than double over the next 30 years, from 7 hot days in 2024 to 18 hot days in 2054.

Tree Canopy Gaps Through a Health Equity Lens

Most arterial and collectors without trees are in communities with poor Environmental Justice Index scores.



Source: DRCOG, 2023

Water Management

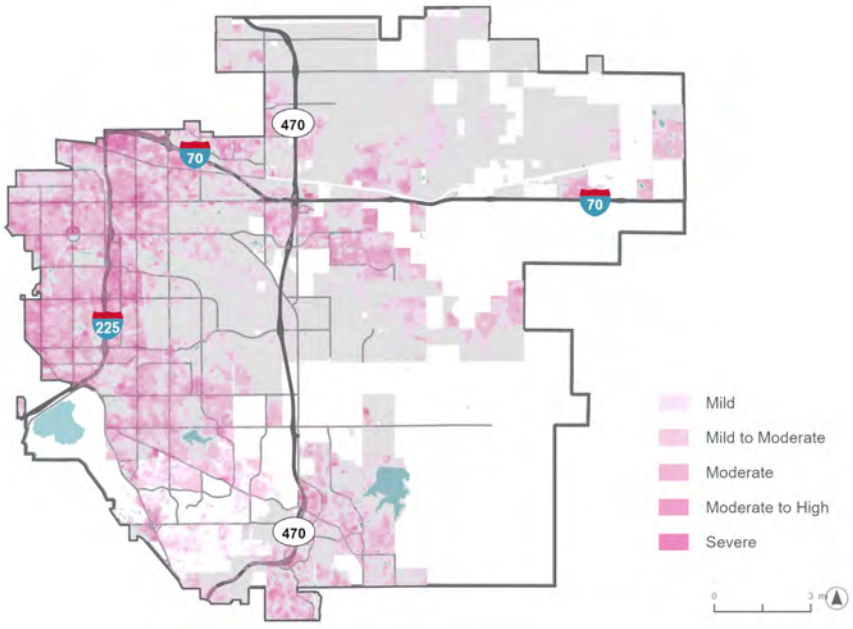
26%

increase in customer water demand is expected in Aurora over the next 20 years due to population growth.

Source: Aurora Water Integrated Water Master Plan, 2024

Urban Heat Island Severity

The areas with the highest urban heat island severity is concentrated around I-225, I-70 and along major corridors, such as Havana Street, Chambers Road, Mississippi Avenue and Hampden Avenue.



Source: Trust for Public Land, 2023



Heat

Increasing 'Hot Days'

The number of "hot days" is expected to more than double in Aurora over the next 30 years, from 7 hot days in 2024 to 18 hot days in 2054.

Source: National Climate Assessment Interactive Atlas Explorer

Intense heat also can negatively impact Aurora's street infrastructure. Heat can cause pavement and rail lines to buckle, increasing maintenance costs and potentially disrupting travel. Intense heat can exacerbate the urban heat island effect as hard infrastructure, such as asphalt roads, absorbs and re-emits heat into the environment. Residents who rely on walking, biking or riding transit to travel around the city are more likely to be harmed by extreme heat.

Air Quality

The transportation sector is the largest contributor of GHG emissions in Colorado, representing nearly one-quarter of the state's emissions. Driving accounts for a sizable portion of the sector's total emissions. Colorado is committed to reducing GHG pollution by 100% by 2050, compared to 2005 levels. Aurora has a role in helping the state achieve this ambitious goal.

Reducing transportation-related GHG emissions is, in part, linked to providing a well-designed public realm and active transportation system that entices people to walk, bike and ride transit instead of drive through Aurora.

Tree Canopy

Street trees are a critical part of Aurora's urban infrastructure, providing environmental, economic and public health benefits that support a safe and active city.

To maximize these benefits, trees should be placed where site conditions allow them to survive and thrive, taking into account available space, utilities, roadway design and long-term maintenance needs.

When appropriately located, such as in planting strips and medians, trees can provide shade and a buffer for people walking, biking and waiting for transit. A healthy tree canopy also helps reduce urban heat island effects and improves air quality, supporting to cooler, cleaner streets.

Tree canopy coverage is not evenly distributed across the city. Many main streets in central and original Aurora lack sufficient space or conditions for healthy tree growth and are therefore more vulnerable to extreme heat and air pollution.

Water Management

Water in Colorado is becoming more scarce due to the loss of annual snow pack and reduction in rainfall. Aurora is preparing for this new reality through public realm initiatives with water conservation benefits. For example, the city's commitment to encouraging compact development and restricting turf in new developments helps responsibly manage the city's water resources

Aurora's transportation system can play a role in water conservation. Streets account for a large share of the city's impervious surfaces, where water is prevented from soaking into the ground.

People

Aurora is the most diverse city in Colorado, with a population that spans multiple generations and cultural backgrounds, all with unique transportation needs and challenges.

Understanding Aurora's demographic composition is essential to build a transportation system that works for everyone. Age, culture, race and other sociodemographic traits can influence where people go and what transportation mode they rely on most. Connecting Aurora recognizes and celebrates these differences by addressing service and infrastructure gaps, reducing barriers to safe and efficient travel and increasing mobility options.

Population Growth & Future Demand

Aurora's population has grown significantly in recent decades, and projections show continued growth into the future. Rapid growth has placed increasing pressure on the city's transportation system. This is especially true as Aurora continues to see an expansion in development in the easternmost areas of the city.

Meeting the needs of a growing population requires expanding the transportation choices and improving connections among residential areas, job centers, schools and commercial hubs. If Aurora hopes to attract and retain talent for local and prospective businesses, it must consider that this population prefers cities with high-quality multimodal options.

Age

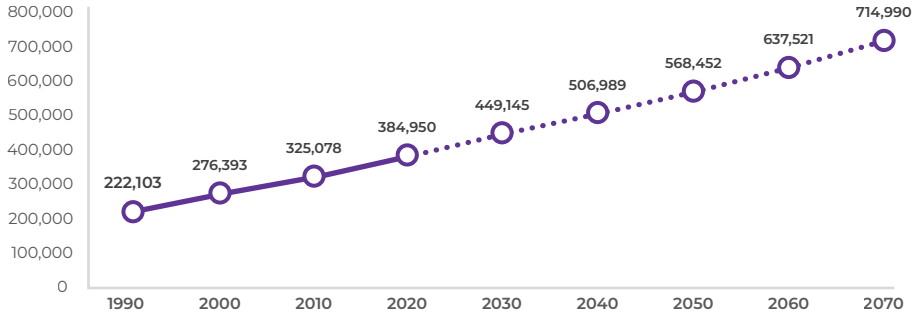
Aurora strives to be a city where people of all ages can safely travel to the places and the destinations they need and want to get to every day.

Roughly one-quarter of the population is under the age of 18, and a growing share of the population is over 60 years old. Aurora's population over age 65 increased from 28,000 in 2010 to 45,800 in 2022. Aging adults need accessible transit amenities and services, improved pedestrian infrastructure and easy-to-navigate transportation technology to maintain mobility and independence.

About 20% of the city's population is under the age of 15. Youths, especially those too young to drive but old enough to travel short distances independently, require safe routes for walking and biking to schools, parks, community centers and friends' homes. Youth-friendly transportation infrastructure gives parents peace of mind, knowing that their child has access to facilities that prioritize their safety.

Population Growth

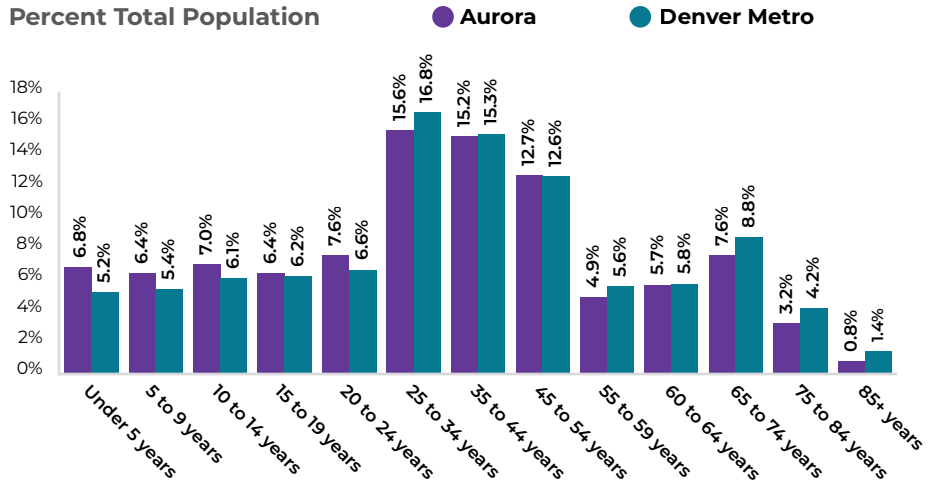
Aurora's population is rapidly growing and is projected to nearly double in 30 years. How Aurora chooses to grow to support the population will impact the transportation system.



Source: City of Aurora

Age Distribution

Aurora's population tends to be younger than the metropolitan area. Children and young adults require safe pedestrian and bicycle infrastructure to move around independently.

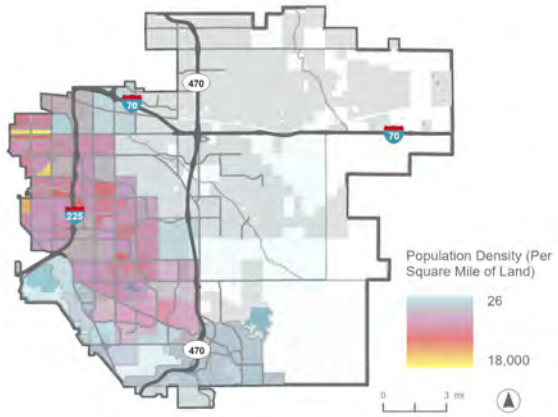


Source: U.S. Census Bureau, American Community Survey, 2022

Population Density

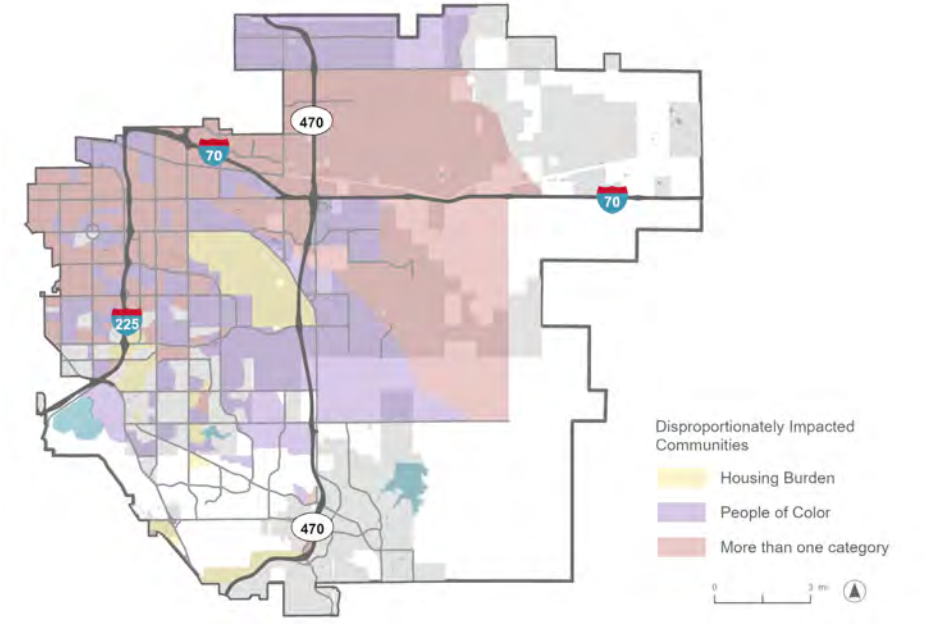
The population is concentrated in western Aurora. High-density areas often have destinations that are closer together, making riding transit, walking, rolling or biking more viable options.

Source: U.S. Census Bureau, American Community Survey, 2022



Impacted Communities

Nearly 40% of Aurora residents fit more than one burden category. These populations are more likely to rely on alternative forms of transportation.



Source: Colorado Department of Public Health and Environment, 2024

Cultural & Racial Diversity

More than half of Aurora's population identify as people of color. The city has large Black, Hispanic and Asian communities. Aurora has welcomed immigrants and refugees from around the world, particularly from Africa, Central America and Asia. This diversity enriches the city but also presents unique transportation needs.

For many immigrant and refugee communities, language barriers, limited access to personal cars and economic constraints influence how they move around the city. Areas with high concentrations of diverse populations may require enhanced transit services, multilingual outreach and targeted infrastructure improvements so there is equitable access to the transportation network.

Disproportionately Impacted Communities

The state of Colorado defines Disproportionately Impacted Communities as those that may have one or more of the following characteristics:

- Low-income.
- Persons of color.
- Housing cost-burdened.
- Linguistically isolated.
- Highly impacted by environmental and/or health burdens.
- Comprised of mobile homes.
- On tribal lands.

Areas with higher concentrations of vulnerable people and communities require transportation investments that reduce barriers and increase access to transportation opportunities.

Race and Ethnicity

Aurora is a diverse community, with people of all races, ethnicities and nationalities. Multicultural areas likely require enhanced transit services and multilingual outreach to meet community needs.

Foreign-Born Population

Aurora	Denver Metro
21%	12%

Source: U.S. Census Bureau, American Community Survey, 2023

Hispanic Population

Aurora	Denver Metro
31%	24%

Source: U.S. Census Bureau, American Community Survey, 2023

Development Patterns

Aurora's past development patterns have created a car-centric transportation network; now the city requires multimodal solutions to meet growing social and economic demands.

Aurora has grown as three distinct regions, each with different development patterns and street configurations: West Aurora (Sub Area A), Central Aurora (Sub Area B) and East Aurora (Sub Area C).

West Aurora was platted in the 1950s and 1960s in a street grid layout. Homes lined local streets, while arterial and collector streets were designed for commercial and multifamily frontage. This area commonly has narrow sidewalks and large gaps in the sidewalk network.

Central Aurora was designed in a typical suburban pattern with large irregular lots that are oriented around curvilinear streets in the years following the late 1970s. Residential expansion and single-use zoning resulted in a car-centric transportation network with wide roads and limited connectivity to schools, parks and grocery stores, especially for pedestrians and bicyclists.

East Aurora is somewhat less developed than West and Central Aurora; however, the newer developments continue to reflect the suburban character, with limited transit options and longer travel distances among homes, jobs and daily needs.

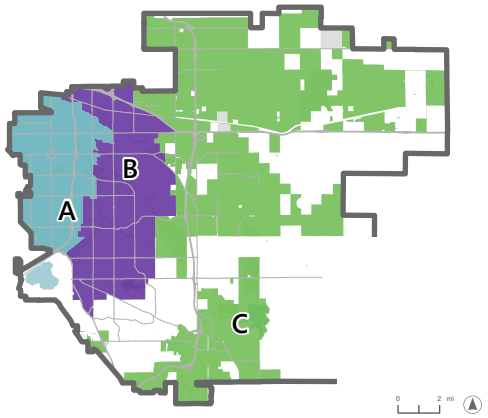
This development approach has strained the transportation system, making it more expensive and difficult to properly maintain. As more planned developments are built, their network design should align with the vision and goals set out in Aurora Places and Connecting Aurora, along with other code, criteria and policies.

Overall, 52% of Aurora's neighborhoods are considered "location inefficient," meaning they are not close to jobs and services, and they lack transportation choices. Additional improvements, especially bicycle and pedestrian improvements, are needed to enhance connections to various destinations.

In recent years, Aurora's development patterns have evolved, with increased mixed-use development, urban centers and higher-density housing. Areas like the Anschutz Medical Campus and the Aurora City Center have become significant employment and commercial hubs, creating new demands on the transportation system. These centers of activity require multimodal solutions, such as enhanced public transit, bicycle infrastructure and pedestrian-friendly streetscapes that provide safe and efficient access for

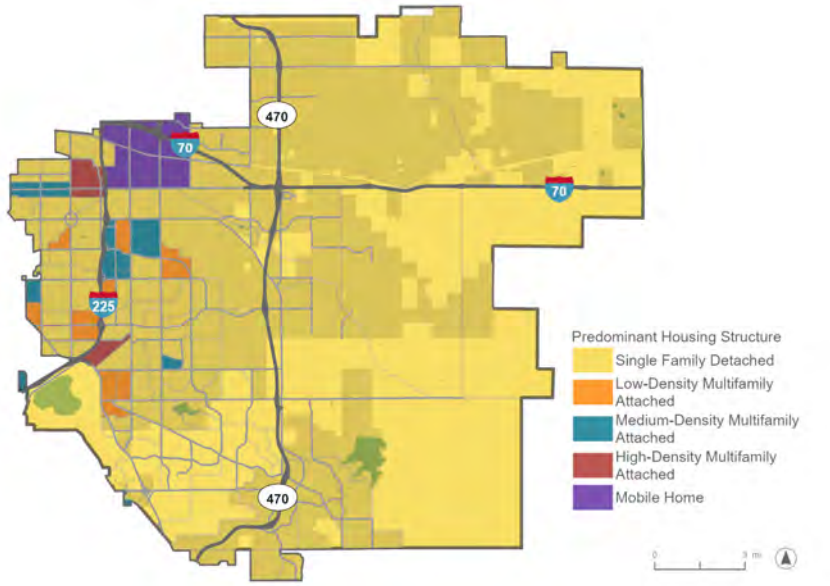
Aurora Subareas

Aurora has developed over time with three distinct subareas - (A) West Aurora, (B) Central Aurora and (C) East Aurora.



Housing Density

High-density, multifamily housing is clustered in northwest Aurora near the Anschutz Medical Center and Colfax Avenue. Low-density single-family detached housing is common throughout West and Central Aurora.



Source: U.S. Census Bureau, American Community Survey, 2022

residents, workers and visitors. Eastern Aurora is largely a transit desert, meaning there are limited, if any, transit services in the area. This increases vehicle miles traveled (VMT) and GHG emissions by travelers reliant on cars for travel.

Residential

Housing types (single-family homes, apartments or mixed-use developments) directly influence people's travel behaviors and demand for transit services. In Aurora, the low-density neighborhoods in Central and East Aurora generate more car trips because there are greater distances between homes, jobs and services. Conversely, Aurora's denser neighborhoods in West Aurora support more trips by foot, bike or transit as they are closer to employers and services and can be more effectively served by public transit.

Construction of single-family and multifamily homes significantly increased over the last decade with new projects in northeast Aurora along E-470, such as The Aurora Highlands, High Point, Painted Prairie and Windler developments. There has also been infill development within Central and northwest Aurora.

Commercial & Retail

Compared to Aurora's healthcare and industrial markets, office space and retail remains relatively small with annual growth rates below 0.3%. Most of the recently developed office space has been on the Anschutz Medical Campus, while retail is clustered around major corridors, such as Colfax Avenue and Havana Street.

Historically, these commercial areas have been car-oriented, with expansive parking lots and direct access to major roadways for driver convenience. This car-centric design has influenced how people access these commercial areas and created barriers for those without cars.

As Aurora embraces more mixed-use, walkable development, street designs need to integrate multimodal infrastructure for safe and convenient access for people walking, biking or riding transit.

Industrial

Aurora has attracted 64% of the metropolitan area's industrial developments. Industrial development has grown over 5% annually since 2010. Industrial areas are concentrated in northeast Aurora along key corridors, such as I-70 and E-470. These industrial zones generate high volumes of truck traffic, placing pressure on major roadways and creating roadway design challenges. These areas also require reliable and safe multimodal transportation options for workers, many of whom in the warehouse and logistical industries rely on public transit or active transportation modes to reach jobs with nontraditional hours.

As Aurora's industrial base continues to grow, the network must carefully balance economic activity with safe and accessible routes for all modes.

Summary

Aurora's transportation infrastructure has not kept pace with the evolving needs of its diverse communities. To move around Aurora efficiently requires a car. People with limited access to cars, including low-income residents, immigrants, aging adults and those with disabilities, have limited mobility options to access essential services and employment. In turn, many businesses have trouble retaining employees due to limited transportation options. Overall, a lack of mobility choice hinders Aurora's transportation goals and economic vitality.

Development Trends



Single Family
Number of homes constructed

860 / year
2010 - 2016

1,810 / year
2017 - 2023



Multifamily
Number of units constructed

1,980 / year
2010 - 2016

8,420 / year
2017 - 2023



Office
Square feet constructed

26,495 / year
2010 - 2024

0.3%
Annual Growth Rate



Retail
Square feet constructed

45,290 / year
2010 - 2024

0.2%
Annual Growth Rate



Industrial
Square feet constructed

1.6 M / year
2010 - 2024

5.1%
Annual Growth Rate

Community Conversation

Connecting Aurora Puts Community First

Throughout the two-year planning process, residents, businesses, community stakeholders and city decision-makers were invited to share their concerns about today's transportation system and their priorities for the future of mobility in Aurora.

Given Aurora's expansive and diverse population, conducting outreach to community members of all wards, ages, genders, economic backgrounds and cultures was tantamount to capturing a complete and accurate community vision.

The city collected feedback from a variety of groups, including:

- Aurora City Council.
- Residents and neighborhood organizations.
- Local school districts and higher education providers.
- Large employers and the business community at large
- Local advocacy, community and special interest groups.
- Local religious and cultural organizations, including non-English speakers.
- City boards and commissions.
- City administration and staff.

Chapter 4 Highlights



ENGAGEMENT PROCESS
About the expansive and inclusive outreach campaigns.



WHO WE HEARD FROM
Where most Connecting Aurora outreach participants were located.



WHERE WE WENT
Where project feedback was collected throughout the city.



ENGAGEMENT MILESTONES
How Aurora's transportation was discovered, synthesized, visualized and realized.

Notes: See Chapters 7-11 for more information about specific community feedback by mode. See Appendix C for each milestone's engagement summary.

Engagement Process

An expansive and inclusive outreach approach.

The Connecting Aurora planning process had four milestones, each representing a key point in the process where community feedback was needed to thoughtfully move the project forward.

Each milestone had a targeted outreach campaign with a specific purpose. A variety of engagement tools reached people of all backgrounds where they were. This process gave people the option to engage through their preferred method, whether that was in-person or online.

To encourage participation from Aurora's non-English speaking community, the planning team worked directly with community leaders and organizations that regularly engage these populations. Engagement materials were translated into Spanish and other commonly spoken languages to gather their feedback.

Community input shaped the final multimodal transportation network for Aurora. With the public's help, the planning team prioritized the street, bicycle, pedestrian, transit and freight projects, programs and policies for the years to come.







Engagement Snapshot

1 million+
TOUCHPOINTS

10,500+
ONLINE VISITS

6,700+
ACTIVELY ENGAGED

1,900+
SURVEYS

750+
MAP PINS

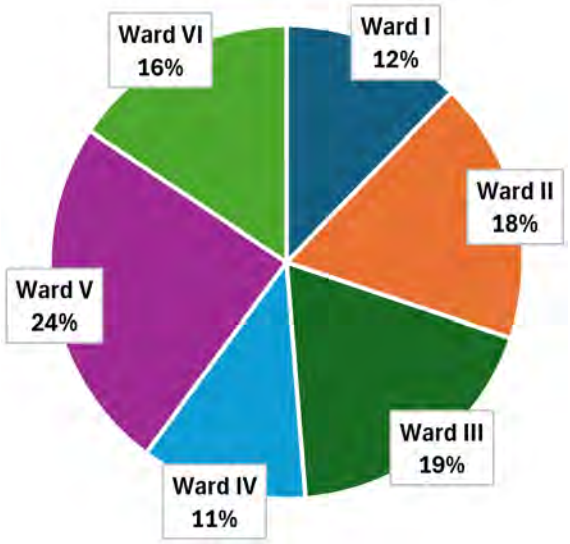
Engagement Methods

- Public Open Houses (In-Person and Virtual)
- Online Story Map
- Community Pop-Up Events
- Virtual Town Halls
- Stakeholder Meetings
- Focus Groups
- Surveys

Who we heard from

Participation in events and surveys was widespread throughout the city. We talked to and heard from an evenly distributed group of residents from each ward.

Survey Participation by Ward

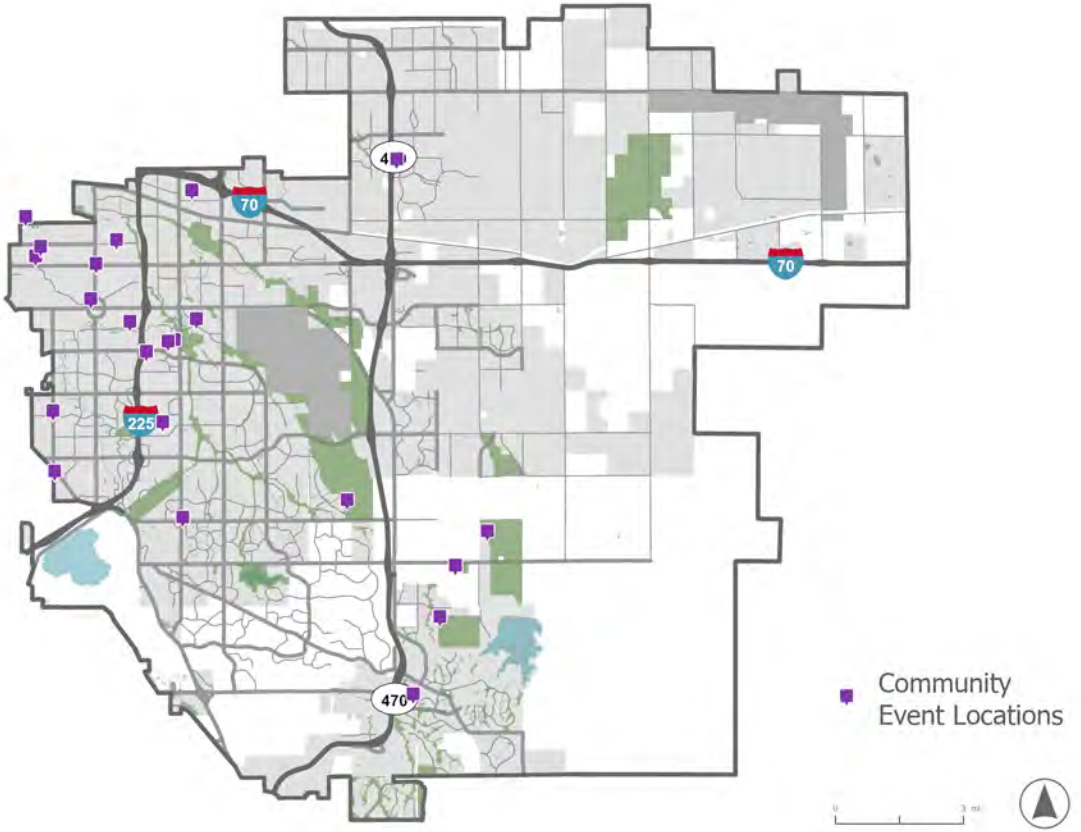


**Based on the 1,484 individuals who disclosed their ward in the online surveys.*



Where we went

In-person outreach and engagement opportunities were strategically provided throughout the city to collect feedback from as many voices as possible.



Engagement Milestones

MILESTONE 1

DISCOVER

SPRING/SUMMER 2024



The community was asked to share how they move around the city today and their desired vision for Aurora's transportation system.

Engagement by the numbers

288,000
TOUCHPOINTS

1,490
SURVEYS

4,600
ONLINE VISITS

430
MAP PINS

3,200
ACTIVELY ENGAGED

What we heard

- Participants want the future transportation system to be safe.
- Top priorities are upgrading transit amenities, creating multimodal connections, maintaining streets, reducing congestion, improving safety and enhancing sidewalks.
- Cars are the dominant transportation mode, with most participants driving upwards of 30 minutes per trip.
- Most participants rarely walk or bike, sharing that they feel somewhat unsafe when traveling by these modes.

MILESTONE 2

SYNTHESIZE

WINTER 2024/25



The community was asked to imagine three potential extreme futures for Aurora—car-oriented (status quo), transit-oriented and neighborhood-oriented—and how these futures may impact their quality of life and the lives of others facing mobility challenges. More information about these scenarios is in Chapter 6.

Engagement by the numbers

153,000
TOUCHPOINTS

186
SURVEYS

1,400
ONLINE VISITS

137
MAP PINS

1,300
ACTIVELY ENGAGED

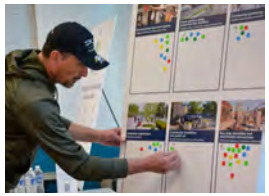
What we heard

- The transit-oriented and neighborhood-oriented futures would improve or greatly improve participants quality of life.
- The car-oriented future would either have a neutral or negative impact on participants' quality of life.
- The transit-oriented and neighborhood-oriented futures are more likely to make transportation more accessible and safer, and the city more prosperous.

MILESTONE 3

VISUALIZE

SPRING 2025



The community was presented the visionary transportation networks that were created based on their input from the Discover and Synthesize campaigns. The final networks are described in Chapters 7 - 11. The community was asked about their level of support for each network—Street, Transit, Sidewalk and Bikeway—and how they would allocate funds to implement the network.

Engagement by the numbers

366,000
TOUCHPOINTS

203
SURVEYS

2,900
ONLINE VISITS

126
MAP PINS

1,600
ACTIVELY ENGAGED

What we heard

- The community is supportive of the improved networks shown in the visionary networks for each mode.
- Transit Service, Complete Streets, Bikeways and Pedestrian improvements scored the highest when people were asked where they would like to see the city invest in transportation.
- The community provided insight into specific project locations through the online and in-person map commenting exercises.

MILESTONE 4

REALIZE

FALL 2025



The community was asked to provide feedback on programs, policies and projects. In this phase, community members were asked to gauge their general support for the proposed programs, policies and projects; and they were encouraged to add any location-specific feedback to a comment map.

Engagement by the numbers

125,000
TOUCHPOINTS

24
SURVEYS

600
ONLINE VISITS

70
MAP PINS

600
ACTIVELY ENGAGED

What we heard

- A majority of participants thought that the policies, programs and projects reflect the needs and priorities of the community somewhat or very well.
- The community identified dozens of potential improvements to projects through the map commenting exercise.
- One participant said: “I appreciate the policies for multimodal being a priority and designing streets to be safer.”



The Future of Mobility

Preparing Aurora for a Changing World

This chapter describes the factors that are influencing travel behavior and reshaping how people move.

Demographic shifts and evolving travel behavior will alter Aurora's transportation landscape. As the population grows, so will the demand for transportation infrastructure. The rise of remote and hybrid work has changed commuting patterns and reduced transit ridership, impacting fares and revenues for traditional service models.

Changes in the environment put stress on transportation infrastructure. An increase in extreme weather, like severe heat, influences infrastructure maintenance and mode choice.

The cost to construct and maintain transportation infrastructure to meet the growing demand and environmental impacts has skyrocketed due to inflation and other market pressures.

As innovation accelerates, technological advances in electric and autonomous vehicles, shared mobility services and smart infrastructure create both opportunities and challenges for Aurora's transportation system.

While we do not know exactly what the future holds, proactively planning for these emerging trends allows Aurora to more readily embrace innovation and meet its communities' changing needs.

A crucial step for a proactive planning process is Scenario Planning. This chapter builds on our understanding of changing behaviors and technology trends to evaluate three different transportation futures and create a fourth and preferred future. These futures demonstrate the impact of the city's choices in investments and policies, as well as how factors outside the city's control can impact people's mobility.

The chapter concludes with a look at the preferred future, a Place-Oriented City, and how four personas would experience this version of Aurora's future.

Chapter 5 Highlights



EMERGING TRENDS
Local and nationwide trends will impact the future of mobility.



EMERGING TECHNOLOGY
Technology presents opportunity to address problems in a new way.



IMAGINING AURORA'S FUTURE
The community sees the future of Aurora as a Place-Oriented City.



FUTURE THROUGH COMMUNITY LENS
How might typical Aurorans experience moving around the city.

Emerging Trends

Key trends impact how people move around Aurora.

Trends such as population growth, rising costs, remote work and extreme weather, may impact the future of transportation in Aurora. Understanding the impact of these trends will result in an adaptable and sustainable transportation system.

Population Growth

Between 2010 and 2022, Aurora's average annual population growth rate was 1.5%, slightly higher than the Denver metropolitan area.

Population growth has a significant impact on the built environment, including the transportation system. In Aurora's case, growth has occurred outward rather than upward. The low-density, sprawling development pattern requires the city of Aurora to maintain an increasingly large roadway network, despite lacking dedicated funds to adequately support ongoing maintenance needs.

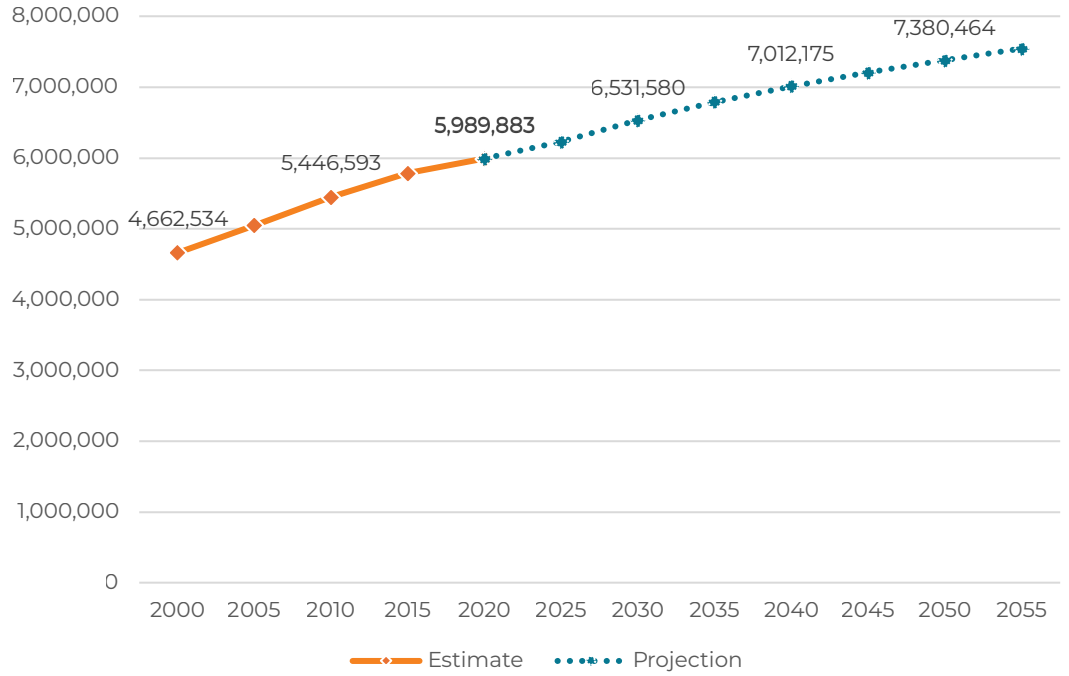
The low-density growth presents challenges for providing and funding high-quality transit. Frequent and reliable transit service is typically more affordable in areas with higher density and ridership demand is stronger.

Population growth impacts the movement of goods through Aurora. As population increases, the demand for goods is expected to rise. However, accessing those goods today often requires individuals driving or delivery services driving. Reliance on cars and the increase in deliveries to access basic goods will continue to strain the transportation network.

If current development trends continue without expanded mobility options, Aurora could face rising congestion and higher infrastructure costs in the future.

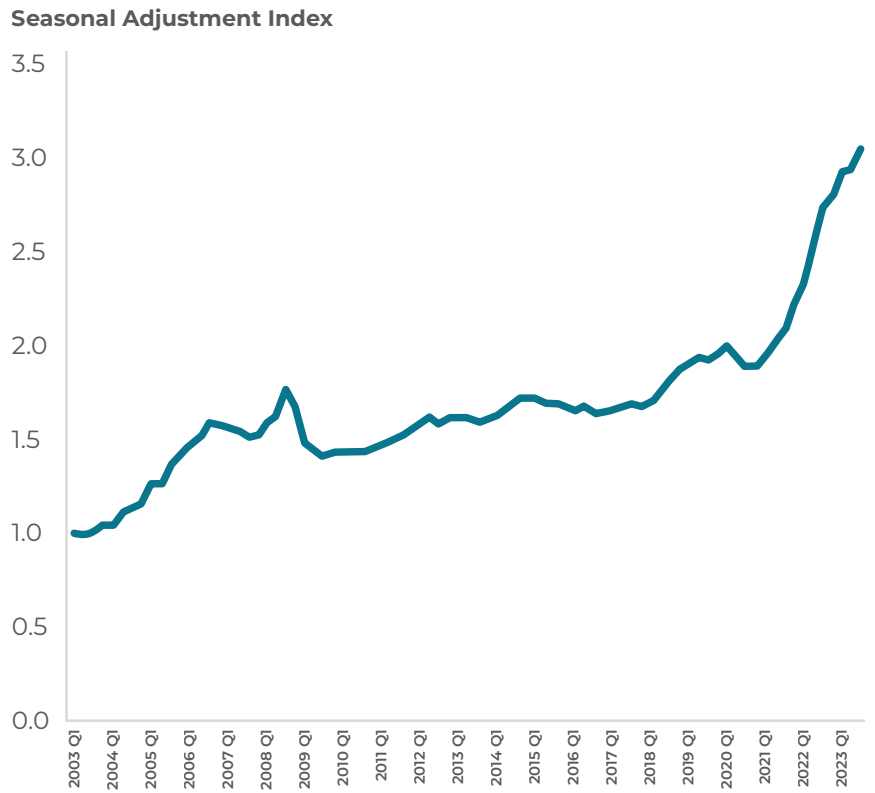


Colorado's Population is Growing



Source: Colorado Department of Local Affairs, State Demography Office

Construction Costs are Rising



Source: U.S. Department of Transportation, Federal Highway Administration National Highway Construction Cost Index.



13.5%

of Aurora's workforce works remotely.

Source: U.S. Census Bureau, American Community Survey, 2023

Rising Costs

Inflation and broader market dynamics have greatly increased transportation infrastructure and personal transportation costs.

As construction costs rise, Aurora faces an increasing challenge in delivering infrastructure on time and within budget. Over the last decade, the cost of materials that make up our transportation infrastructure (asphalt, concrete and steel) have been in flux. The cost of labor has risen, and it has become more difficult to retain skilled workers. These external pressures make it harder for Aurora to maintain its existing assets, let alone construct new ones.

A Seasonal Adjustment Index is commonly used to demonstrate how costs have changed over time, while removing the effects of recurring seasonal patterns from the data. When the seasonal adjustment index is above 1.0, it signals that costs are higher than the average. By the beginning of 2023, the seasonal adjustment index for construction costs increased to 3.0.

For residents, maintaining and operating a personal vehicle remains costly. Periods of high fuel costs may shift travel behavior; however, these shifts are unevenly distributed across income levels. Cost-burdened households are more likely to experience transportation insecurity and limited access to jobs, education and essential services.

Creating a system of affordable and reliable mobility options helps community members facing the greatest burdens.

Remote Work

Colorado has the highest proportion of remote workers in the United States. In Aurora, about 29,000 people or 13.5% of the workforce, work from home. Remote and hybrid work has reshaped daily travel and use of office space.

Return-to-office following the COVID-19 pandemic was slow. In the years immediately following 2020, traffic volumes dropped; and there are new, less predictable lower peak hour traffic volumes on Monday and Friday because employees work from home. Additionally, flexible work has generated more off-peak, non-work travel, with home-to-office trips decreasing while home-to-other trips have increased.

These changing travel patterns impact how travel demand is ultimately measured and forecast. Remote-work patterns remain variable, and traditional peak-hour analysis tools do not fully capture these emerging trends.

For Aurora, this change presents an opportunity to rethink how the transportation system is planned and managed. Rather than focusing solely on peak hour capacity and commuter services, the city can reallocate space for walking and biking, encouraging short neighborhood trips as residents spend more time locally.

Extreme Weather Impacts

Aurora is already experiencing more frequent extreme weather, including intense storms and flooding, excessive heat and long-term drought. These trends reflect broader climate shifts driven in part by GHG emissions.

In response, the State of Colorado has established targets to reduce GHG emissions and reverse these impacts.

Transportation is a significant contributor to these emissions. In 2020, transportation accounted for 22.1% of Colorado's total GHG emissions (CDPHE), primarily from gasoline and diesel combustion in passenger vehicles and trucks.

As discussed in Chapter 3, Aurora is projected to face increased risks from extreme heat, drought, flooding and wildfire. Extreme heat has been the deadliest weather-related hazard over the past 30 years, disproportionately affecting older adults, children and people with disabilities. Rising temperatures also strain transportation infrastructure; increase maintenance needs; intensify the urban heat island effect; and make walking, biking and using mobility devices less comfortable.

Sustainable transportation and public realm design can help reduce these impacts while improving air quality, public health, equity and energy independence.

Transportation Emissions Account for:

22.1%

of Colorado's GHG emissions.

Source: Colorado Department of Public Health and Environment

Impacts to Aurora's Infrastructure

An increase in severe storms in Aurora has placed transportation infrastructure at risk. Hudson Road and 56th Avenue washed out during a heavy rainfall event in June 2023 when Box Elder Creek jumped its banks and overwhelmed existing drainage infrastructure. Over three miles of road closures due to flood damage impacted access to critical destinations, such as the Denver International Airport and the Colorado Air and Space Port. The project to rebuild and upgrade these roadways to be more resilient to future storms will cost more than $14 million.



Emerging Technologies

Technology Changes How People Move

Over the past decade, innovative transportation technologies have changed how people travel and the tools available to improve transportation.







Electric Vehicles

Electric vehicles (EVs) are rising in popularity. As of November 2024, there were more than 156,000 EVs registered in Colorado, making the state a leader in EV adoption. Aurora's current EV infrastructure lags behind neighboring cities. Aurora has about 240 public charging station ports for EVs, or about one charger for every 1,650 people. This is substantially fewer chargers per capita than in Denver (1 charger for every 680 people) and Boulder (1 charger for every 255 people).

CONSIDERATIONS

- People renting, living in multifamily units or living in older homes may have less access to low-cost, reliable EV charging.
- EVs currently have higher upfront costs but lower operating and maintenance costs.

CURRENT APPROACH

- Limited electrification of the municipal vehicle fleet.
- Participation in Arapahoe County's Regional Electric Vehicle Action Draft Plan.

TACTICAL ACTIONS

- Aurora should consider developing an Electric Vehicle Readiness Plan and updating its UDO to identify upgrades to building requirements, utilities, EV support policies and steps to increase municipal fleet electrification.

Autonomous Vehicles

Autonomous vehicles (AVs) use radar, global positioning systems (GPS), cameras and light detection and ranging (LiDAR) to partially or fully replace the need for human drivers. The timeline for full AV adoption is unknown; however, some research predicts that by 2035, between 17% and 57% of new passenger cars sold will have some level of autonomy.

If deployed strategically, AVs are believed to drastically improve safety on roadways by eliminating human error and supporting vehicle-to-vehicle communication.

CONSIDERATIONS

- Lack of AV policy can lead to congestion, pollution and other transportation-related issues.
- Real and perceived safety of AVs must increase prior to citywide adoption and implementation.
- As of late 2025, Waymo AVs were being trialed in Denver.

CURRENT APPROACH

N/A

TACTICAL ACTION

- Explore opportunities to form public-private partnerships to pilot AV microtransit.
- Develop an AV Readiness Plan that considers policies, infrastructure and programs to encourage safe, equitable and coordinated use of AVs.
- Invest in citywide fiber-optic network to allow seamless vehicle-to-infrastructure communication in accordance to the Fiber Master Plan (2023).



Accessibili-D Shuttle provided older adults and people with disabilities with free rides to essential destinations across southeast Detroit.

CASE STUDY

Accessibili-D Autonomous Vehicle Pilot Program — Detroit, Michigan

In June 2024, the city of Detroit began piloting the Accessibili-D autonomous shuttle pilot aimed at closing transportation service gaps for older adults and people with disabilities. Over the 12-month pilot period, the shuttle completed more than 4,000 rides for more than 600 participants. The top destinations included trips to private residences, shopping centers and medical appointments. The pilot program was highly popular and is regarded as a huge success. This program demonstrates that through inclusive design, innovative partnerships and long-term community engagement, cities can be leaders in the use and delivery of AV shuttle services.

Electric Bicycles

Since 2019, there has been a surge in the sale and use of electric bicycles (e-bikes). E-bikes are bicycles with a small battery-operated motor that assists pedaling, allowing people to bike faster and for longer distances than they may be able to on a conventional bike. E-bikes allow people with various abilities to travel by bike.

Cargo e-bikes expand the use of e-bikes even further by allowing riders to move goods or people easily.

CONSIDERATIONS

- Planning for and maintaining safety on bikeways must consider the speed differential between e-bikes and other users.
- Secure storage for e-bikes is needed in public spaces to avoid theft.

CURRENT APPROACH

- N/A

TACTICAL ACTION

- Identify major transit hubs and commercial areas for secure bicycle parking or storage to incentivize people to bike to key locations.

Shared Mobility

Shared mobility refers to forms of transportation that are shared among users, such as transit,taxis, car-sharing and bike shares (USDOT).

Transportation network companies (TNCs) like Uber and Lyft have risen in popularity across the country. These services connect people to rides on demand. They can offer riders with greater convenience and coverage than traditional taxis. Rideshare models have been replicated by public transportation providers when providing service to people with disabilities and in areas with lower population density.

Micromobility, like shared bikes, e-bikes and scooters, can improve access to Aurora's greater transportation network by allowing people to more easily and make first-mile and last-mile connections. These mobility options are often low cost and can decrease GHG emissions if used in place of a car.

CONSIDERATIONS

- Most shared mobility operators, especially TNCs, are not required to serve specific geographical areas, which can impact the availability and predictability of service.
- Curbside and walkway management policies.
- Surge pricing, the need for a smartphone, cellular data, WiFi or a credit card may limit accessibility of shared mobility options for some people.





Micromobility Trips

Since 2018, shared micromobility trips in North America have increased by **40%**

CURRENT APPROACH

- Offering shared-mobility licensing program where service providers can apply to offer shared mobility services.
- Implement sidewalk right-of-way requirements and parking standards to accommodate micromobility.

TACTICAL ACTION

- Develop incentives to improve ride hailing and micromobility operations.
- Design multimodal facilities that comfortably allow people walking, biking and using micromobility to share space given speed differentials. This may require wider facilities, targeted signage and special striping to help facilitate safe movement.

Technology Changes How Goods are Delivered

As Aurora continues to evolve, the movement of goods is becoming an increasingly complex puzzle to solve. Driven by the surge in e-commerce, shifting consumer expectations and advances in logistics technology, new methods for delivering goods are needed to meet demand, while minimizing congestion and environmental impacts.

Curbside Management

The increasing use of TNCs like Uber and Lyft, e-commerce, AV self-parking and on-demand delivery is creating increased demand for temporary uses of curb space. Freight movement and the ability of trucks to park and easily deliver goods to businesses is an essential factor for the success of Aurora's economy. Freight movement must be balanced and prioritized among the competing curbside needs, especially in commercial and mixed-use areas of Aurora. Curbsides can be managed with static signing that designates uses by time of day and day of week; or it can be done dynamically via changeable message signs that define regulations based on various thresholds. While static signing is predictable for users, dynamic signing provides greater flexibility for agencies to manage curb space based on changing needs.

CONSIDERATIONS

- Curbside activities should not inhibit transit service.

CURRENT APPROACH

- Static signing and metered parking.

TACTICAL ACTIONS

- Conduct a curbside management study and establish best practices based on setting, demand for curb space and other factors.





Drones

Drone technology has the potential to address economic, logistical, emergency response and environmental considerations. Embracing drone technology can catalyze economic growth and innovation and attract technology enterprises and startups invested in drone research and development, thereby creating new job opportunities. Drones are being explored to revolutionize delivery services by enhancing efficiency, especially in addressing the last-mile delivery conundrum. Aurora's unique layout will benefit from quicker delivery times, reduced traffic congestion and a diminished carbon footprint from conventional delivery methods. Beyond logistics, drones offer transformative potential in emergency response, enabling rapid deployment in critical situations to deliver medical supplies or assist in search and rescue. Aurora cannot ignore the possibility of drones used for passenger movement. This technology is not currently in use; however, when it becomes a reality, it would change how people move through Aurora.

CONSIDERATIONS

- Regulatory concerns are paramount.
- Consider land use implications.

CURRENT APPROACH

- N/A

TACTICAL ACTION

- Work with the greater region and the Federal Aviation Administration to develop a clear regulatory framework for addressing safety, privacy and noise.
- Explore potential partnerships with companies experimenting with drone delivery.

Technology to Optimize Transportation Systems

Smart technologies can transform how Aurora's transportation network is managed and optimized. These new tools can enhance safety, efficiency and overall user experience across Aurora's streets. In Aurora, further integration of adaptive traffic signals, real-time travel time information sharing and connected vehicle infrastructure can help reduce congestion, improve travel reliability and support emergency response.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is a tool that integrates diverse datasets, such as real-time traffic data, public transit schedules and infrastructure conditions, to derive actionable insights that are used to optimize transportation operations. Advanced analytic techniques, such as machine learning and predictive modeling, enable the city to anticipate traffic patterns, identify congestion hot spots and make adjustments to signal operations to improve traffic flow.

CONSIDERATIONS

- May be susceptible to security breaches if not properly fortified.

CURRENT APPROACH

- Aurora's ITS Master Plan (2018) and a Fiber Master Plan (2023) represent crucial steps toward adopting the infrastructure necessary for widespread ITS adoption.
- Aurora received funding for a Transportation Management Center.

TACTICAL ACTIONS

- Maintain individual privacy and mitigate potential risks associated with data collected through ITS.







Predictive Analytics and Artificial Intelligence

Predictive analytics processes large quantities of data to forecast future outcomes. Predictive analytics algorithms can forecast traffic patterns, anticipate congestion and optimize transportation operations proactively by using vast amounts of historical and real-time data. Artificial intelligence (AI)-assisted decision support systems can aid the city in making data-driven decisions and prioritizing resource allocation.

CONSIDERATIONS

- Predictive models and AI may be susceptible to biases and require careful governance by experts.
- There may be some uncertainty about the effectiveness or implementation of new tools using predictive analytics and AI.

CURRENT APPROACH

- Conduct case studies on successful uses of predictive analytics and AI in cities.
- Predictive analytics and AI will be a fundamental capability of Aurora's future Transportation Management Center.

TACTICAL ACTIONS

- Explore passive pedestrian detection systems, a promising new technology that uses sensors and AI at crossings to identify pedestrians without push buttons or manual input.
- Implement Smart Work Zones that use sensors, real-time data analytics and communication systems to monitor traffic conditions, manage detours and speeds and provide real time updates to minimize congestion and danger around construction sites.

Imagining Aurora's Future

The actions we take today will determine how we move in the future.

The emerging trends and technologies previously discussed represent some of the conditions that will shape Aurora's future transportation system. These conditions will influence where, how and why certain transportation facilities will be constructed and certain services will be provided.

What is Scenario Planning?

Connecting Aurora used scenario planning to visualize different transportation and land use scenarios (or futures) for Aurora. Scenario planning allows the city to anticipate and prepare for the possible challenges and opportunities that come with each defined future. Transportation decisions, land use policy choices and investment priorities would be different for each future, influencing progress toward the goals set out in Connecting Aurora. Connecting Aurora makes recommendations to make the preferred future a reality.

Connecting Aurora explored three possible scenarios (or futures) for 2050: **car-oriented, transit-oriented and neighborhood-oriented.**

During Engagement Milestone 2, the city received feedback from the public on the transportation and land use futures. The community critically considered how each scenario would impact their quality of life in the long term. **The feedback was used to craft a preferred future: the Place-Oriented City.**



Engagement Takeaways

Survey results indicated that Transit-Oriented and Neighborhood-Oriented Cities are believed to make the following conditions "better" or "much better":

- Accessibility for older adults, youth and individuals with mobility challenges.
- Overall city prosperity.
- Ability to travel to the places people want to go.
- Personal safety and comfort while traveling.

The Car-Oriented City was perceived to make these conditions worse or keep them the same as today.

Residential | Apartments | Grocery Store | Office | Shopping/Dining | School | Place of Worship | Public Park



Aurora as a Car-Oriented City

The Car-Oriented City represents the status quo: what would Aurora's transportation system look like if the city's actions and investment priorities remain the same as today?

IN THIS FUTURE ...

The city invests very little in transit, resulting in poor ridership and the discontinuation of some routes. Safety on the city's sidewalks and bikeways is improved; however, improvements are not made to expand the connectivity of the active transportation network. As a result, walking and biking are not feasible modes of transportation for many people. Low-density residential neighborhoods continue to expand throughout Aurora, especially around the city's eastern edge. Car-centric activity centers are concentrated at major intersections and are fronted by large surface parking lots. Sprawling neighborhoods and spaced-out economic hubs further discourage walking, biking and riding transit as viable travel modes. Because of all of these conditions, most people must drive to get to most of their everyday destinations.



Aurora as a Transit-Oriented City

In the Transit-Oriented City, the city of Aurora acts to improve the transit network and promotes compact development around transit lines.

IN THIS FUTURE ...

The city invests heavily in bus and rail, making travel times competitive with the car. Buses are given dedicated lanes on the city's arterials, improving service reliability. The expansion of transit routes and services allows most residents to reach free or low-cost, frequent transit within a short five-minute walk or bike ride. The city improves sidewalk and bike network connectivity. Transit stop amenities allow people to comfortably wait for transit service despite the weather or time of day. New developments focus on increasing multifamily housing and commercial opportunities along transit corridors. Low-density development is limited to the city's edge.



Aurora as a Neighborhood-Oriented City

In the Neighborhood-Oriented City, the city of Aurora focuses investments on creating walkable and bikeable communities across the city. In walkable and bikeable communities, people can easily access most of their daily destinations needs within a 10-minute walk or bike ride.

IN THIS FUTURE ...

Neighborhoods are designed around town centers with a mix of uses and daily services. There are frequent, reliable and convenient transit and microtransit connections throughout the city. Affordable housing and multifamily homes are concentrated around town centers. Driving is slightly less convenient during rush hour.

Aurora as a Place-Oriented City

The city used the feedback collected on the three distinct futures to design a preferred transportation and land use future. This fourth scenario was the basis for developing the visionary networks for each transportation mode and identifying corresponding projects.

IN THIS FUTURE ...

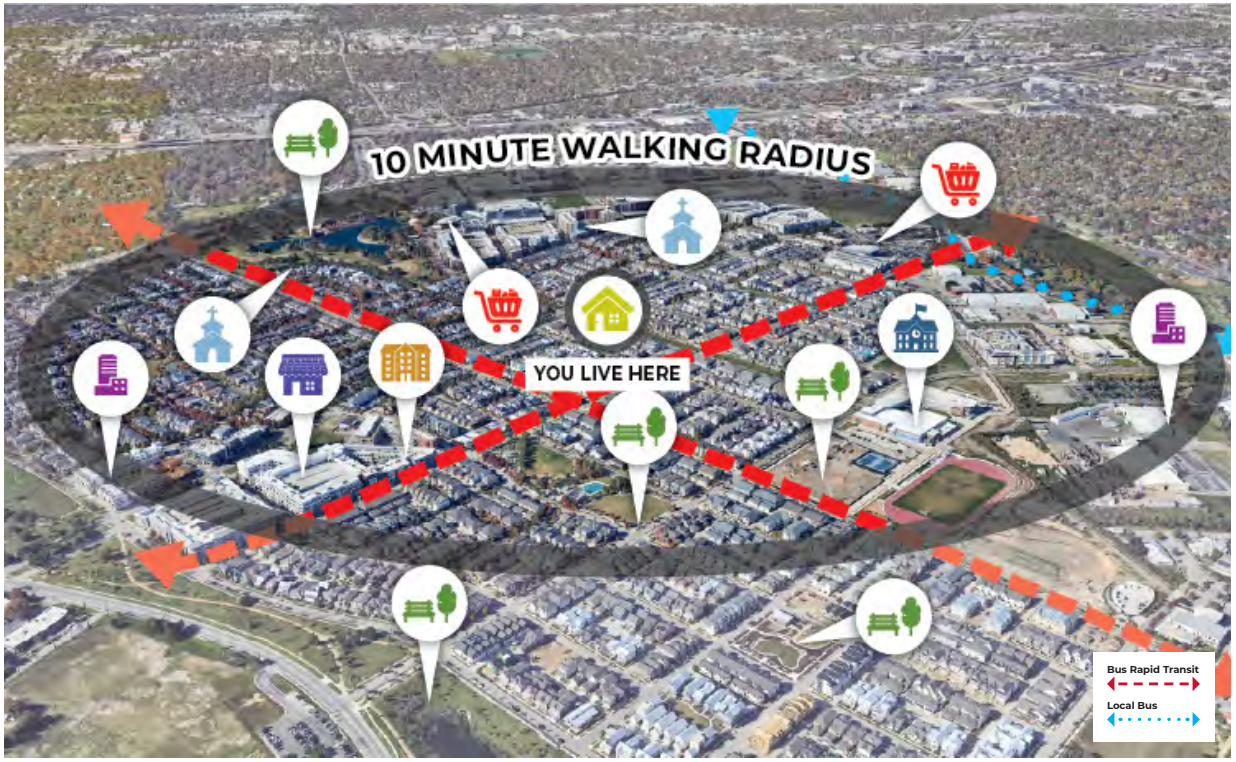
The Place-Oriented City improves the quality of life for Aurorans by increasing the number of convenient, affordable and safe mobility options. Choice is fundamental to this scenario.

Aurora Places serves as the foundation for this scenario as it emphasizes designing and building the transportation system around what best fits different placetypes.

In addition to making improvements to the city's transportation network, the Place-Oriented City emphasizes the need to simultaneously concentrate the destinations within and near neighborhoods so that people can access daily destinations within a short walk, bike ride, transit ride or car trip.

In this scenario the city of Aurora makes significant investments in walking, biking and transit infrastructure with a focus on making these modes of transportation safer and more accessible. The city builds on its robust trail network to provide additional opportunities for active transportation and recreation.

The Place-Oriented City uses land efficiently and productively. It balances providing opportunities for parking with opportunities for additional shops, services, parks and other land uses.



















Residential | Apartments | Grocery Store | Office | Shopping/Dining | School | Place of Worship | Public Park

How the Connecting Aurora Goals Relate to the Imagined Future Outcomes

Scenario planning demonstrates that the Place-Oriented City out performs the Car-Oriented City on each Connecting Aurora goal. Pursuing programs and policies to make Aurora a Place-Oriented City will result in a better transportation system for everyone who lives, works and visits Aurora.

Connecting Aurora Goals	Car-Oriented City (Status Quo) Imagine Future Outcomes	Place-Oriented City Imagine Future Outcomes	
Safe	LESS SAFE — MORE SAFE	LESS SAFE — MORE SAFE	Less driving and lower speeds lead to a safer trip for everyone.
Connected	LESS CONNECTED — MORE CONNECTED	LESS CONNECTED — MORE CONNECTED	Destinations are better connected to the neighborhoods they serve, especially by biking and walking infrastructure.
Reliable	LESS RELIABLE — MORE RELIABLE	LESS RELIABLE — MORE RELIABLE	Everyone has access to multiple modes of travel, and they can count on completing their trip.
Convenient	LESS CONVENIENT — MORE CONVENIENT	LESS CONVENIENT — MORE CONVENIENT	Frequent buses and trains, nearby bikeways and multiple driving route options, make travel convenient for all.
Sustainable	LESS SUSTAINABLE — MORE SUSTAINABLE	LESS SUSTAINABLE — MORE SUSTAINABLE	Fewer VMT reduce the impact of transportation on our environment. VMT is 15% lower.
Economically Strong	LESS STRONG — MORE STRONG	LESS STRONG — MORE STRONG	More jobs in Aurora means that the city is more competitive in the region, and people spend less time commuting.
Healthy	LESS HEALTHY — MORE HEALTHY	LESS HEALTHY — MORE HEALTHY	Building active transportation into people's daily lives leads to healthier outcomes.
Authentic	LESS AUTHENTIC — MORE AUTHENTIC	LESS AUTHENTIC — MORE AUTHENTIC	The city is able to provide authentic experiences for many cultures and people from many backgrounds.
Equitable	LESS EQUITABLE — MORE EQUITABLE	LESS EQUITABLE — MORE EQUITABLE	Providing options for travel means everyone has access to opportunities, no matter their background.
Integrated	LESS INTEGRATED — MORE INTEGRATED	LESS INTEGRATED — MORE INTEGRATED	Neighborhoods have a greater mix of land uses and higher activity, meaning the diverse city has a place for everyone.

A Place-Oriented City Through a Community Lens

Every Auroran has unique transportation needs and daily travel preferences.

On the following pages, you will meet several individuals inspired by real Aurorans and the stories they shared with the city throughout the Connecting Aurora planning process.

These stories, while fictional, help illustrate how Aurora's built environment affects people across the community by inviting you to walk a mile in their shoes. **Here, you'll read about four imagined individuals facing transportation challenges, and how the preferred Place-Oriented City expands their transportation choices.**

These personas reflect the mindsets and attitudes, behaviors, lifestyles, values, motivations, needs and activities that relate to mobility across Aurora.

Each persona allows us to step into the multilayered daily lives of Aurora community members and understand how they would be impacted living in the Car-Oriented City and the Place-Oriented City.



A Note on Age

Age plays an important role in the way people move around the city. When driving is prioritized over all other modes and dominates the city's streets, those who are too young or too old to drive legally or safely are left with limited ways to get around. The personas described here capture some of the challenges faced by these people in particular. Between now and 2050, the number of people over 60 years old is expected to increase substantially. Having mobility options other than driving is vital to supporting Aurorans of all ages.

Travel Time Assumptions

CAR

A range based on typical traffic on an average weekday and a highly congested weekday.

BUS OR TRAIN

Car-Oriented City: Based on current RTD schedules and trip planner.

Place-Oriented City: Buses in dedicated bus lanes average 20 miles per hour, including stops; trains are based on RTD schedules, assuming a five-minute walk and five-minute transfers.

WALKING

4 miles per hour.

BIKING

10 miles per hour.

Cost Assumptions

CAR

Car operating costs based on U.S. Bureau of Transportation Statistics for 2023 total cost of ownership data: 81 cents per mile.

BUS OR TRAIN

RTD fares assumed to be $3 per ride for adults, $1.50 for seniors, free for children 18 and under.

WALKING AND BIKING

Free (acknowledging that bike ownership cost is negligible compared to car ownership).

Meet "Glenn"

Glenn is a 75-year-old, lifelong Auroran. He is retired and lives on Florida Avenue near Highland Hollows Park with his wife, Nancy.





Meet "Maya"

Maya is a 46-year old woman who lives near I-225 and Mississippi Avenue with her partner, their three children and Maya's mother. Maya works full-time as an accountant in the Denver Tech Center.

Meet "Anna"

Anna is a 26-year old single woman living in Original Aurora and working at the Amazon Distribution Center on E 19th Avenue. She mainly gets around Aurora by walking and biking.





Meet "Sophia and Caleb"

Sophia and Caleb, ages 12 and 9, are siblings who live in a brand new neighborhood in eastern Aurora. They are in 7th grade and 4th grade, and are active kids with many hobbies and interests.



"Glenn"

Glenn's typical transportation needs

Glenn used to have a car, but decided to sell it after his son moved back to Aurora with his family. On a weekly basis, Glenn makes trips out of the house to go to the grocery store, to visit his grandchildren and to meet up with his friends at the Central Recreation Center. Glenn primarily uses public transportation to get around, but sometimes he will ask his son for a ride when he is available.

Recently, Glenn's wife Nancy has been struggling with her health. Between the two of them, they have several appointments a month at the Anschutz Medical Campus. These appointments take place during the work day when Glenn's son cannot drive them. Glenn and Nancy don't have smart phones.

Frustrations

- Long bus rides to key destinations.
- Public transit dead zones.
- Feeling like he needs a smartphone to stay updated with schedule.

Needs

- Affordable transportation options as they live on a fixed income.
- Travel mode that can accommodate a walker or wheelchair.

Car-Oriented City (Status Quo)

In the Car-Oriented City, Glenn is challenged on how to safely and efficiently get himself and Nancy to doctor appointments without a car. Taking transit is affordable with the older adult discount fare. But, it takes over an hour to make the 7-mile journey if the buses are running when they need them and on time; and they have to transfer at least once depending on the time of day. Using a rideshare service is more convenient, but too expensive, costing at least four times as much as the bus.

Glenn decides that the best option for him is to buy a car that he and Nancy can share when going to medical appointments or running errands. **Car ownership stretches his budget, but saves them at least 90 minutes roundtrip.** With this decision, Glenn finds that he walks less, using the car for most daily errands.

While "Glen" is not a real individual, he was inspired by the feedback and stories of real people who participated during the Connecting Aurora Engagement Process.

Glenn's trip to the doctor with his wife Nancy



Place-Oriented City

In the Place-Oriented City, **Glenn and Nancy can access a fast and frequent bus close by to efficiently get to the hospital and back home.** The bus is reliable, and they haven't had to cancel an appointment last minute due to bus delays. The city's bus stops have shaded seating that allows Glenn and Nancy to comfortably wait for their bus.

Even as Glenn gets older, he is able to maintain a sense of autonomy with his travels through Aurora. Improvements to the city's sidewalks and tree cover have made even the short walks to the bus stop feel safer and more comfortable.

A new neighborhood grocery store closer to Glenn's home means he can walk to get groceries using a household cart that rolls on smooth and connected sidewalks with accessible curb ramps the whole way.



"Anna"

Anna's typical transportation needs

Anna is a young single woman who recently moved from Lakewood to Aurora to be closer to her new job at the Amazon Fulfillment Center on E 19th Avenue. Anna is renting a home in Original Aurora and prefers to get around by bike. When in a pinch, Anna will use rideshare for short, inexpensive trips. Anna does not want to buy a car because she is saving up to buy a home.

Frustrations

- Minimal and disconnected bikeways along roadways with high levels of freight traffic.
- Lack of secure bicycle parking at transit stops.
- Long bus rides.

Needs

- Modes that can transport Anna's bicycle.
- Modes that are available when Anna works nontraditional business hours.
- Reliable and efficient transit.

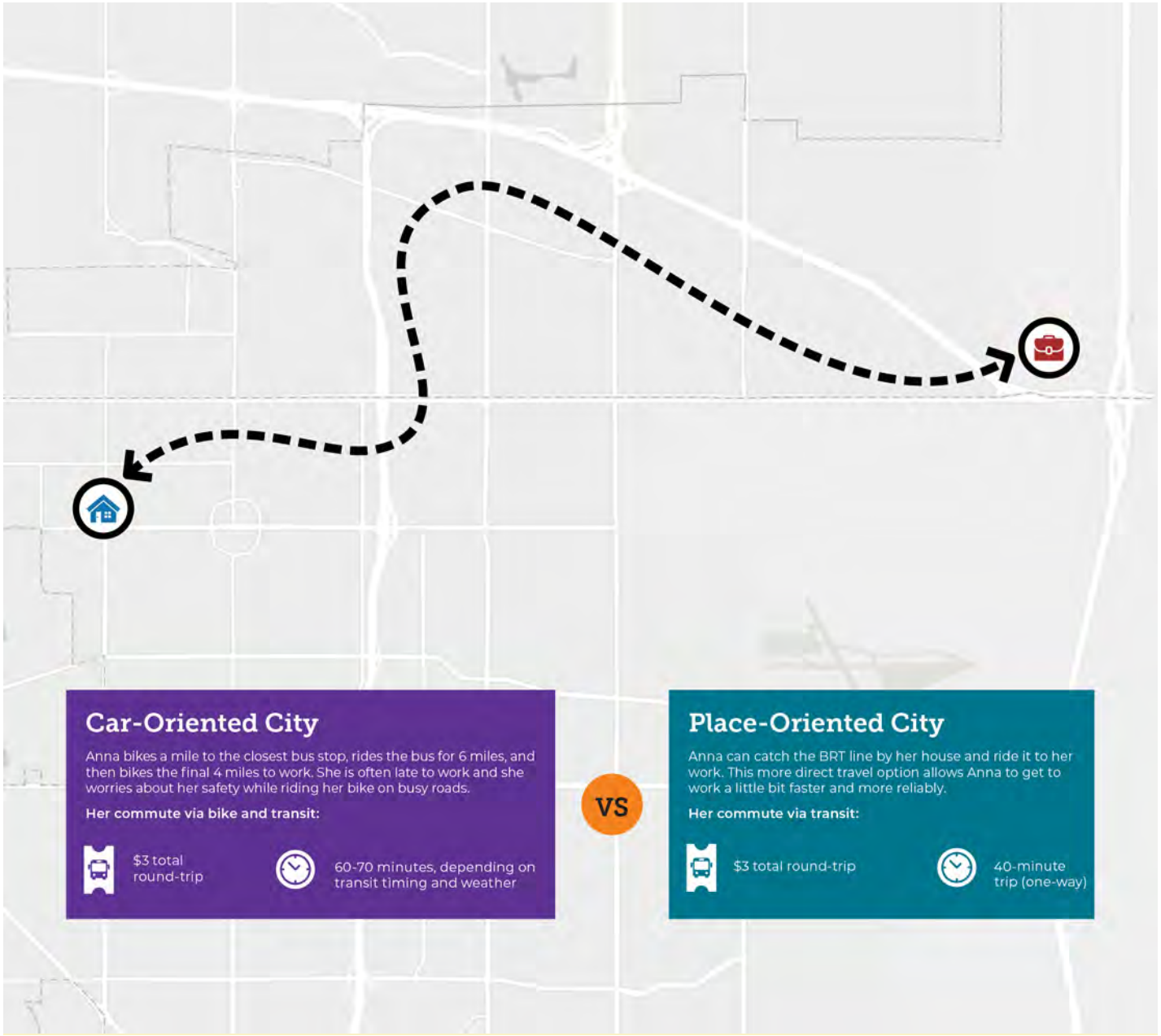
Car-Oriented City (Status Quo)

In the Car-Oriented City, although she feels able to bike around her neighborhood and access destinations close by, Anna has struggled to find a safe and reliable route to work. To take transit, Anna needs to load her bike on the bus bike rack and ride more than two miles on sidewalks or major arterials from the end of the bus line to her work site. She also needs to wait for the infrequent bus to arrive at the end of her shift, costing her valuable personal time.

Anna sometimes works very late shifts, and she does not feel comfortable waiting for the bus or riding her bike where there is no street lighting.
Anna will have to either buy a car or find a different, potentially lower-paying job closer to her neighborhood.

While "Anna" is not a real individual, she was inspired by the feedback and stories of real people who participated during the Connecting Aurora Engagement Process.

Anna's new route to work after moving into a new apartment



Place-Oriented City

In the Place-Oriented City, **Anna has more options.** If she wants to keep her job at the fulfillment center, the BRT line along Colfax Avenue provides fast, direct service nearly the entire way to her job. Once she gets off the bus at the new end-of-the-line mobility hub, she has several options to finish her commute—from bikeshare e-bikes to employer-sponsored shuttles. These are inexpensive, safe and convenient. If she chooses to bike the last mile to work, the separated bike lanes or sidepaths, street lighting and slower car speeds make that a much safer for her.

Anna can save money for a down payment on a new condo in her preferred neighborhood. Condos are more affordable and available, thanks to revised parking requirements in her transit-oriented community. Anna, living a car-free life, buys a condo without the need for a dedicated parking space, saving her more of her paycheck to cover other needs.



"Maya"

Maya's typical transportation needs

Maya lives a short walk from a transit stop but prefers to drive her car. She and her husband both own cars. Maya makes many trips in a day. She drops her kids off at school, goes to her job at an office in Denver and sometimes teaches English in northwest Aurora on weeknights.

Maya's mother lives with the family. Her mother does not like riding transit, especially alone, because she worries it is not safe and that she will get lost. Maya sometimes uses rideshare services for shorter trips without her children. The family members all own and ride bikes but only use them on the city's trails for recreation on weekends.

Frustrations

- Parking the car at the airport feels unmanageable when traveling with luggage, children and an older adult.

Needs

- Transportation that reliably gets Maya and her family to the airport on time for their flight.
- A mode that can accommodate the whole family and their luggage.

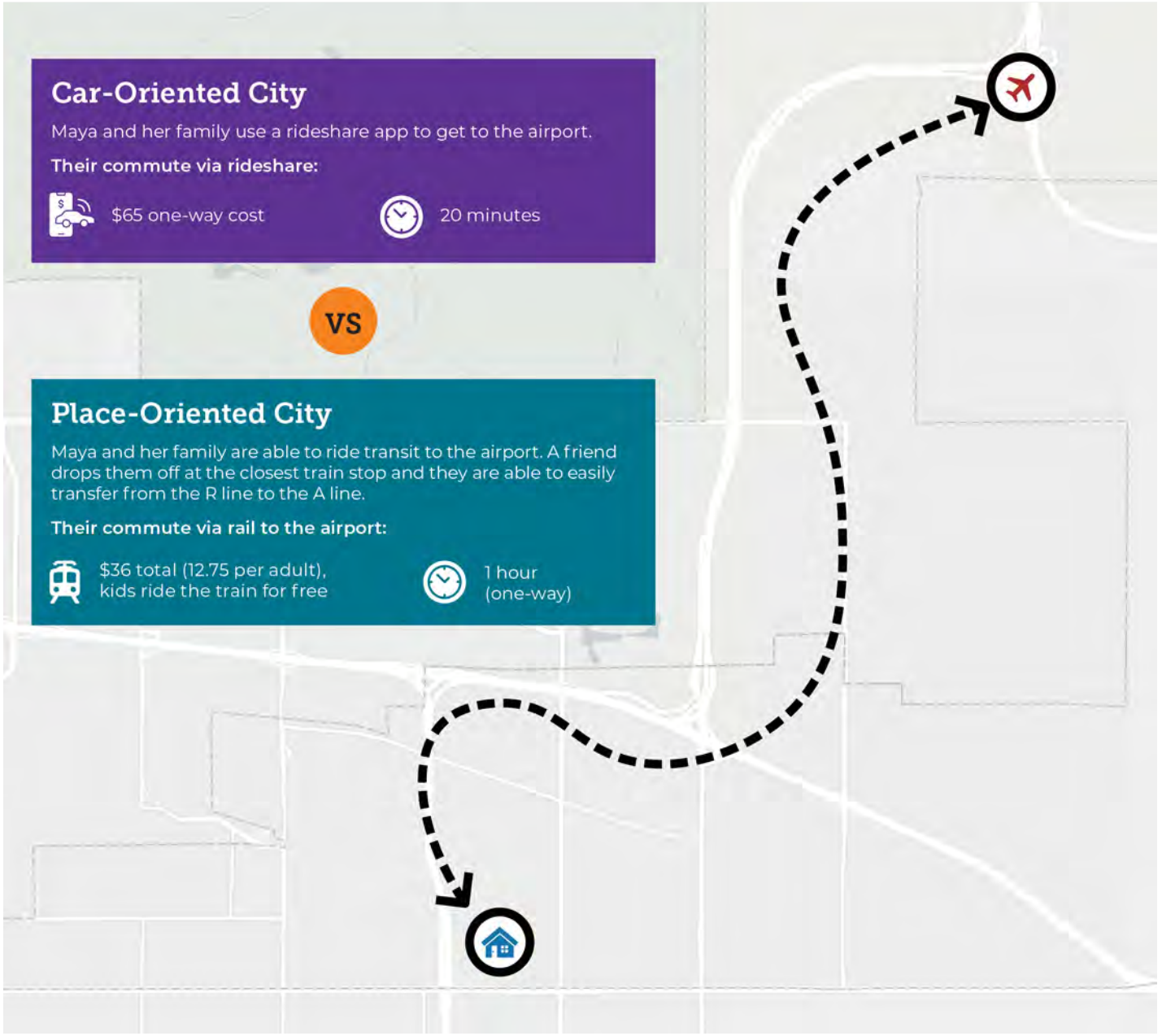
Car-Oriented City (Status Quo)

Maya and her family are headed on vacation. In the Car-Oriented City, she decides that her best option is to schedule a rideshare to the airport. Because the train to the airport only runs every 30 minutes after 6:30 pm and the R Line near Maya's home has been unreliable, **she doesn't view transit as a viable option**. Since the family trip is more than a week long, parking at the airport would be expensive. So, Maya and her husband decide to use rideshare, which is still expensive but saves them money compared to driving themselves.

Maya does not use transit much even though she lives within an easy walk of the R Line, because it does not go where she needs to go and is too slow.

While "Maya" is not a real individual, she was inspired by the feedback and stories of real people who participated during the Connecting Aurora Engagement Process.

Maya and her family's route to the airport to visit relatives



Place-Oriented City

In the Place-Oriented City, Maya's neighborhood undergoes a major transformation. More services are built, and new families move in to the neighborhood because the city's updated zoning allows more uses and encourages TOD. More reliable and frequent R Line service means that Maya now finds taking the train easy and convenient. **She still drives to work because it's the most convenient option for her, but she uses the train frequently** to get to her English classes near the Colfax stop on the R Line. Because of her positive transit experiences, she now encourages her family to use the train to the airport, saving the family money on their trips.



"Sophia and Caleb"

Sophia and Caleb's typical transportation needs

Sophia and Caleb live active childhoods with school, play dates, soccer practice and music lessons to attend. They both have bikes and learned to ride at a young age. Their dad works full time at an office in central Aurora, and their mom works part-time at a nearby school. Both of the parents own cars.

Frustrations

- There are limited options in their new neighborhood for after-school activities.
- Their parents are afraid to let them walk and bike to activities because the streets are wide and cars travel fast.

Needs

- Sophia and Caleb desire mobility independence and options that don't involve a car.
- Safe access to more destinations in their neighborhood.

Car-Oriented City (Status Quo)

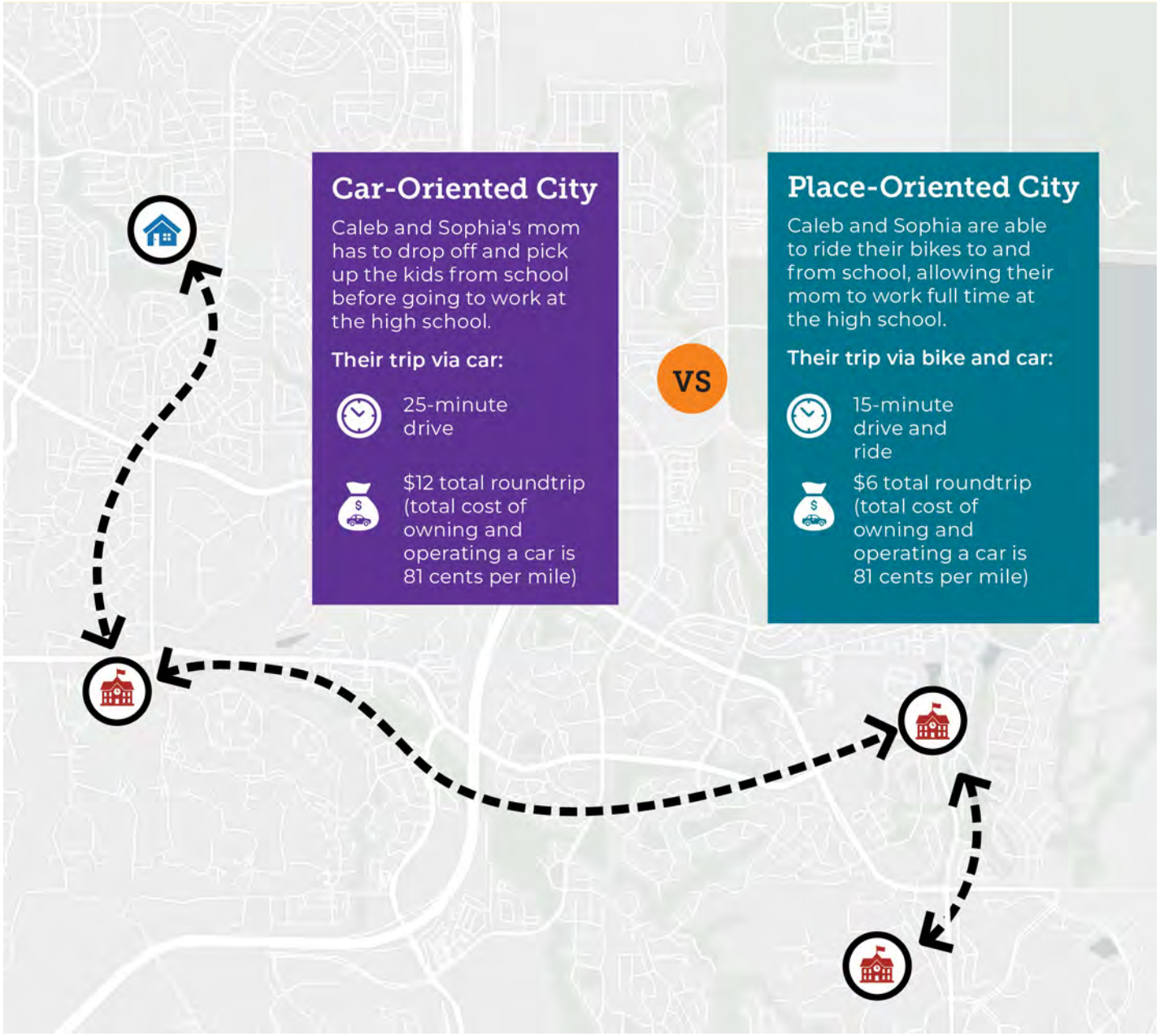
In the Car-Oriented City, Sophia and Caleb mostly need their parents to drive them to and from their daily activities. Sometimes, if a friend lives close enough, they walk to their house for a play date. But a lot of times, even if the friend is technically close, the walk requires them to cross a busy street at an unsafe location or go way out of their way (which kids don't love to do).

Now that they are at different schools, their mom needs to take separate trips both in the morning and in the afternoon at different times to drop them off and pick them up. This limits her ability to find a full-time job, unless the parents want to pay for before-and after-school care.

After-school activities mean more trips in the car because these destinations aren't close enough for them to get to on foot or on their bikes.

While "Sophia" and "Caleb" are not a real individuals, they were inspired by the feedback and stories of real people who participated during the Connecting Aurora Engagement Process.

Sophia, Caleb and their mom's route to school each day



Place-Oriented City

In the Place-Oriented City, Caleb can walk on a safe route to his neighborhood elementary school, and Sophia is able to bike to her middle school on the local trail network. This means that their mom can take a full-time job at her school and still be active in their before- and after-school activities. Their neighborhood has a mixed-use town center at its core that offers parks and small businesses. A local resident opens a small music school that the kids join and bike to twice a week.

Both of their parents keep their cars, but they use them far less than in the Car-Oriented City, saving money on maintenance and fuel.

Sophia and Caleb live spontaneous, unplanned days where they are able to make their own plans with friends without having to rely on their parents for rides.

Multimodal Network

A Network that Works for Everyone

Multimodal networks integrate walking, bicycling, rolling, transit and driving into a cohesive and connected system that allows people to move safely and efficiently through a city. They provide a range of travel options to meet the diverse needs of residents, workers and visitors.

Multimodal networks provide greater flexibility, access and resiliency within the transportation system than a car-dependent network. By providing alternatives to driving, multimodal networks can support Aurora's goals to reduce congestion, lower GHG emissions, improve public health and offer cost-efficient travel options for people of all ages and abilities.

Within a multimodal network, streets serve different purposes and functions, but the safety and comfort of all users remains a priority.

Safe and direct connections, such as bicycle parking near transit stops or pedestrian facilities leading to park-and-rides, make it easier to transition between modes. Streets and supporting infrastructure design must minimize conflicts between modes while ensuring comfort and predictability.

Policies need to strengthen the relationship between land use and transportation, while programs should encourage multimodal travel. Together, they create a network where each mode reinforces and complements the others, resulting in a more accessible, sustainable and user-friendly transportation system.

This chapter focuses on how Aurora's Place-Oriented City will take shape through balanced modal design and supportive policies and programs.

Chapter 6 Highlights

FRAMEWORK FOR ACTION
Describes recommendations that are found in this plan.

POLICY & PROGRAM SUMMARY
Policies and programs to help the city achieve its vision.

COMPLETE STREETS FRAMEWORK
Summary of the policy that guides future street design.

MODAL PRIORITY
Establishing a system to prioritize multimodal travel.

Framework for Action

Aurora's action framework guides policies, programs, investments, and partnerships to deliver a safe, connected, and reliable transportation system for all.

Aurora will take action to provide safe, convenient, reliable and connected transportation options for all people. The framework for action will help the city realize its transportation vision for Aurora. City actions include creating policies to regulate, design, operate and prioritize transportation infrastructure; improving city transportation services and infrastructure programmatically; and making capital investments in transportation. Many of these actions will require or benefit from partnerships with other public agencies and private entities.



Policies

Several policies are included in this chapter and each mode chapter (Chapters 7 through 11) to establish guidance on transportation decision-making in the city. These policies, among others, will help city staff and other key decision-makers to better develop and implement the projects identified in Connecting Aurora. The implemented policies will form the foundation for future investment and guidance for building and maintaining the transportation system.



Programs

The programs in Connecting Aurora are focused on providing better overall service for Aurorans. They are intended to help the city establish methods to implement improvements and initiatives outside of the specific capital investment recommendations identified as stand-alone or packaged projects. These recommendations will allow the city to pursue quality of life enhancements in a regular and regimented manner, ideally with steady and predictable funding streams.



Capital Investments

Capital investments in transportation are focused on implementation of improvements in phases (short-, medium- and long-term implementation timelines). Capital investments are discussed in each mode chapter, and are summarized in the Moving Forward chapter (Chapter 12). Some of the projects will be funded with city funds, while others will be funded by others, such as private developers. Some larger projects and project packages will necessitate the pursuit of partnerships with federal and state governments and other local agencies.



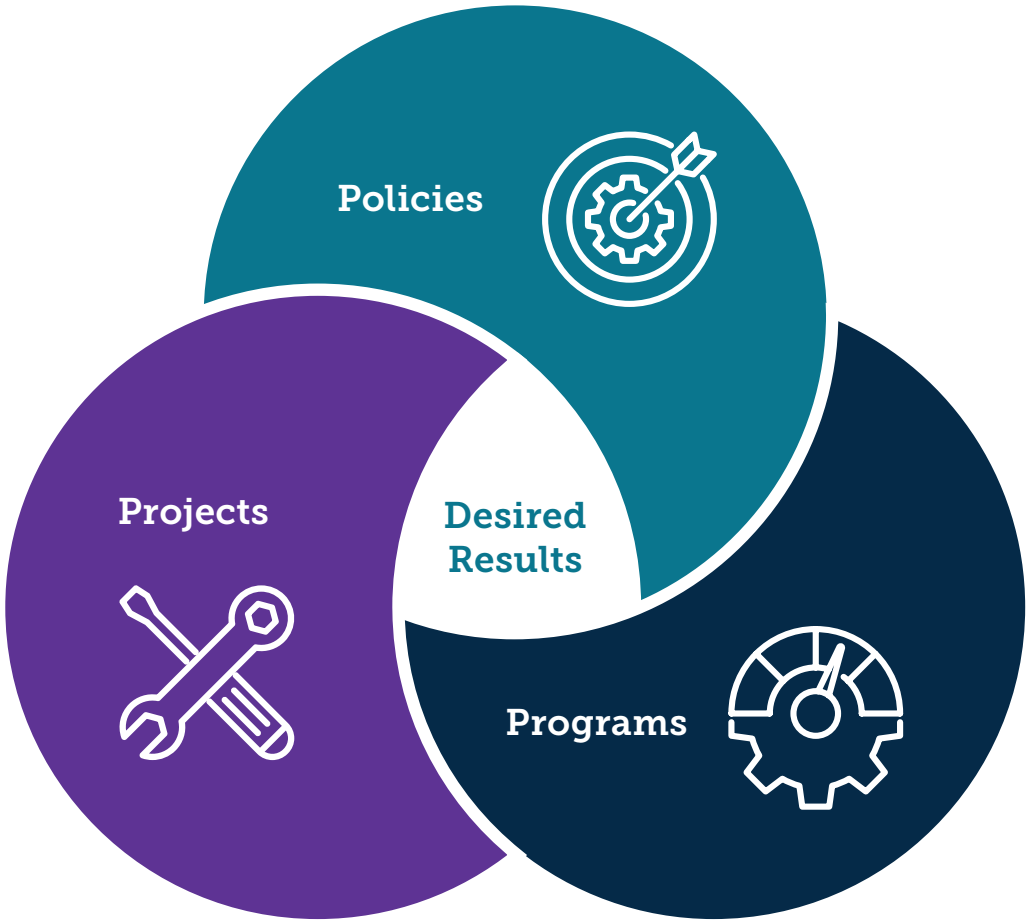
Partnerships

Aurora's transportation systems are built, operated, maintained and used by a huge variety of partners. How the city of Aurora capitalizes on these partnerships matters. Key partners are highlighted throughout the framework for action in each mode chapter (Chapters 7 through 11).

Policies and Programs for Complete Streets

Policies and programs are an important component of Connecting Aurora as they work together with projects to achieve desired outcomes.

Policies, programs and projects are part of a holistic process to produce desired results. The policies and programs identified in this chapter are intended to support implementation of Connecting Aurora. Some of these policies and programs may relate to one specific mode, while others are relevant to multiple modes. Additional context, where appropriate, may be found in Chapters 7 through 11. For easy reference, policies are identified as PL and programs are identified as PR.



Policies

Policies are directives or guidelines that provide the foundation and structure to develop projects and programs and implement them in ways that advance the goals, inform city priorities on investments and set standards for implementation and evaluation.

Programs

Programs are activities or broad project efforts that encourage, educate and support mobility investments, including approaches for better data and information gathering to support decision-making related to future Projects and Policies. Programs may be implemented by or in partnership with other agencies and organizations.

Projects

Projects are specific infrastructure investments intended to improve access and mobility options. Projects represent the priorities of the plan and are implemented over time to complete the defined multimodal networks.

Recommended Policies and Programs

Policy/Program	Description	City Benefit	Community Benefit
PL 1: Complete Streets Framework	Adopt a Complete Streets Framework and create a complete streets design guide to prioritize safe, convenient and comfortable travel for all users—regardless of age, ability or mode of travel. This includes incorporating sidewalks, bicycle lanes, protected crossings, accessible transit stops and traffic calming measures in all projects to the extent feasible. The framework guides all phases of project delivery, including planning, design, construction and maintenance.	This helps the city build a safer, more balanced multimodal network by aligning internal departments and efforts for improved coordination and effectiveness.	As a community member, it means you can get around safely and comfortably no matter how you choose to travel.
PL 2: Transportation Impact Study (TIS) Guidelines	Update current TIS Guidelines to incorporate multimodal safety and convenience best practices. In the future, consider alternative methods for measuring multimodal level of service. The policy supports project evaluation across modes.	It ensures new projects consider walking, biking and transit so the transportation system keeps pace with the city's growth and aligns with the direction for mobility.	This means that new developments are planned with your daily experience in mind, including sidewalks, safe crosswalks, bike facilities and reduced congestion.
PL 3: Update Requirements for New Development and Re-Development	Update UDO and other city land use codes/relevant documents to ensure that new developments and redevelopments are designed to support multimodal transportation, connectivity and maximize transit investments. The policy includes context-sensitive design principles and supports complete neighborhoods.	It ensures that growth enhances and reinforces the city's mobility investments, rather than straining the transportation network.	It means that new housing or destinations will be easier to reach on foot, by bike or by bus—not just by car.
PL 4: Designing Streets for Safer Speeds	Where appropriate, use context-sensitive approaches and data to consider setting speed limits, particularly on pedestrian-priority-streets. It aims to reduce crash frequency and severity, particularly, but not only for, people walking and biking.	This reduces crashes and severity of impacts, creating more people-friendly places.	Slower speeds mean safer streets for walking, biking and driving—especially for kids and older adults.
PL 5: High Frequency Transit Corridors TOD	Encourages TOD along high frequency transit corridors, emphasizing walkability, mixed land uses and higher densities near stations. It aims to maximize the benefits of transit investments by increasing ridership and supporting economic development. Tools may include zoning changes and/or financial incentives.	It supports transit investments and promotes economic growth while enhancing transit efficiency and sustainability.	Living or working near transit makes it easier to get where you need to go without always relying on a car and provides additional options for employees to get to work.

PL = Policy PR = Program

Recommended Policies and Programs (cont'd)

Policy/Program	Description	City Benefit	Community Benefit
PR 1: GIS and Asset Management Data Updates	Expand Strategic Asset Management Plan to include multimodal infrastructure.	This makes sure decisions are based on accurate, up-to-date information, which helps with planning, budgeting and long-term maintenance.	These tools improve the public's ability to understand information and participate in the process, increasing transparency.
PR 2: Resurfacing Program Expansion	Continue and adequately fund the existing resurfacing program that systematically repairs or replaces roadway surfaces to maintain ride quality and extend pavement life. It integrates safety and multimodal improvements, such as striping bike lanes or curb ramp upgrades.	Well-maintained streets lower repair costs, extend the life of the transportation network and reduce emergency response delays. This also provides a lower-cost option to enhance streets.	Fresh pavement makes driving, biking and walking safer and more comfortable; and it saves you from wear and tear on your car.
PR 3: Maintenance Program	Develop a program for annual maintenance funding of new and existing city-owned transportation infrastructure, as well as replace cost funding.	Routine maintenance prevents costly repairs later and keeps the whole system running reliably.	It means fewer potholes, safer sidewalks, debris-free bike lanes and facilities that work the way you need them to.
PR 4: Bicycle Friendly City	Modeling after the League of American Bicyclists' framework, this encourages policies, programs and infrastructure investments that support safe and convenient bicycling. City certification and efforts can be supported by programs to encourage businesses to promote biking.	It supports healthier, more sustainable travel choices and helps the city gain recognition as a bicycle-friendly place.	It means safer facilities, education to build confidence and encouragement to ride—whether for fun, errands or commuting.
PR 5: Transportation Demand Management (TDM)	TDM programs use incentives, education and infrastructure to shift travel behavior away from single-occupancy vehicle use toward more sustainable modes, such as transit, biking, walking or carpooling. Common elements include commuter benefits, parking pricing and mobility apps. TDM supports reduced congestion, emissions and parking demand.	It reduces congestion, cuts emissions and makes better use of the transportation system the city already has.	It gives you more choices—like carpools, transit passes or flexible work options—that can save money and time.
PR 6: Microtransit	Provides on-demand, shared rides using small vehicles that can flexibly serve major employment areas and underserved areas. Services are typically app-based and may be operated by public agencies or through partnerships with private providers. Microtransit bridges gaps in the fixed-route network and supports first- and last-mile access.	It fills gaps where regular bus service isn't practical, helping more residents access jobs, schools and services.	It's like having a neighborhood shuttle you can call when you need it, making travel easier without relying on a car.

PL = Policy PR = Program

Recommended Policies and Programs (cont'd)

Policy/Program	Description	City Benefit	Community Benefit
PR 7: Bus Priority	In partnership with RTD, implement strategies to improve bus speed and reliability, such as dedicated lanes, queue jumps, signal priority and bus stop consolidation. It aims to make bus service more competitive with driving and improve rider experience. Programs may include planning, pilot testing and permanent implementation phases.	Faster buses improve transit service and attract more riders, reducing overall traffic and emissions.	It means buses that show up on time and get you where you're going quicker—even during rush hour.
PR 8: Bus Stop Improvements	Encourage transit providers and other partners to fund, install and maintain transit stop improvements and amenities. The program often includes coordination with accessibility upgrades and land use context.	Better stops can make transit a more attractive option that supports future investments and leverages access and maintenance partnership opportunities.	It means getting to and waiting for the bus is safer, more comfortable and more welcoming in all kinds of weather.
PR 9: Urban Area Shared Micromobility	Enables public or private providers to operate shared bicycles, e-bikes or scooters within a city. It establishes permitting, parking, access and data reporting requirements. Shared micromobility enhances short-trip connectivity and can reduce vehicle use for first- and last-mile travel. Consider this program in highly urbanized areas, such as the Anschutz Medical Campus.	Shared micromobility expands travel options, reduces short car trip and supports first- and last-mile connections to transit.	It gives you quick, flexible ways to get around without needing to own a bike or scooter yourself.
PR 10: Neighborhood Sidewalk Retrofits	Build on the existing program that fills gaps in the sidewalk network and upgrades substandard or inaccessible sidewalks in existing neighborhoods. Prioritization is based on safety, equity, proximity to schools or transit and community requests.	Completing the sidewalk network improves accessibility and safety for everyone, especially in neighborhoods that have been left behind.	It means safer, easier walks to school, the park or the bus stop—no more muddy paths or gaps in the sidewalk.
PR 11: Safe Routes to School (SRTS)	SRTS programs promote safe, convenient and fun walking and biking to school through infrastructure improvements, education and engagement activities. Projects may include crosswalks, signage, sidewalk repairs and school travel plans.	Investing in SRTS improves safety, reduces traffic around schools and encourages healthy, lifelong travel habits.	Parents get peace of mind knowing their kids can travel safely; and kids get more independence and fun on the way to school.
PR 12: Multimodal Counts	Collects data on non-motorized travel to measure usage trends and evaluate projects. Regular counts help inform planning, justify investments and track mode shift.	Good data helps the city make smarter investments and measure progress toward transportation goals.	It ensures your travel choices—whether walking, biking or riding transit—are counted and valued in city decisions.

PL = Policy PR = Program



Connecting Aurora Complete Streets Framework

The Connecting Aurora Complete Streets Framework establishes a bold, citywide approach to planning, designing, and maintaining streets that are safe, equitable, and accessible for all users.

Aurora will develop a Complete Streets framework to support Connecting Aurora's vision and reinforce the city's commitment to inclusive mobility, public health, sustainability and community vitality. It will help ensure that Aurora's transportation investments contribute to a connected, multimodal street network and enhance public space. The following are key components to be included in the framework:

Framework Purpose

At its core, the framework will integrate multimodal principles into the fabric of transportation decision-making—from initial planning to long-term maintenance. Its purpose is to safely connect all people, whether they walk, bike, roll, drive or ride transit, to the places they live, work and play.

Scope and Design Guidance

The framework will apply to all street projects—new construction, retrofits, operations and maintenance—so that all users are accommodated and prioritized accordingly. Aurora will develop design standards that follow best practices from federal guidelines like Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO), while remaining flexible and context-sensitive to Aurora's local needs and land use patterns.

Land Use and Context Sensitivity

The framework will define modal priority and coordinate with street types and placetypes to account for the surrounding context, while maintaining consistency for users. This will allow the city to tailor multimodal features and curbside amenities according to corridor type and community input. This approach will ensure strategic trade-offs and investments align with corridor function and community goals.

Equity Integration

Transportation projects will be evaluated through an equity lens so that there is a fair distribution of investments across the city. Tools, such as the Vulnerable Population Index, will guide prioritization, alongside engagement efforts that reflect Aurora's demographics, such as car-light households and areas of persistent poverty.

Implementation and Oversight

A Complete Streets Implementation Team of city department staff and community representatives will guide inter-departmental coordination. Training for city staff, boards and commissions will institutionalize policy and improve understanding and consistency in project review.

Maintenance and Operations

Ongoing operations, such as snow removal, sweeping and repairs, must support all modes equitably. Routine maintenance will incorporate multimodal considerations where appropriate.

Project Prioritization

Projects will be selected based on how well they align with Connecting Aurora goals, close infrastructure gaps, improve safety and support multimodal access. A transparent, data-driven scoring system will be used to evaluate project readiness, cost-effectiveness, equitable impacts, and community engagement. Project reviews will align with the city's strategic planning efforts.

Measuring Progress

The city will track performance and engagement metrics to assess implementation success. Key indicators include car-light households, areas of concentrated poverty and age demographics. Regular reviews and updates to standards and policies will ensure alignment with evolving goals and technologies.



Complete Streets Design Guide

Complete Streets Design Guide will be a tool to provide a context-sensitive framework to plan, design and implement streets that reflect Aurora's goals and responds to its diverse land uses, mobility needs, community priorities and best practices.

The Design Guide will be developed and implemented after the completion of Connecting Aurora and will be updated from time to time to keep up with industry standards. The guide will provide key street elements, design principles and modal priorities for each street type matched to place types.

The purpose of the guide will be to:

- Support complete streets.
- Align street design with land use context.

The Design Guide will support development of a connected, vibrant and resilient street network. More broadly, the Design Guide will provide guidance for:

- Strengthening the public realm. Consistent implementation for context-based design by leveraging place types and street types together, ensuring streets reflect the character and function of their surrounding environment.
- A functional framework to incorporate multimodal priority into planning and design for future investments.
- Ensuring access for people of all abilities to all modes in the transportation network.

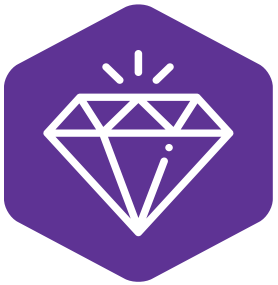
The core philosophy behind the Design Guide will be to emphasize that streets serve many purposes, including

- Mobility – getting people to where they need to go in a manner that is safe and convenient.
- Placemaking and wellness – providing visual attraction as people travel to and through the city and, depending on placetype, streets may foster community gathering.
- Ecology and resilience – streets must address stormwater and major weather events
- Economic vitality – streets support economic development in a myriad of ways, including accommodating the movement of freight to provide access to local businesses.

Establishing Modal Priority

Modal priority is a framework used in transportation planning to guide how different travel modes—such as walking, biking, riding transit and driving—are treated within a given corridor or project.

The three modal priority levels for Connecting Aurora (from highest to lowest) are **Prioritize, Emphasize and Accommodate**. These priority levels help clarify the role of each mode in the design and operation of a street and allow for multiple modes at like priority levels where appropriate. This approach supports balanced, context-sensitive street design that reflects community goals and transportation needs. The table on the following page details each priority level and its relationship to the street types and placetypes, which are further described in Chapters 7 through 11.



Prioritize

Provides a high caliber of experience by the prioritized mode that receives the highest consideration and operational preference. Facility widths are ample for use and safety. Prioritizing a particular mode may compromise elements from other modes so there is space for a high-quality experience.



Emphasize

Elevates a particular travel mode through enhanced design and amenities. The user experience is comfortable and is connected to destinations and amenities. Design features or operational support to enhance comfort, efficiency or visibility for a given mode are expected.



Accommodate

Provides for basic provisions for a particular mode. Facilities may meet minimum functional standards or other design compromises may be pursued to provide space for other modes.

Modal Priority Definitions

Mode	Accommodate	Emphasize	Prioritize
 **Walking and Rolling** What this looks like	Provide access to local residences, commercial uses, parks or other destinations from transit stops and other higher order pedestrian routes.	Corridor facilities are enhanced to provide safe and convenient pedestrian access for moderate levels of pedestrian activity.	Corridor is intended to be a safe, attractive and convenient place for pedestrians. Design is for a high-level of pedestrian activity supporting current and future land use.
	City minimum width sidewalk and accessible curb ramps are present. Sidewalk is separated from the street if possible.	Increased sidewalk width and increased buffer space from the street are preferred, shared-use paths may be applicable.	Sidewalks may be widened further based on the surrounding context, a separated trail may be applicable, buffer is preferred and may be increased, wayfinding and amenities are included, raised crossings may be applicable.
 **Bicycling*** What this looks like	Bicycle access serves local circulation needs for bicyclists and provide access to adjacent properties.	Corridor facilities are intended to provide direct access to significant destinations or neighborhoods from the primary network.	Prioritized facilities comprise the backbone of the bikeway network and connect destinations and neighborhoods across Aurora. Facilities should support higher volumes of users, maximize comfort and minimize delay.
	Bicycle route signage or shared street, standard bike lane and shared use path.	Neighborhood bikeway treatments, buffered or separated bike lane, shared use path potentially wider and/or increased separation between users.	Wider and separated facilities appropriate to traffic and user context, off-street dedicated bikeway, separated on-street bike lane, separated trail, enhanced signage and wayfinding, bike parking and other amenities.
 **Transit*** What this looks like	Provides access for a standard bus or smaller vehicle, including paratransit, shuttles or on-demand transit.	Facility design provides more comfortable transit access to destinations and neighborhoods along the transit network.	Corridor supports frequent and reliable transit connecting major hubs and regional destinations and high-quality transit amenities and access for users.
	Appropriate street design for vehicle movements and turning, Americans with Disabilities Act (ADA) accessible bus stop.	ADA accessible bus stops with shelters and/ or other passenger amenities, coordinated pedestrian and bike access.	High-capacity transit routes with enhanced stop amenities and priority improvements.
 **Driving** What this looks like	Accommodations for driving are intended to provide access to local residences or commercial uses within a placetype.	Corridors are intended to distribute traffic to higher-level streets and support travel to and within placetypes.	Corridors are principal traffic routes serving most trips with at least one end within the city of Aurora. Safety countermeasures are a high priority on these corridors.
	Minimum street requirements, turn lanes where necessary, on-street parking	Enhanced signal timing for travel time reduction, potential additional turn lanes.	Additional travel lanes, prioritized signal timing, likely additional turn lanes for reliability.
 **Freight** What this looks like	Access provided to accommodating goods movement and last-mile delivery service to local residences or commercial districts.	Corridor-level goods movement intended to serve as primary routes within Industry Hub placetypes and connect major streets..	Prioritized facilities for access and circulation within and between freight districts, and serve intercity regional movement of freight.
	Vehicle access to destinations, on-street loading zones in high-demand areas, potential delivery lockers	Truck-designed turning lanes, mountable curbs and loading zones.	Wider lanes, larger turning radii, additional turning lanes and loading zones

** Applicable primarily along the bike or transit network, but may also apply to corridors that directly link to these facilities.*

Creating a Multimodal Transportation Network

Designing Visionary Networks

Aurora's Place-Oriented future depends on a true multimodal network where walking, biking, rolling, riding transit, driving and moving goods work together in a safe, connected and efficient system.

Building the multimodal network requires more than just individual projects. It takes policies, design guides and implementation strategies that knit everything together. Through the Connecting Aurora planning process, Aurora developed the Complete Streets Framework to build a transportation system that serves all users and creates seamless travel experiences.

Advancing multimodal principles moves Aurora closer to achieving its vision for a Place-Oriented City. Multimodal investments create streets that are more than travel corridors. They transform into destinations in their own right, supporting vibrant neighborhoods, thriving businesses and healthier communities. In this way, the multimodal network is both the backbone of mobility and a catalyst for creating people-focused places envisioned in Connecting Aurora.

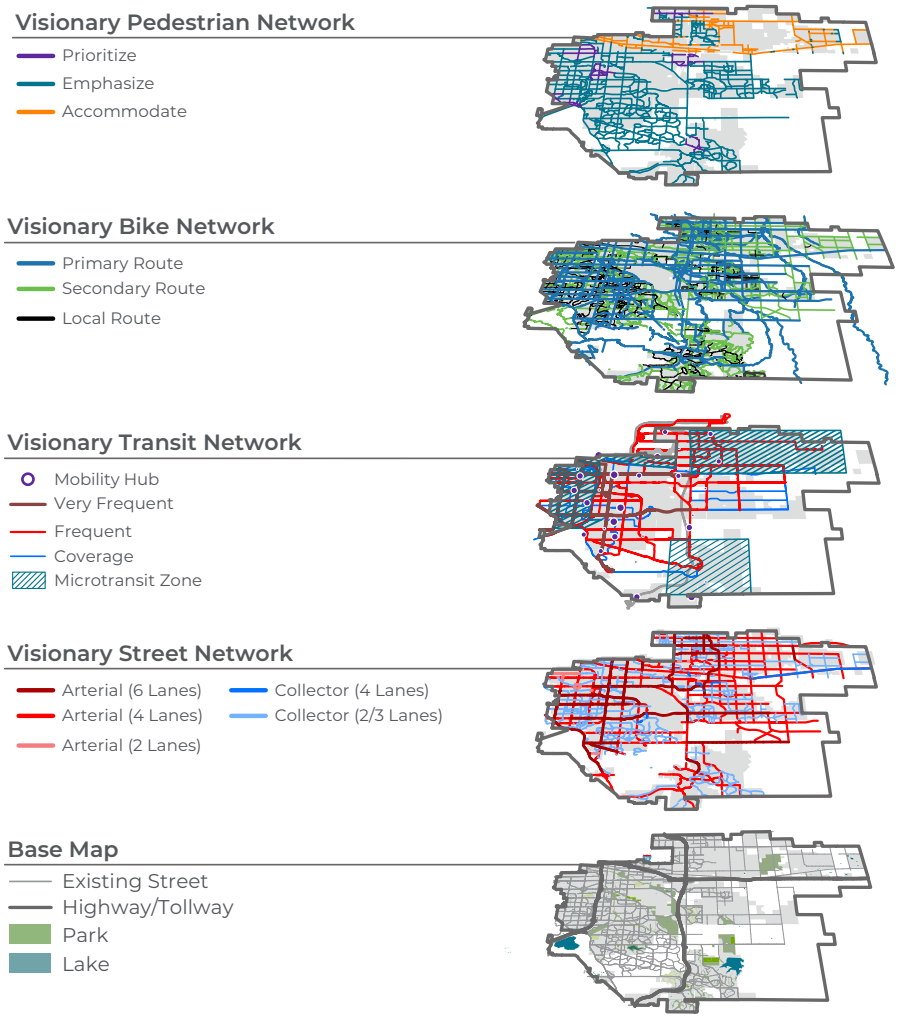
Modal Visionary Networks

To support this vision, the plan identifies a set of visionary networks—aspirational, citywide networks for each travel mode that define the long-term structure of Aurora's transportation system. These networks illustrate how walking, biking, transit, driving and freight movement should connect across the city to create safe, comfortable and accessible options for people of all ages and abilities. The visionary networks provide a roadmap to guide future investments, align policies and design decisions and ensure that incremental improvements collectively build a connected multimodal system that advances Aurora's place-oriented goals.

These networks overlay on each other to create the multimodal transportation system.

To build this system, the city will develop and maintain standard complete street cross-sections that incorporate design elements based on the modal priority for a given transportation corridor.

A brief description of these visionary networks and how they will be combined to form a



multimodal transportation network and complete streets follows.

Visionary Pedestrian Network

This network describes the appropriate modal priority for pedestrian facilities for a given street segment.

The width of the pedestrian facility and buffer between the sidewalk and other travelways will be dictated by this priority level.

Visionary Bike Network

Bikeway treatments will be defined for each street segment, including bikeway type, width, and buffer.

Visionary Transit Network

The transit network includes both frequency of service and type of guideway for transit. The guideways considered include rail corridors, dedicated transit lanes, and buses running in mixed traffic with cars and trucks.

Visionary Street Network

The visionary street network is focused on car and truck travel, and indicates the number of lanes and type of facility to provide for those specific modes of travel.

Complete Streets

In most cases a combination of street capacity (i.e. 4-lane arterial, 2-lane collector, etc.), transit capacity (i.e. bus rapid transit, medium capacity bus, etc.), bike capacity (i.e. shared use path, separated bikeway, etc.), and pedestrian capacity (i.e. 6-foot sidewalk, shared use path, etc.) will be necessary to provide the visionary multimodal network connectivity envisioned in this plan.

An example of what this might look like is shown below, a 2-lane arterial with dedicated bus rapid transit lanes, separated bikeway and comfortable buffered sidewalks.



People Walking

Making Our Future Walkable

In the past, Aurora has made planning decisions that supported car-centric land use patterns and infrastructure, resulting in a city that is not pedestrian-friendly. While there are sidewalks, street crossings and paved trails throughout the city, they are often outdated, inconsistently placed or uncomfortable for people traveling by foot.

To fulfill the vision of becoming Place-Oriented City, Aurora must improve walkability within and between communities.

Walkability refers to the extent to which people can get to services and amenities on foot within a reasonable time and distance. Highly walkable communities require well-designed and well-maintained pedestrian infrastructure and strategic land use decisions to bring everyday needs closer to where people live.

New programs, policies and infrastructure to improve walkability will make Aurora a safer, healthier and more connected community.

Strategic investments in a walkable community will:

- Improve safety for everyone on Aurora's streets.
- Minimize congestion caused by population growth by providing alternatives to driving.
- Provide a growing population of aging residents safe sidewalks so they can remain independent and age in place.
- Address deficiencies, such as the high number of substandard sidewalks and crossings in disproportionately impacted communities.
- Improve access to everyday destinations by closing gaps of missing and narrow sidewalks, infrequent crossings and car-centric land use.

Chapter 7 Highlights



TODAY'S CONTEXT
Aurora's sidewalks and trails are mostly complete, but the sidewalks are often uncomfortable.



PLANS, PROGRAMS AND INITIATIVES
Aurora is already developing plans and leading projects that address gaps in the network.



VISIONARY NETWORK
The future walking network will be built in a context-sensitive way.



ACHIEVING OUR GOALS
Better walking infrastructure will make Aurora a better place to live and work.

Today's Walking Context

Aurora's Pedestrian Network

Many areas of Aurora are difficult or uncomfortable to navigate on foot.

People who walk in Aurora rely on the existing network of sidewalks, crossings and trails. Despite the more than 2,000 miles of sidewalks and 248 miles of paved trails, walking to everyday destinations in Aurora can be difficult.

Aurora's sidewalk network does not consistently offer a safe and comfortable experience for people walking. In areas without sidewalks, people must often walk in a road, on a shoulder or on another unpaved surface. Around 22% of the city's sidewalks are considered narrow (4 feet or less). Narrow sidewalks are more difficult to navigate safely, especially for those using mobility assistance devices like walkers and wheelchairs.

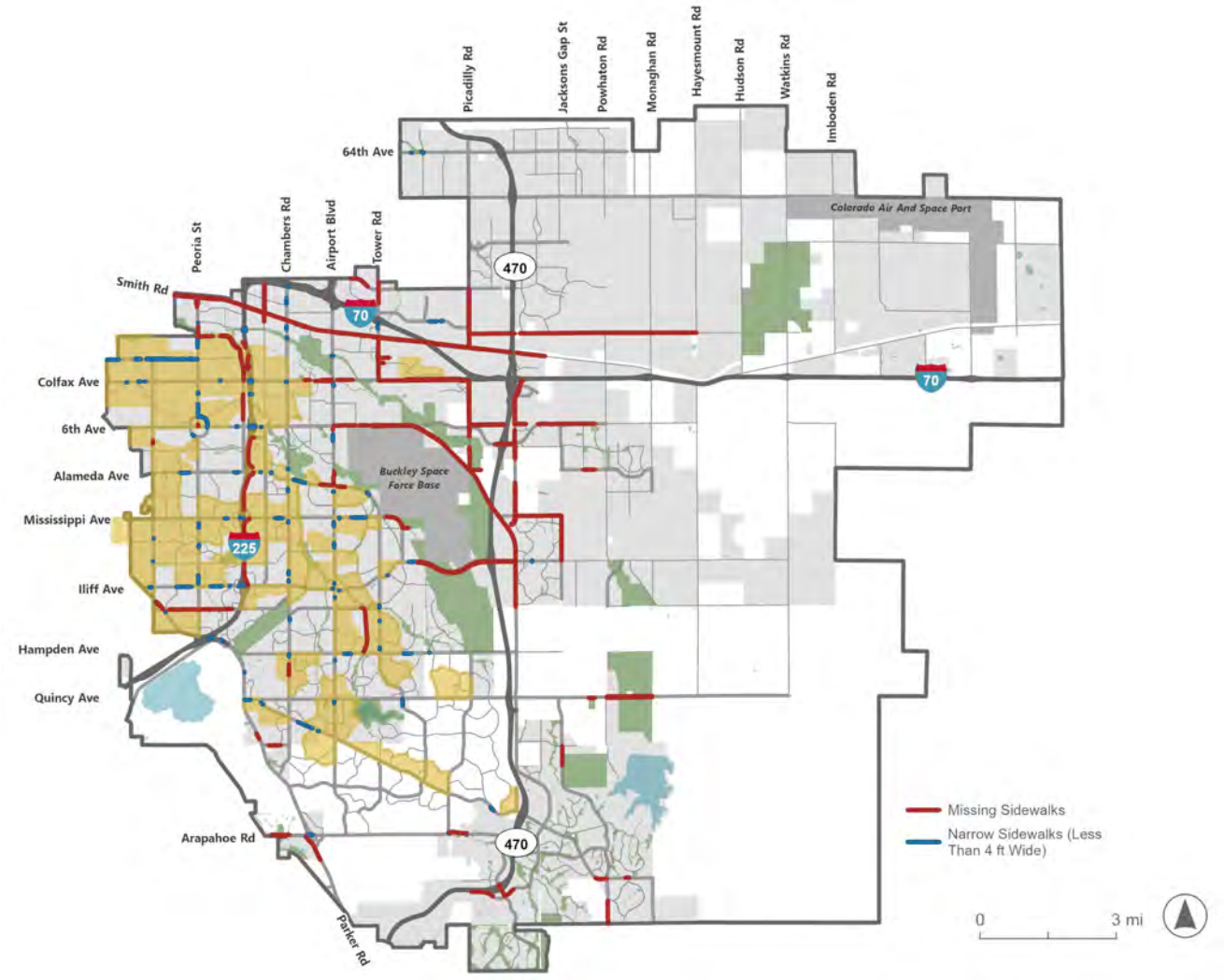
Aurora's pedestrian infrastructure by the Numbers

2,000 miles of sidewalks

248 miles of paved trails

Walking Infrastructure

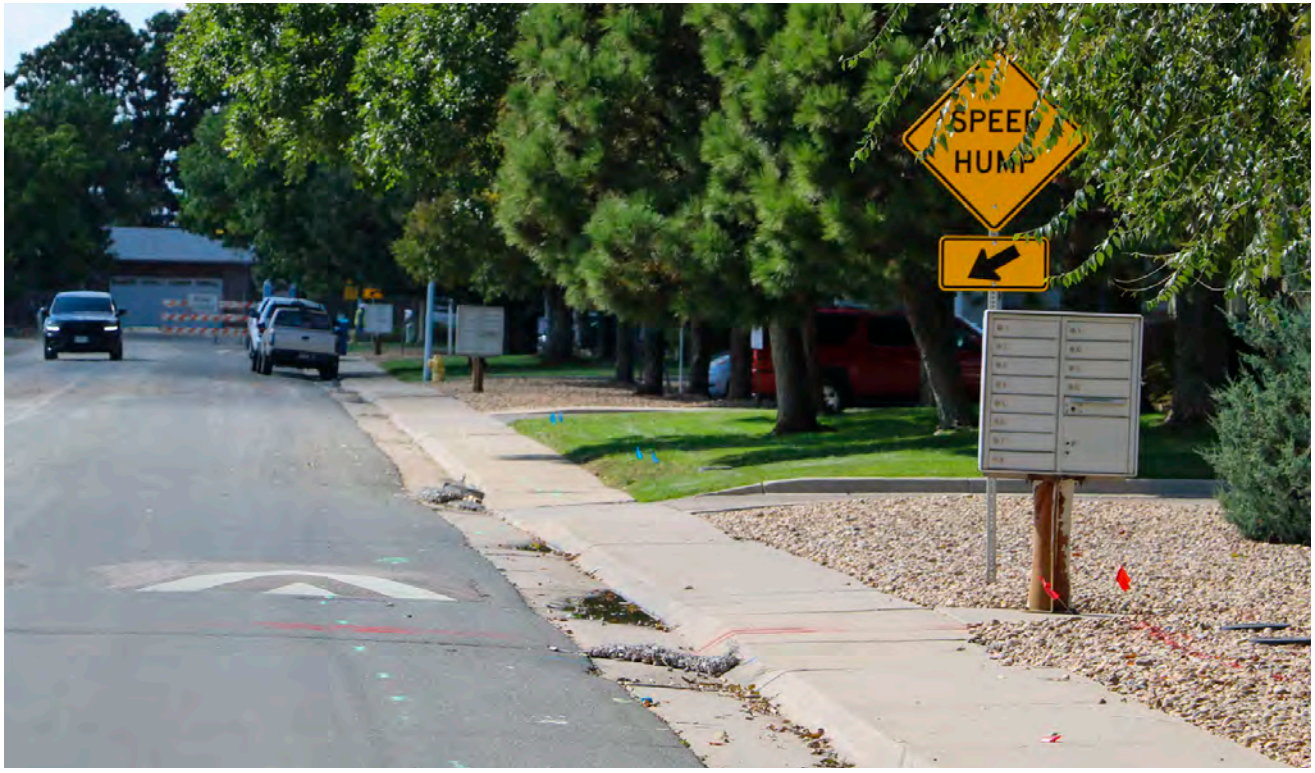
This map shows missing and narrow sidewalks on arterials and collectors. Many of Aurora's local streets (not shown) also have missing and narrow sidewalks.



Source: City of Aurora







Sidewalk coverage is most complete in Central and South Aurora. Gaps in the sidewalk network are concentrated in northeast Aurora, many of which may be filled in as development occurs. Major streets with missing sidewalks include Smith Road, Colfax Avenue, 6th Avenue, Jewell Avenue and Picadilly Road. Narrow, substandard sidewalks are heavily concentrated in northwest Aurora, particularly in the neighborhoods surrounding Colfax Avenue and 6th Avenue west of I-225.

Key Challenges

UNSAFE AND UNCOMFORTABLE CONDITIONS

Across Aurora, but especially in Original Aurora and other parts of northwest Aurora, sidewalks are missing or do not meet ADA and Public Right-of-Way Accessibility Guidelines (PROWAG) accessibility standards. This creates unsafe and uncomfortable conditions, particularly for people with disabilities, older adults and families with children.

LIMITED PEDESTRIAN REALM

Often, even sidewalks that meet accessibility standards are narrow or without buffers from traffic. This is especially problematic for sidewalks on high-speed, high-traffic arterials like Peoria Street and Chambers Road. Limited or a lack of separation between people walking and people driving creates a pedestrian environment that feels unsafe and uncomfortable. A high Pedestrian Level of Traffic Stress (PLTS) may determine whether or not a person chooses to walk, when given the opportunity.

Pedestrian Level of Traffic Stress

Pedestrian comfort on Aurora's streets may vary dramatically across a single walking trip.

Pedestrian Level of Traffic Stress (PLTS) measures how comfortable it feels to walk along a road based on factors like speed limits, sidewalk width and level of separation from traffic. Roads are scored from PLTS 1 (low stress) to PLTS 4 (high stress). Lower scores mean safer, more comfortable environments for people of all ages and abilities.

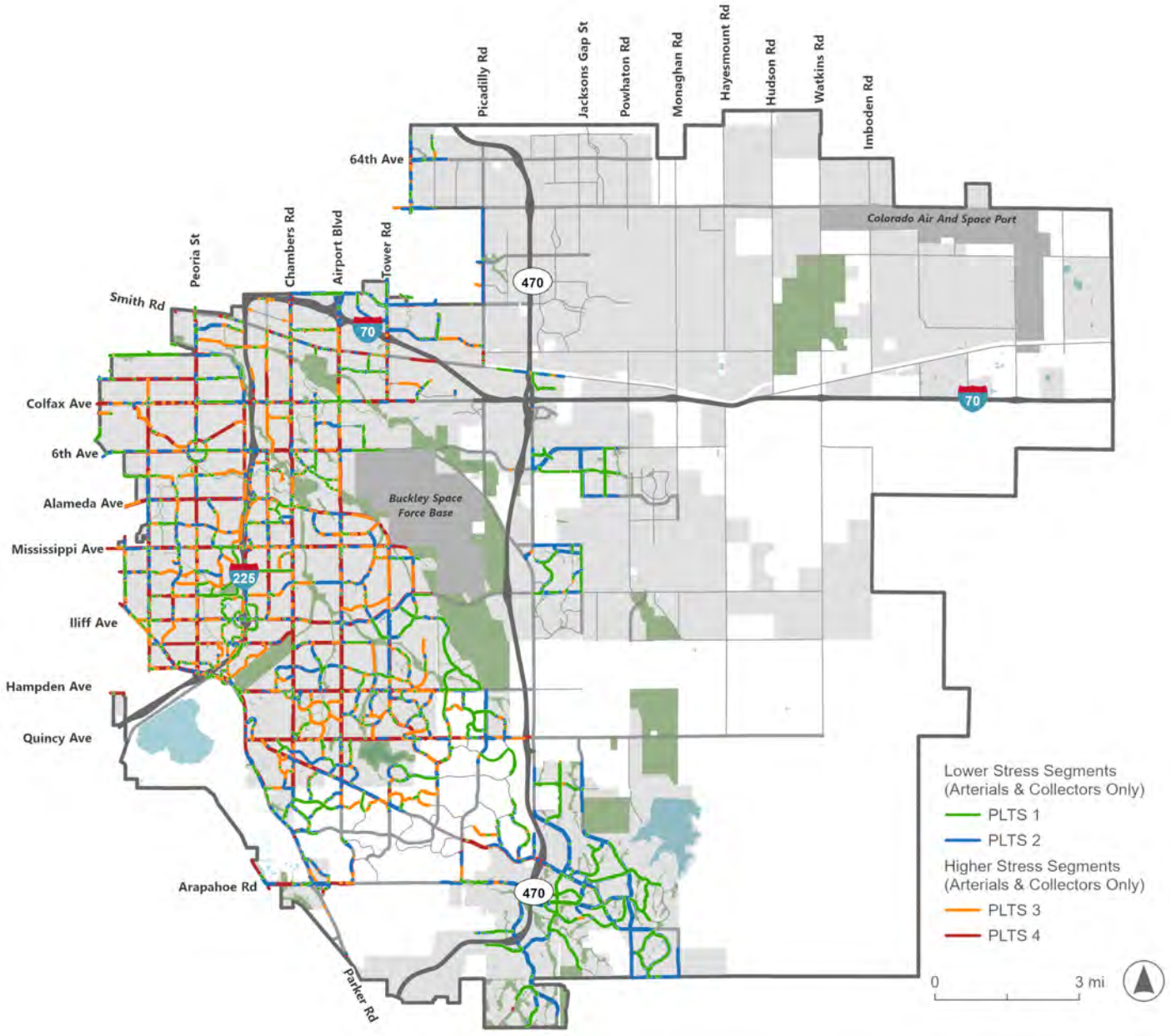
Many arterials and collectors west of E-470 are high stress (PLTS 3 or PLTS 4), indicating uncomfortable and often unsafe conditions for people walking. These roads often have segments of narrow or missing sidewalks adjacent to high-speed traffic. In contrast, roads in East Aurora have lower stress PLTS scores because of the more pedestrian-friendly infrastructure.

Key Challenge

INCONSISTENT WALKING CONDITIONS

A person walking in Aurora comes across a range of pedestrian facilities. People can be dissuaded from walking if there are inconsistent, unsafe and poorly connected sidewalks.

Pedestrian Level of Traffic Stress (PLTS)



Pedestrian Crossings

Safe and frequently spaced crosswalks are essential to a well-functioning pedestrian network.

Currently, many of the crossings on busy roads feel unsafe, even when there are traffic signals, because people must cross several lanes of traffic or deal with turning vehicles. High-stress crossings make it harder for people to walk, bike or roll safely.

Highways and wide roads are major barriers to walking and rolling. Highways like I-70, I-225 and E-470 divide Aurora into distinct segments, with few opportunities to safely cross them by foot.

There are many mid-block crossings on busy, high-speed roads that feel unsafe for people walking and bicycling. The city of Aurora has enhanced several crossings by installing high intensity activated crosswalks (HAWKs) and rapid rectangular flashing beacons (RRFBs). HAWKs are a form of traffic control with red beacons that bring motor vehicles to a complete stop at pedestrian crossings. RRFBs are yellow flashing beacons that warn drivers that pedestrians are at the crosswalk so they stop and allow them to cross.

Many of the enhanced mid-block crossings are at trail connections and along arterials and collectors. For example, HAWK crossings along Fitzsimons Parkway connect the Sand Creek Trail and the Fitzsimons light rail station with the Anschutz Medical Campus.

Crossings with appropriate safety treatments placed at shorter distances and between major signals on major roads allow pedestrians and bicyclists to safely cross on the most direct walking or bicycling route to desired destinations.

Key Challenge

CROSSING GAPS

Many of Aurora's streets, especially wide arterials, have long distances between traffic signals or marked crossings. These large gaps force people walking to go far out of their way to safely cross the road at these marked locations or to make unsafe crossings at unmarked locations.

High Intensity Activated Crosswalk (HAWK) at Iliff and Vaughn



This HAWK brings vehicles to a stop so that pedestrians can cross safely.

Rectangular Rapid Flashing Beacon (RRFB)



RRFBs enhance the visibility of pedestrians and alert drivers of their presence, increasing motorist yielding rates at crosswalks.

Crossing Level of Traffic Stress

High stress crossings on Aurora's arterials may prevent people from choosing to walk to nearby locations.

Crossing Level of Traffic Stress (XLTS) measures how safe and comfortable it feels to cross major streets by foot or by bike. Pedestrian crossings with higher XLTS scores are more stressful for pedestrians and bicyclists, often due to fast-moving traffic, wide roads and few safety features.

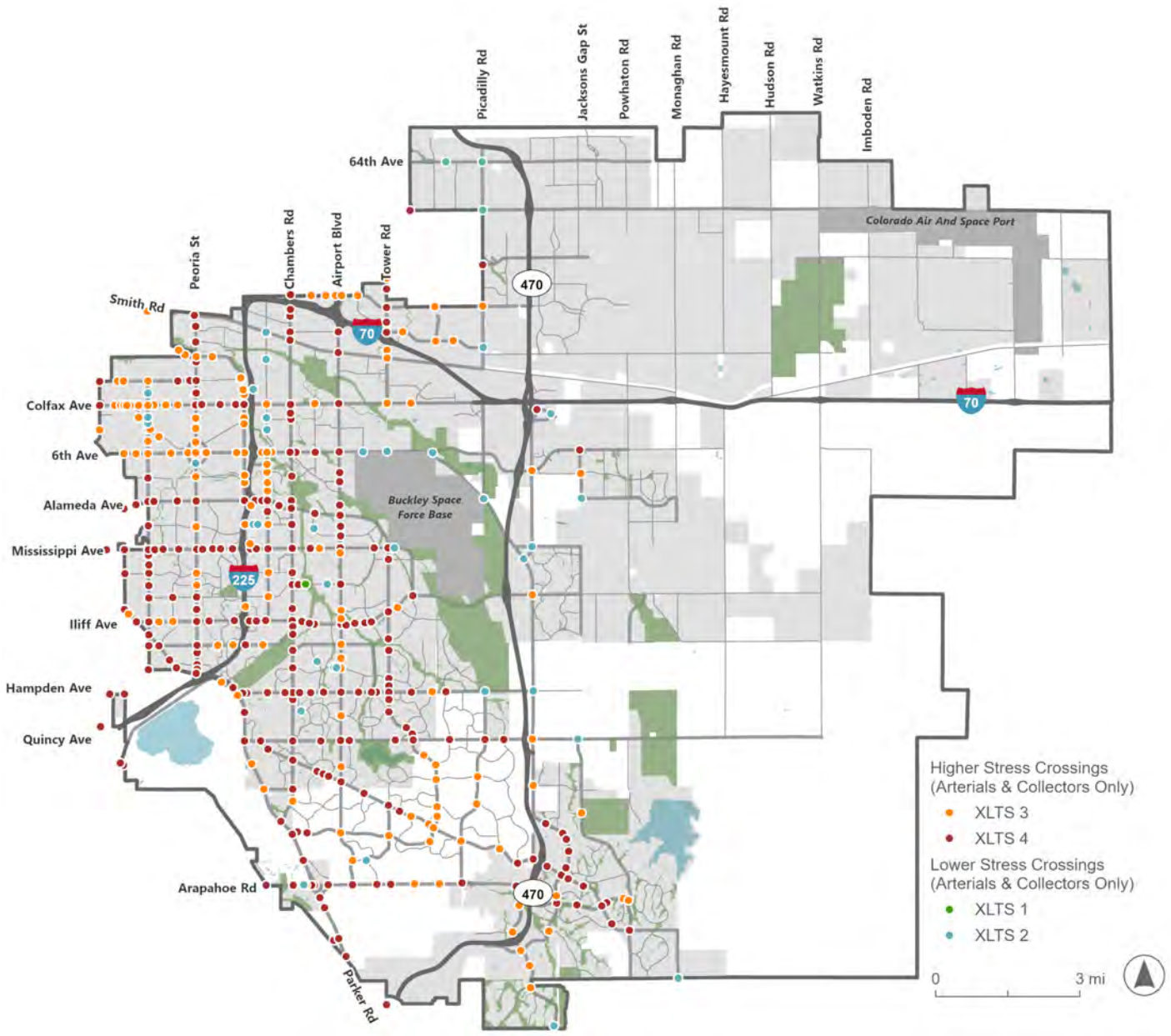
Most arterial crossings in Aurora are high stress, with crossings rated as XLTS 3 or 4. These challenging crossings are especially prevalent along major arterials.

Key Challenge

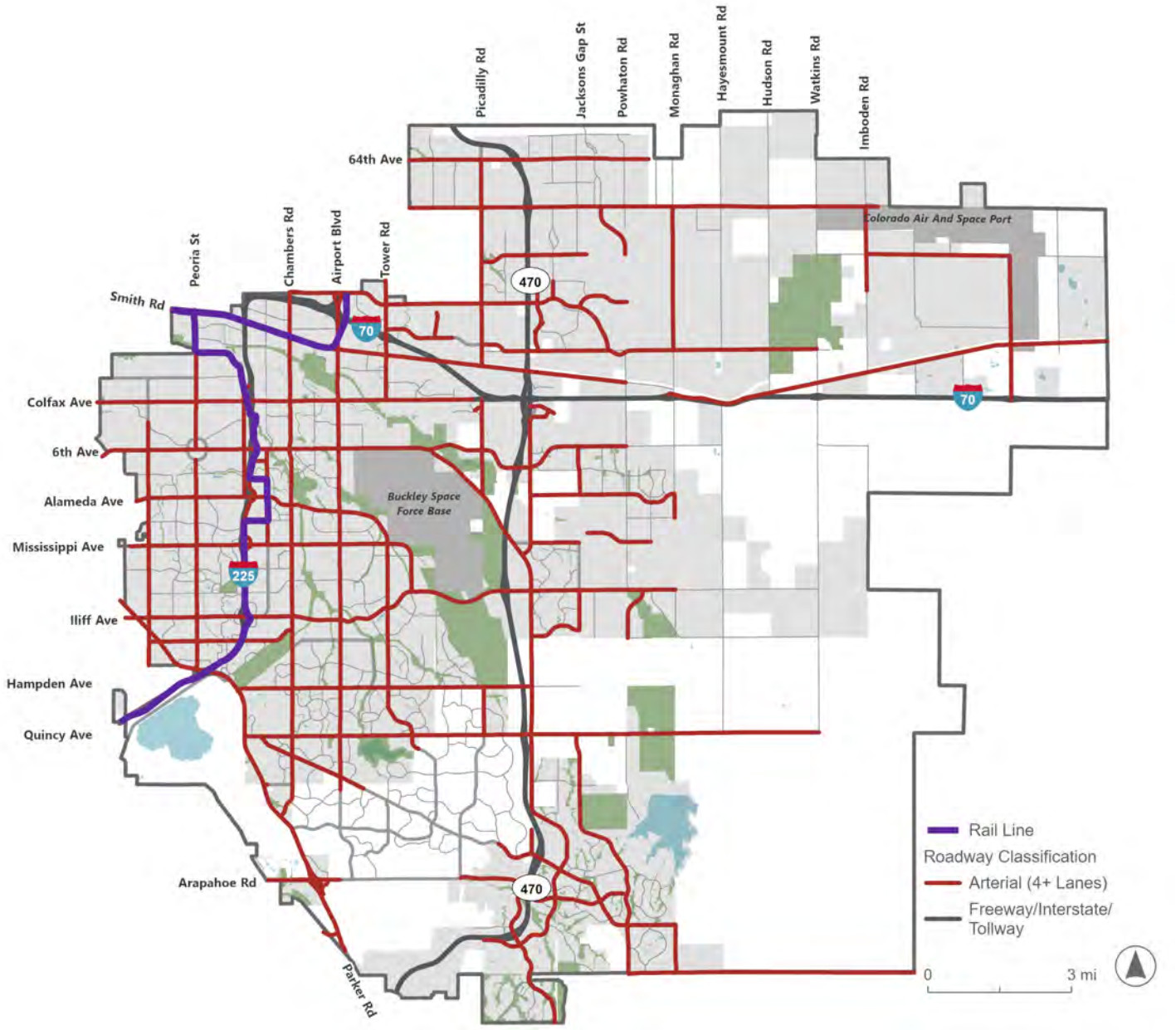
HIGH STRESS CROSSINGS

Signalized intersections are not always comfortable for pedestrians. Long crossing distances and signal times create uncomfortable and high stress conditions, particularly for people with mobility challenges. These characteristics contribute to high levels of traffic stress for pedestrians.

High Stress Crossings on Aurora's Streets



Barriers to Connectivity



Barriers to Connectivity

Limited crossings, especially near major connectivity barriers, limit Aurora's walkability.

I-70, I-225, E-470 and the RTD A and R Lines divide Aurora into five distinct segments that concentrate vehicular, pedestrian and bike traffic together on limited streets and trail crossings. Many of these crossings are on busy, high-speed roads that feel unsafe for people walking and bicycling. Investing in safer, more comfortable crossings is key to improving citywide connectivity.

Key Challenge

MAJOR BARRIERS

Highways, wide roads and rail lines create major barriers to walking and rolling in Aurora. Even where there are crossings, these are often on major arterials where fast-moving traffic can make crossings stressful.

Trail System

Aurora's trails support the existing on-street pedestrian and bike networks, with several notable trail connections.

Aurora's trail system is the hallmark of the city's current active transportation network. It connects a wide variety of users to local and regional parks and open spaces, such as Cherry Creek State Park, Aurora Reservoir, Quincy Reservoir, Sand Creek Park and Star K Ranch.

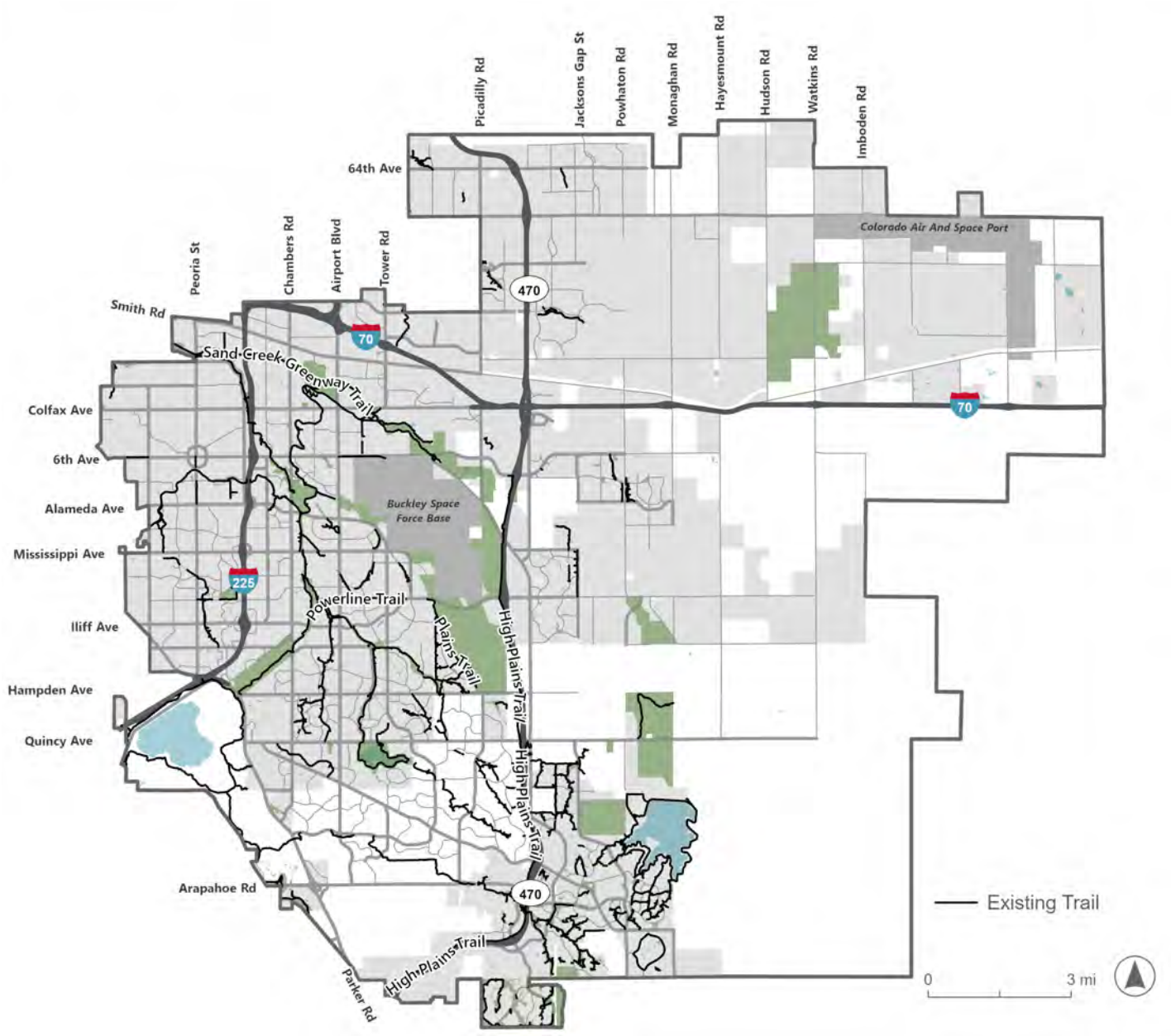
Aurora's trails are managed by the city's PROS Department.

Key Challenge

CONNECTIVITY

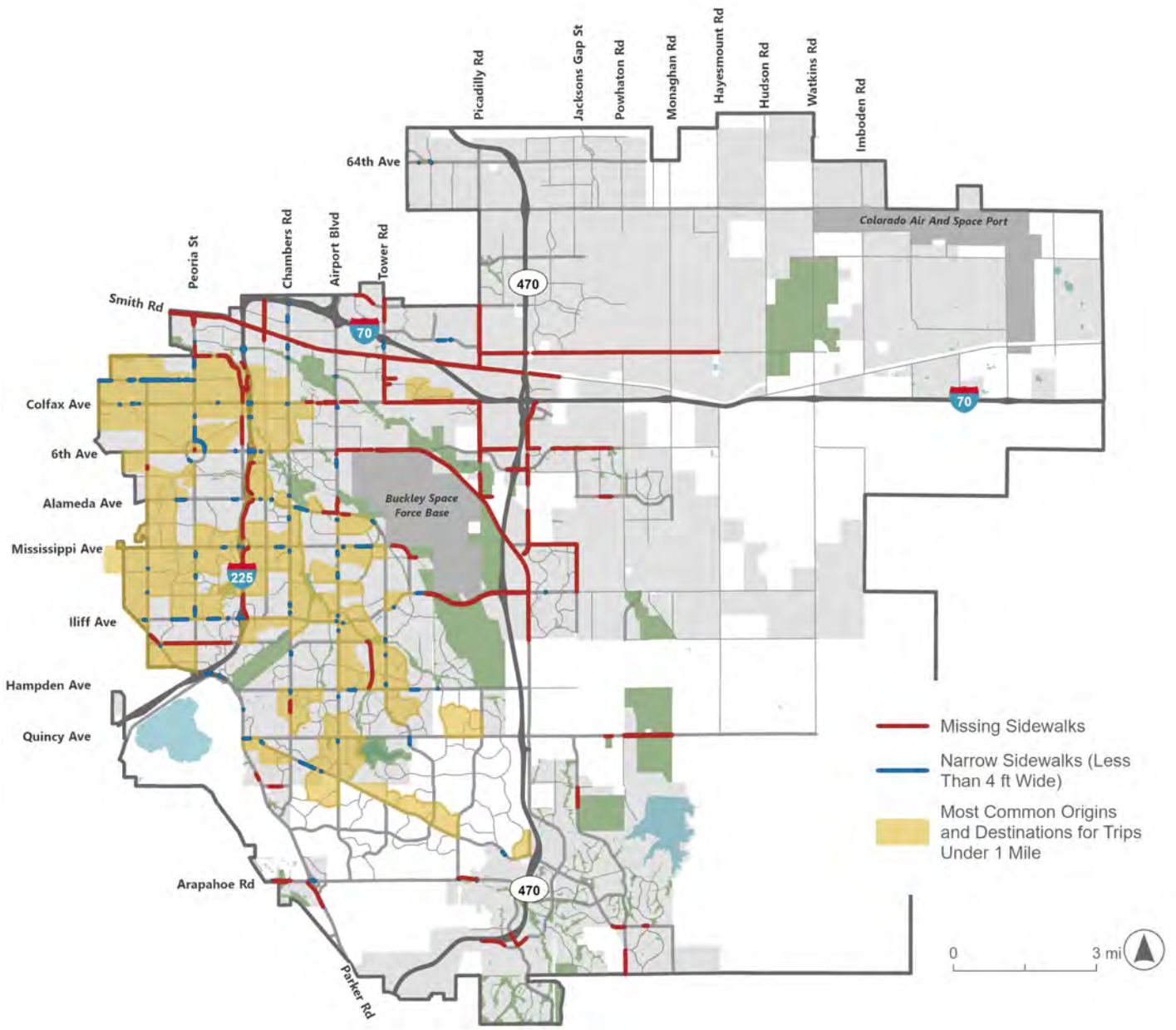
More than 65 miles of Aurora's trail system are less than one mile long and are disconnected from the larger network. In its master plan, Our Parks, Our Places: A Plan for Aurora's Parks, Recreation and Open Space, PROS called attention to the need to expand connectivity of the trail system.

Aurora's Trail Network



Source: City of Aurora, Parks, Recreation and Open Space

Short Pedestrian Trip Opportunities



Source: Replica Data, 2023

Short Trip Opportunities

When walking, a "short trip" is one mile or less in length

Areas with high concentrations of short trips are prime locations where walking could replace driving if safe and comfortable pedestrian facilities exist.

Destinations, such as schools, light rail stations and high-ridership bus stops, cultural and recreational areas, grocery stores and parks, could encourage more walking trips when connected by safe and inviting routes.

In northwest Aurora, key destinations are concentrated, but many neighborhoods lack continuous or comfortable pedestrian routes. Investing in better sidewalks and crossings will make walking safer and more appealing, and may result in more people choosing walking or rolling over driving for short trips.

Key Challenge

DISCONNECT BETWEEN LAND USE AND TRANSPORTATION

Land uses in large sections of Aurora, specifically in the south and east, are not conducive to walking. Neighborhoods and key destinations are not co-located or close to one another, making walking a difficult mode to use.



Three Distinct Walking Geographies

The city's UDO delineates three distinct land use and development patterns that define areas of the city, including West Aurora (Sub Area A), Central Aurora (Sub Area B) and East Aurora (Sub Area C). Each Sub Area's unique land use and infrastructure influences what people experience when walking in Aurora.







West Aurora (Sub Area A)

West Aurora has a relatively well-built-out sidewalk network, and there are very few incomplete segments on the arterials and collectors. The pedestrian infrastructure in West Aurora is older than other areas of the city. Many sidewalks, especially those on local streets, are less than 4 feet wide. Many pedestrian crossings, especially those on Colfax Avenue, 6th Avenue, Alameda Avenue, Mississippi Avenue, Havana Street and Iliff Avenue are high stress crossings.

Although many of the daily trips in northwest Aurora are under one mile and there is a high concentration of schools, grocery stores and cultural institutions within close proximity to the surrounding neighborhoods, the current sidewalk network and pedestrian crossings do not adequately serve those walking.

Central Aurora (Sub Area B)

Central Aurora's pedestrian network is relatively complete. Many of the sidewalks on local streets are narrow. Some of the arterials running through Central Aurora have missing sidewalks or narrow sidewalks like Alameda Avenue, Mississippi Avenue, 6th Avenue, Chambers Road and Colfax Avenue. Many of the pedestrian crossings, especially those on Airport/Buckley Boulevard, Tower Road and Chambers Road are high stress.

There is a high concentration of short trip opportunities across Central Aurora, particularly in the neighborhoods just south of Buckley Space Force Base.

East Aurora (Sub Area C)

East Aurora has fewer destinations that are within walkable distances from the surrounding neighborhoods.

There are relatively few segments of narrow sidewalks. East Aurora has experienced a high level of growth and development in recent years, and sidewalks are likely relatively new.

High stress crossings are concentrated in the southern part of East Aurora near E-470, East Smoky Hill and East Arapahoe Road

Community Conversation

People want investment in pedestrian infrastructure.

Of those surveyed, 43% walk at least once or twice a week, and 45% never or almost never walk.

Survey participants shared their experience as a person walking in Aurora. They were asked what prevents or discourages them from walking or using a mobility device, and what would make them feel safer as a pedestrian.

Notable Locations

Survey participants added pins to a map of the city to note location-specific concerns. They flagged where sidewalks are too narrow or non-existent, crossings are dangerous or signal timing is inadequate to safely cross a road as a pedestrian.

Walking Challenges

People do not feel safe using designated street crossings. Pedestrian signal crossing times feel too short to safely cross wider roads.

There are unmanageable distances between neighborhoods and everyday locations so it is not convenient to walk.

There are gaps in the sidewalk network, particularly to access transit stops.

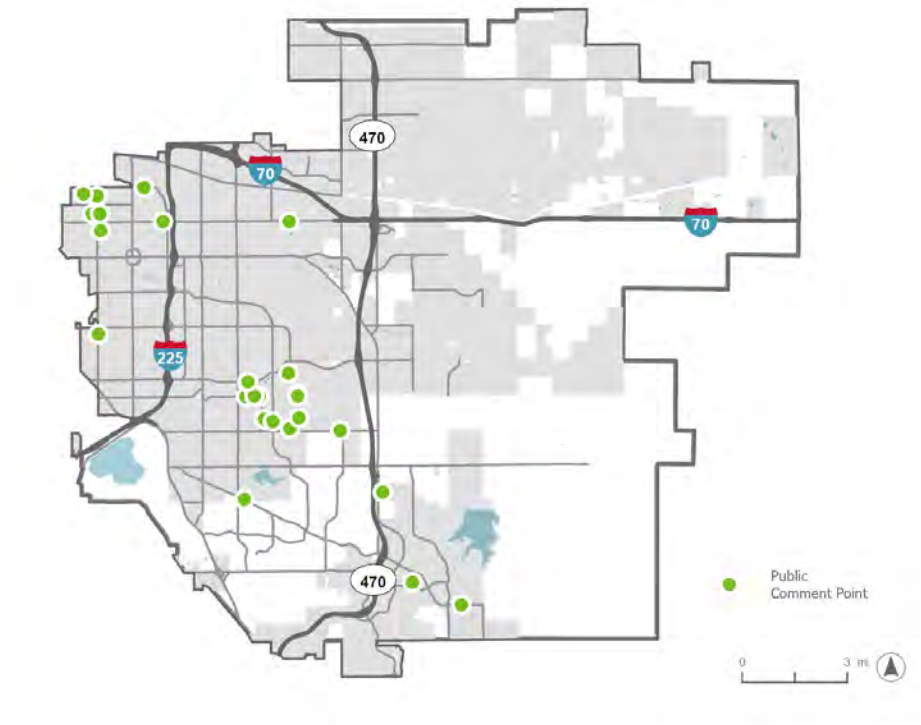
Opportunities to Improve Walking Conditions

When asked what would make them feel safe walking or using a mobility device, nearly 70% of survey participants chose slowing down motor vehicle traffic and implementing more traffic calming measures. Almost as many indicated the need for more safe pedestrian crossings.

Both of these improvements indicate that there is a need to better balance pedestrian and traffic flow on roads.

Aurorans want more and safer pedestrian crossings, new sidewalks in areas where they are currently absent and ways to slow traffic to accommodate people walking.

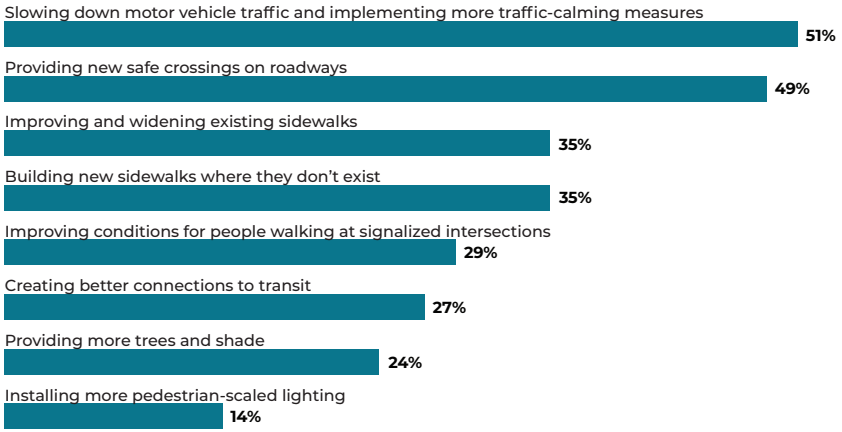
Milestone 1 Walking-Specific Comments



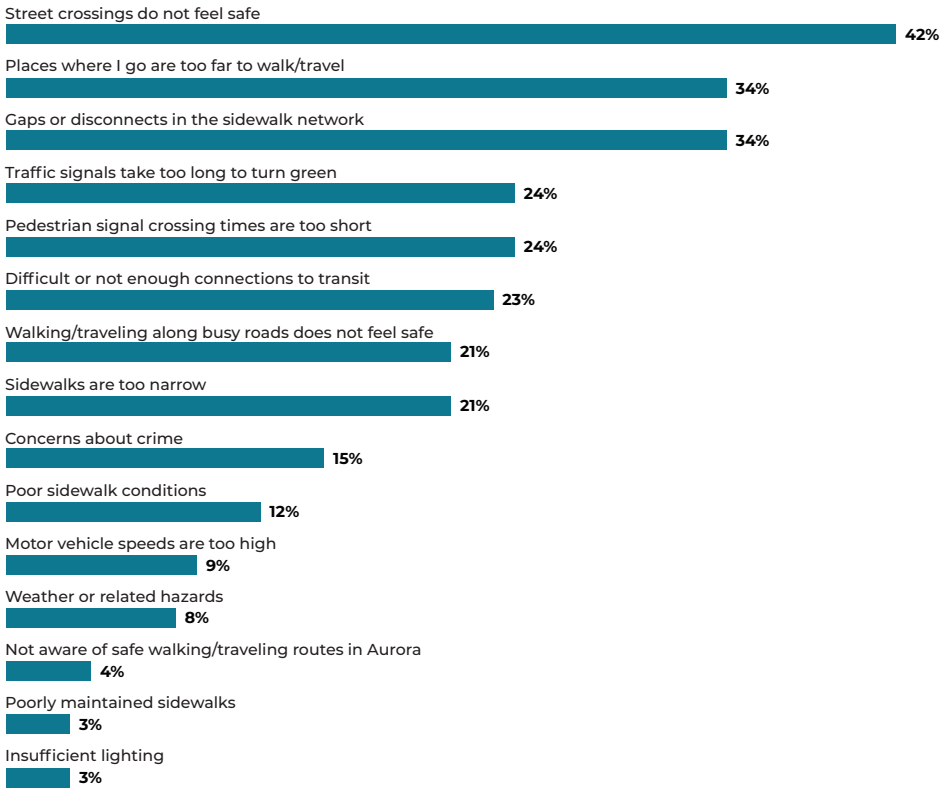
“Being a pedestrian in most of Aurora is hard. The streets and development are all made for cars. Very uncomfortable for pedestrians. ”

SURVEY PARTICIPANT

What would make you feel safe walking or using a mobility device?*



What prevents or discourages you from walking or using mobility devices in Aurora?*



*Respondents were able to select more than one answer; totals do not sum to 100%.

Comment Summary

Survey participants identified several key challenges and important factors affecting Aurora's pedestrian infrastructure, as highlighted below.

Primary Challenges

- **Unsafe street crossings**
- **Gaps in the sidewalk network**
- **Destinations too far to walk**

Important Factors

- **Calming traffic**
- **New crossings**
- **Closing sidewalk gaps**

> "Volume of traffic mixing with infrequent pedestrian crossing make for a dangerous situation."
>
> **SURVEY PARTICIPANT**

Existing Plans, Programs and Initiatives

The city will leverage past efforts to build the future of walking.

There are multiple efforts underway aimed toward filling gaps in the sidewalk network, widening inadequate sidewalks and making crossings safer. Connecting Aurora pulls together all of these pieces to demonstrate the greater state and vision for the city's pedestrian network.

Walking-Related Plans

Improving Aurora's pedestrian network has been foundational to most of Aurora's previous planning efforts. In 2012, Aurora adopted a Bicycle and Pedestrian Master Plan, setting the groundwork for the city's vision and goals for a future active transportation network. Aurora Places, the city's 2018 comprehensive plan emphasizes the need for wide, well-connected sidewalks to support easy mobility for all residents, including older adults and people with disabilities.

The following more recent initiatives highlight how Aurora's aspirations for the pedestrian network are being designed and implemented into today's infrastructure.



13TH AVENUE MULTIMODAL MOBILITY STUDY

The 13th Avenue Multimodal Mobility Study (2023) identifies opportunities to make walking along and across 13th Avenue safer, more comfortable and convenient. The primary recommendation is to construct a shared-use path along 13th Avenue between Yosemite Road and Chambers Road. This would create a safe and accessible pedestrian route to the grade-separated crossing across I-225, improving walkability between neighborhoods and regional trails like the High Line Canal Trail. The study also highlights the opportunity to improve north-south pedestrian access to Colfax Avenue and local destinations by enhancing walking conditions on adjacent streets. 13th Avenue will provide an alternative for people who would otherwise walk or bike along Colfax.



HAVANA STREET CORRIDOR STUDY

The Havana Street Corridor Study (2023) identifies strategies to enhance safety, accessibility and mobility along the corridor, through pedestrian infrastructure upgrades. Key recommendations include widening sidewalks to a minimum of 10 feet along Havana Street between Montview Boulevard and Dartmouth Avenue and improving crossings between signalized intersections through new enhanced pedestrian crossings, such as Pedestrian Hybrid Beacons, near Kentucky Avenue, Arizona Drive/Garden Drive and Iowa Avenue.



MONTVIEW MOBILITY IMPROVEMENT PROJECT

This project will improve safety and comfort for people walking along Montview Boulevard through the heart of the Anschutz Medical Campus. In 2022, design work for the corridor between Oswego Street and Fitzsimons Parkway was completed, and the city is currently working to secure funding for construction. Improvements include widened sidewalks, enhanced landscaping and an expanded pedestrian realm. These features, once constructed, will enhance connections to Toll Gate Creek Trail and the Colfax and Fitzsimons light rail stations along Fitzsimons Parkway.

COLFAX BRT NEXT STUDY

A key component of the ongoing Colfax BRT Next study is improving access to transit through first- and last-mile enhancements, especially for people walking. The study has identified critical pedestrian infrastructure needs, including long distances between protected crossings, missing or substandard sidewalks (particularly east of Tower Road) and high-stress walking conditions near major intersections. As BRT station locations are finalized, the study may recommend improved sidewalk connectivity, added or upgraded pedestrian crossings with RRFBs or Pedestrian Hybrid Beacons (PHBs) and pedestrian-scale lighting.

ADA SELF-EVALUATION AND TRANSITION PLAN UPDATE

The city is currently updating its ADA Self-Evaluation and Transition Plan to improve access for individuals with disabilities across city infrastructure, services and programs. While the full plan will address parks, emergency services and public facilities, Phase One is focused on improvements to the public right-of-way, which includes pedestrian facilities.



Pedestrian-Related Initiatives

The city of Aurora has several initiatives in place to build, manage and maintain its pedestrian realm.

MAINTENANCE AND UPKEEP

In Aurora, property owners are responsible for clearing snow and other debris from the sidewalks adjacent to their property. To enforce this code requirement, the city sends out code enforcement officers to properties that receive complaints concerning a lack of or insufficient snow and ice removal.

UNCONTROLLED PEDESTRIAN CROSSING GUIDELINES

The city recently drafted its Uncontrolled Pedestrian Crossing Guidelines. This document will help the city determine appropriate pedestrian crossing treatments at uncontrolled pedestrian crossings that align with the goals and objectives of the city.

Visionary Walking Network

Creating a better-connected and safer pedestrian network.

The visionary walking network will create a safe, comfortable and connected environment for people walking in Aurora.

The visionary network will have a connected system of spacious sidewalks and safe crossings that advance the Connecting Aurora goals. It will include improvements to busier roads (collectors and arterials) and local streets with missing or narrow sidewalks that do not meet ADA standards. Options for improving conditions on local streets are presented in the policies and programs described later in this chapter.

To guide the vision for Aurora's pedestrian network, the Complete Streets framework differentiates among three walking standards:

- Accommodate
- Emphasize
- Prioritize

These categories determine what kind of walking experience is expected based on street type and surrounding land uses. The tables to the right highlight the walking design standards and key design criteria for different placetypes and street types in Aurora.

Aurora's Walking Standards

Connecting Aurora applied the walking standards below to Aurora's arterial and collector streets. These standards will help the city determine the pedestrian need for each street and the type and level of facilities required.

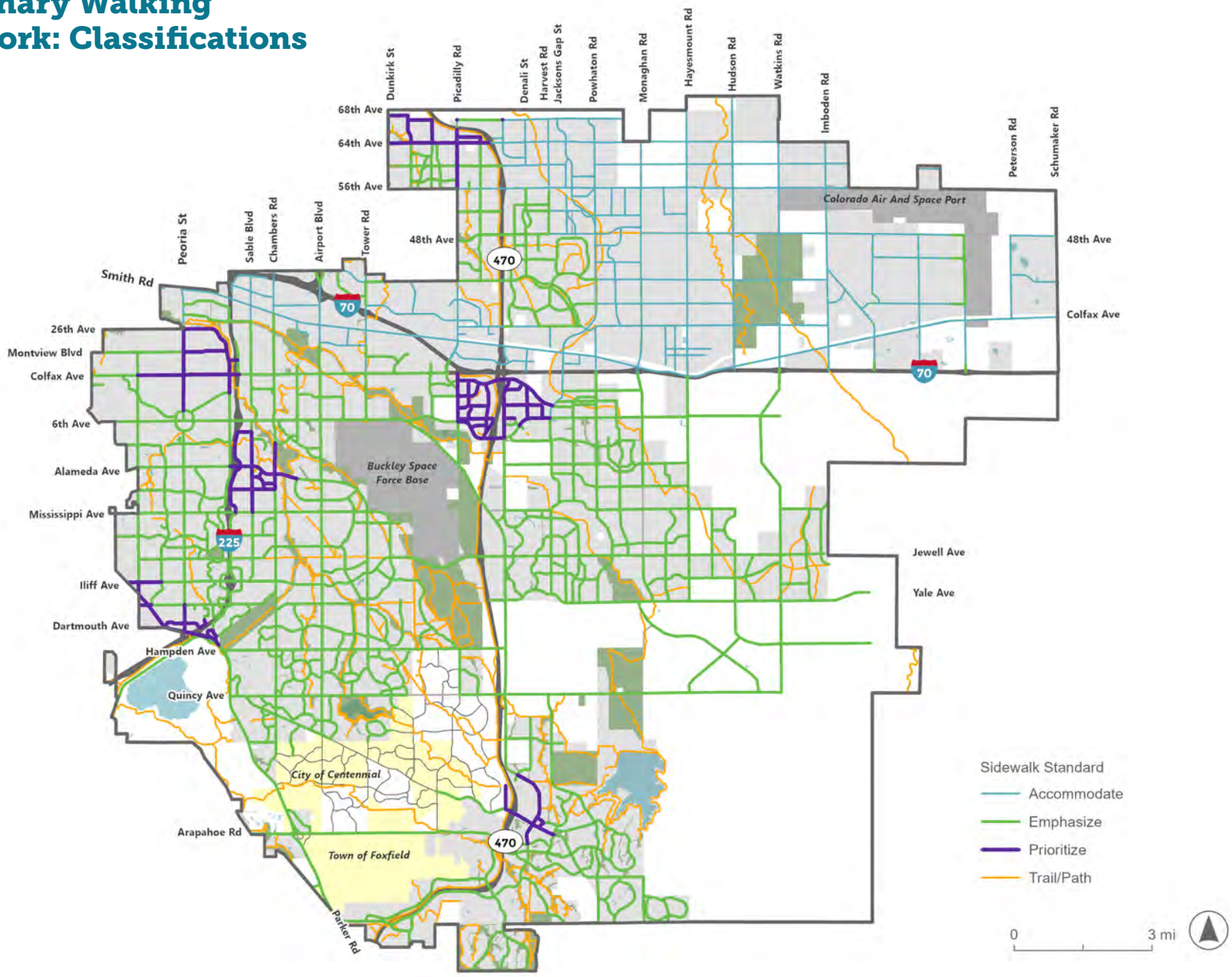
Walking Standard	Intent	Key Design Guidance
Prioritize	Facilities are high quality, with ample width and supporting amenities. Primary links are safe, attractive and designed for high levels of pedestrian activity.	Refer to the city's Uncontrolled Pedestrian Crossing Guidelines and Street Design Guide.
Emphasize	Facilities are comfortable and an important link in the network. Secondary links prioritize safe and convenient pedestrian access at moderate pedestrian activity levels.	
Accommodate	Facilities meet basic standards, offering access to transit stops, nearby residences and businesses.	

Place-Specific Walking Standards

Aurora's walking standards are applied to specific placetypes in Aurora Places. These placetypes have unique pedestrian needs based on land use, activity levels, and desired character. Applying walking standards to these areas ensures pedestrian facilities are appropriately designed to support the local context.

Placetype	Arterial	Collector	Main Street	Local
Mixed Use	Prioritize	Prioritize	Prioritize	Prioritize
Neighborhood	Emphasize	Emphasize	Prioritize	Accommodate
Commercial	Emphasize	Emphasize	Prioritize	Emphasize
Industrial	Accommodate	Accommodate	*Not Applicable*	Accommodate

Visionary Walking Network: Classifications



Achieving Our Goals

What a better pedestrian network means for Aurorans.

Measures of success will track how well the visionary walking network is delivering on Connecting Aurora goals for how people walk in Aurora.

Low-Stress Network

Creating a low-stress pedestrian network in Aurora requires widening sidewalks, filling gaps, meeting ADA and PROWAG standards, installing crossings at needed locations and providing buffers that separate people walking from traffic. Aurora's local streets, with their lower speeds and volumes, play an important role in supporting a comfortable walking experience. However, many local sidewalks are too narrow or incomplete, resulting in a disconnected network. Expanding and enhancing the low-stress pedestrian network will make walking safer, more accessible and more enjoyable along both key corridors and local streets.

MEASURES OF SUCCESS

- Total miles of low-stress walking routes on arterial and collector streets.
- Share of arterial and collector streets that are low stress for walking.
- Percentage increase of low-stress routes over time.
- Reduction in the total miles of sidewalk gaps.
- Number of intersections with ADA-compliant curb ramps.
- Percentage of sidewalks that are ADA-compliant.

RELATED GOALS

Safe, Connected, Healthy













More Safe Crossing Opportunities

Long distances between safe crossings make it harder, more inconvenient and more dangerous for people to walk to their destinations or across busy roads.

MEASURES OF SUCCESS

- Reductions in average distance between safe crossings on arterial and collector streets at locations where warranted by additional analysis.
- The percentage decrease in pedestrian and vehicular crashes at intersections and other crossings.

RELATED GOALS

Safe, Connected, Healthy

Improved Destination Access for People Walking

People are most likely to walk to destinations in close proximity (about a 10-minute walk) when there are safe, comfortable and attractive pedestrian facilities. The maps and metrics that follow illustrate and quantify how the visionary network will improve pedestrian conditions within a 0.50 mile (about a 10-minute walk) of schools, grocery stores and parks.

MEASURES OF SUCCESS

- An increase in the percentage of residents within half-mile walk on high-comfort facilities of key destinations

RELATED GOALS

Connected, Convenient, Economically Strong, Equitable, Integrated

Recommended Strategies

Taking action to create a better pedestrian network.

Aurora's strategy for planning, building and maintaining pedestrian infrastructure will shape what people experience when they choose to walk in Aurora.

Target Outdated Pedestrian Facilities

Many neighborhoods in Aurora (especially those developed prior to current design standards) lack adequate sidewalk infrastructure. In northwest Aurora, sidewalks often have very narrow widths that fall well below ADA accessibility standards and do not meet city standards for local streets. These conditions compromise pedestrian safety, accessibility and comfort.

ACTIONS

- Implement strategies and priorities as outlined in the ADA Transition Plan.
- Determine a minimum acceptable PLTS score for streets based on placetype and prioritization level.
- Establish a Neighborhood Sidewalk Retrofit Program.

PROGRAM HIGHLIGHT

Neighborhood Sidewalk Retrofit

A Neighborhood Sidewalk Retrofit Program would identify existing substandard sidewalks in northwest Aurora, prioritize them for widening, fund their design and construction and monitor overall progress with the ultimate goal of a fully accessible and complete sidewalk network.

Implementation Considerations

Sidewalk Identification and Assessment: The city would conduct or reference existing surveys to identify substandard sidewalk segments and determine whether there is sufficient space behind the sidewalk within the public right-of-way to widen the sidewalk, even if it is obstructed by landscaping or fences, which would be a less costly widening option than moving the curb.

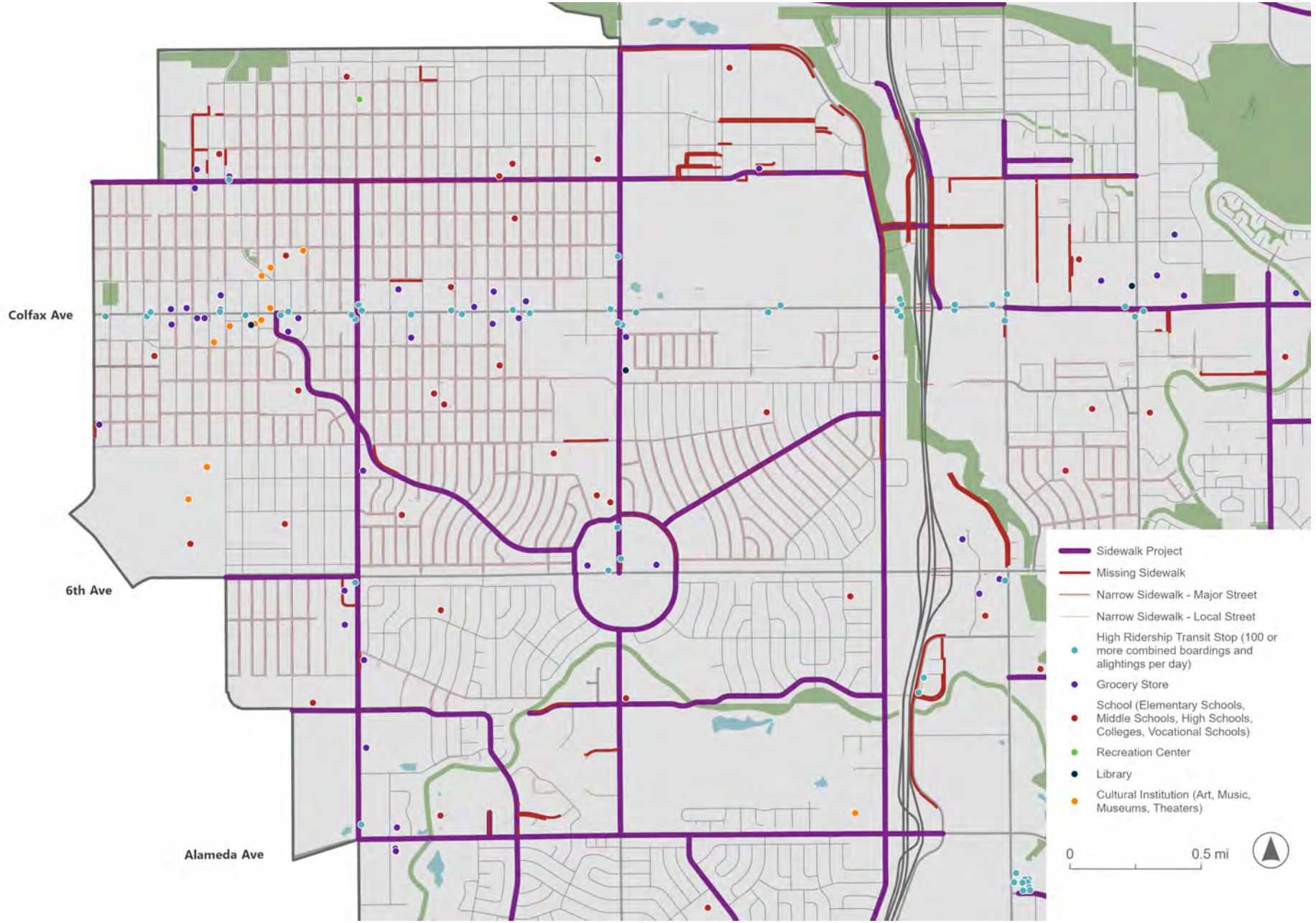
Prioritization: The city has an existing process to prioritize sidewalk projects that uses the following criteria: Environmental Justice Area, BRT corridor, High Injury Network, critical corridor, pedestrian focus area, short trip opportunity zone, congested corridors, active transportation corridors, truck routes and urban centers. The city will update the criteria and approach as needed.

Design: In some cases, achieving adequate sidewalk width may require shifting existing curb lines, which is expensive and disruptive, or acquiring additional right-of-way, which may be politically and legally challenging. The city can limit right-of-way acquisition by identifying locations with enough width between property lines and the backs of sidewalk. Where curb relocation and roadway space reallocation are necessary, the city can consider narrowing the curb-to-curb width and adjusting on-street parking.

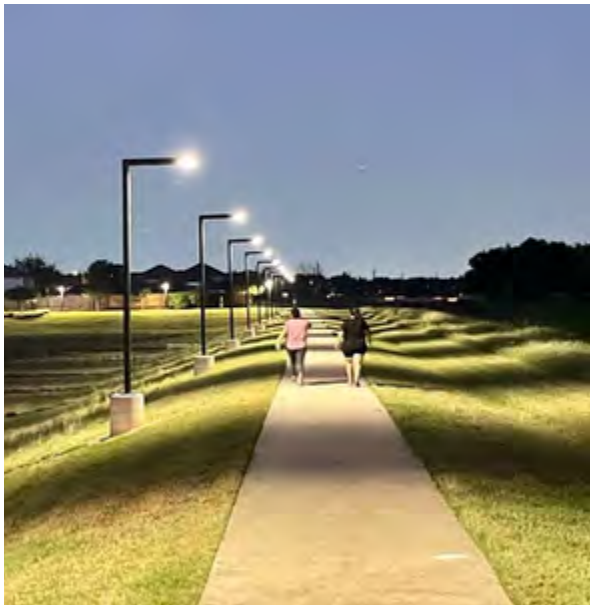
Construction: Reconstruction would not occur one parcel at a time. Instead, projects would be bundled by logical units, such as full blocks or multiple blocks, for cohesive and efficient implementation. Phasing would depend on funding availability, readiness of right-of-way or utility coordination and alignment with other capital projects.

Funding: Funding could come from bonds, general fund allocations, grants or property owner contributions with waivers for low-income residents. To stretch limited resources, and in places where full reconstruction is not immediately feasible, the city could explore interim solutions, such as quick-build walkways that use low-cost curbs or edge treatments and the installation of signage and traffic calming devices.

Neighborhood Sidewalk Retrofit Program Opportunities







Respond to Pedestrian Trends

Collecting data on how many people are walking in Aurora and where helps the city understand where improvements may be working and where more may be needed. Additionally, using this information to identify supportive infrastructure can prioritize areas for additional amenities.

ACTIONS

- Implementing the Multimodal Counts Program will provide regular data on walking activity in Aurora. Over time, these counts will show whether the number of people walking in certain areas increased with improved infrastructure and support future decision-making for improvements. This can be useful in developing areas, where walking trends may change depending on new facilities, destinations and housing.

Provide Safe Routes to Key Destinations

Walking to nearby destinations in Aurora should be easy, enjoyable and safe. Children and older adults who are unable to drive should be able to freely move through out the city without concern. By focusing on key destinations and targeting demographic groups, the city ensures that vulnerable populations are afforded the highest quality infrastructure to support access to their daily needs.

ACTIONS

- Establish a formal SRTS program.

PARTNERSHIPS

Continue to collaborate with nearby municipalities and community partners to increase access to regional trails and improve connectivity.

PROGRAM HIGHLIGHT

Safe Routes to School Program

Over 90,000 K-12 students are enrolled in over 100 schools in Aurora. Travel activity around schools during first bell and dismissal creates unique challenges around schools and walking and bicycling can often feel unsafe, especially for younger children. Given the need to protect some of our most vulnerable travelers, to address motor vehicle congestion around schools and to serve the needs of students who must or who choose to walk or bike to school, the city of Aurora should consider establishing a formal SRTS program.

Often managed in partnership with public works departments, public health departments and school districts, SRTS programs promote safe, convenient and fun trips to and from school made by walking and biking. SRTS programs leverage various funding for infrastructure improvements, education and engagement activities. SRTS projects often include the installation of crosswalks and signage, sidewalk construction and repair and school travel plans.

In addition to making it safer to travel to school on foot or by bike, SRTS programs can improve individual and public health, make students more alert and ready-to-learn when they arrive at school and instill good habits for physical activity that can carry on into adulthood.







Program Components

Infrastructure: SRTS programs can identify, prioritize, fund and construct infrastructure improvements around schools to make walking and bicycling to school safer, more convenient and more comfortable by leveraging federal and state grants. Because of their size, cognitive abilities and walking and bicycling speeds, younger students often need better visibility at intersections and crosswalks, slower and more predictable driving behaviors and more time to cross streets. Infrastructure improvements around schools should focus on improving visibility, minimizing motorist speeds and providing clear connections. These improvements should include wide sidewalks and sidepaths, effective traffic calming and safe and frequent crossings. SRTS programs can also fund the installation of wayfinding signage to help students and their families navigate to and from school on foot or by bicycle.

Activities and Incentives: Encouragement and education can take various forms, including walking or bicycling buses, learn-how-to-bike classes, bike rodeos, Walk or Bike to School Days and incentives for walking and bicycling trips.

Enforcement: Enforcement can produce better safety outcomes if implemented in unbiased and fair ways. For example, speed feedback signs and speed cameras in school zones can greatly reduce speeding. Revenue from speeding citations can be used to fund both infrastructure and non-infrastructure projects.

Staffing and Partnerships: The city could consider identifying one or multiple existing city positions that can be responsible for managing the SRTS program. The person or people responsible for running Aurora's SRTS program would coordinate frequently with the school districts and the health department. They would also collaborate with the city staff responsible for street design, maintenance and traffic. Other partners include DRCOG, CDOT and community-based organizations.

Capital Investments

Connecting Aurora identifies sidewalk and crossing projects for the visionary network.

To guide the city's investment in improved infrastructure for people walking and rolling, the projects outlined here can improve safety, accessibility and connectivity in key locations in Aurora. Note that developers are responsible for improvements along their frontages, and these improvements are not included in the following section.



Sidewalk Projects

The sidewalk projects included in Connecting Aurora will address missing, narrow and inaccessible walking routes along arterials and collectors. Specifically, projects will fill gaps in the sidewalk network and upgrade narrow sidewalks in accordance with prioritization criteria.



Crossing Projects

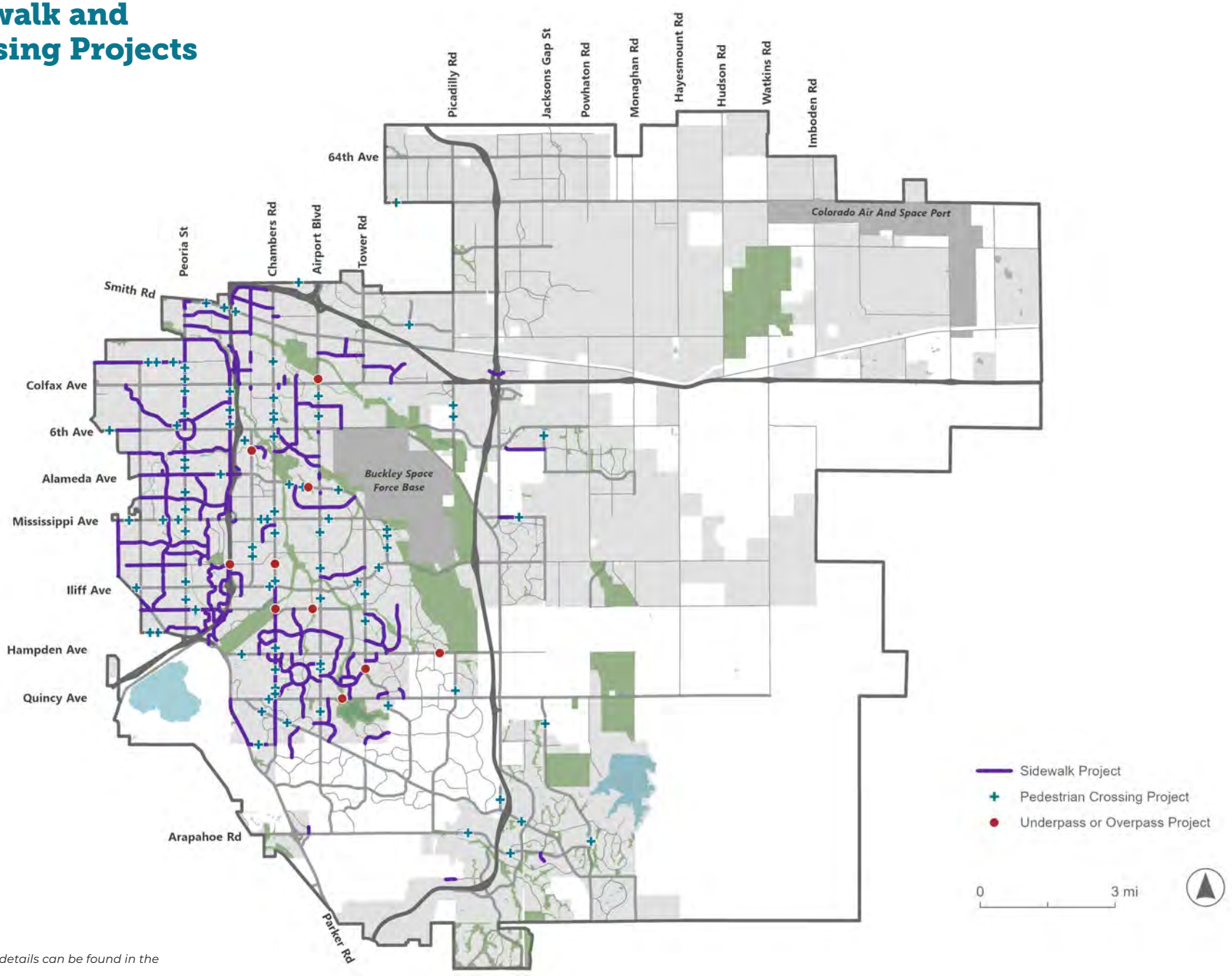
The crossing projects will create safe opportunities for people walking and rolling to cross arterials at locations without traffic signals, all-way stops or roundabouts. Crossing projects will support safe walking access to key destinations and transit stops. Appropriate treatments for these crossings will vary depending on posted speed limits, motor vehicle volumes and roadway configurations. The city's Uncontrolled Pedestrian Crossing Guidelines provide more detailed guidance about the site-specific appropriate treatments. In general, bike crossing projects can often be designed to safely accommodate pedestrians



Multimodal Projects

Improvements from multimodal projects presented in other chapters will enhance the walking experience. For example, bikeway projects will include shared-use paths for pedestrians, along with traffic calming and enhanced crossings along bicycle boulevards. Major transit capital projects, such as light rail or BRT, will support walking through improved sidewalks, an enhanced pedestrian realm, and better first- and last-mile connections. This could include filling sidewalk gaps, installing wayfinding and lighting, and adding safer crossings near bus stops and stations. Similarly, roadway projects involving full reconstruction offer opportunities to upgrade the pedestrian environment with wider or buffered sidewalks, traffic calming, and improved crossings.

Sidewalk and Crossing Projects



Note: Project details can be found in the appendices.



People Biking

Making our Future Bikeable

Aurora maintains a robust recreational trail network that is enjoyed by residents and visitors alike. The current on-street biking network is limited and creates a fragmented system that discourages biking for commuting and everyday trips.

Most of Aurora's major roads are designed for high traffic volumes and fast-moving vehicles, and they are barriers for people on bikes. Even where there are bike lanes, they often feel unsafe and uncomfortable for the average rider. While neighborhood streets provide a more comfortable experience, their winding layouts and dead ends limit direct and convenient routes.

Aurora's future biking network will be a connected, citywide system that links neighborhoods, schools, parks and recreational areas, employment and commercial centers and mobility hubs with low-stress, high-comfort bikeways.

Arterials will have protected crossings and separated bike paths, making it comfortable for people of all ages and abilities to ride safely and confidently. Gaps in the existing network will be closed with new bike lanes, sidepaths and trail connections, creating seamless options for short trips and longer commutes. The improved bikeways will increase transportation safety for everyone, no matter how they choose to move.

Biking will become a practical, appealing and equitable transportation choice—not just for recreation, but for everyday travel.

Chapter 8 Highlights



TODAY'S CONTEXT
Overview of the city's existing bicycling network and services.



PLANS, POLICIES, PROGRAMS AND INITIATIVES
Aurora is advancing projects that grow its bike network and expand connectivity.



VISIONARY NETWORK
The future biking network will give people options to bike to the places they want to go.



ACHIEVING OUR GOALS
Better biking infrastructure will improve quality of life for people in Aurora.

Today's Biking Context

Aurora's Biking Network

With existing, established north-south bike routes, Aurora has the foundation to build a complete and comfortable biking network.

Aurora has approximately 82 miles of on-street bike lanes and 248 miles of paved shared-use trails. While these bikeways provide key connections to some parts of the city, the overall network is fragmented, with limited high comfort biking infrastructure on city streets. Barriers like highways, major streets and railways impede active transportation connectivity and safety.

Biking network connectivity is especially important as e-bikes become more common in Aurora. E-bikes allow people to bike longer distances they would not be willing or able to use a traditional bike.







Key Challenge

ISLANDS OF BIKEABILITY

Aurora's arterial streets are barriers between low-stress bikeways on neighborhood streets. Neighborhood streets in Aurora are a lower-stress environment for people to bike on because of low traffic speeds and volumes. However, the city's mile-grid of arterial streets divides neighborhoods from each other and creates barriers for bicyclists. Many of Aurora's arterials are high-stress corridors that are uncomfortable to bike along and are challenging to cross because of fast-moving traffic, high volumes and minimal separation between bicyclists and drivers. As a result, the arterial network creates islands of bikeability and inhibits connectivity between neighborhoods and across barriers like highways.

Facility Types

Aurora's biking network features a variety of bikeway types ranging from shared streets to high comfort bikeways.

Aurora's on-street bikeways include conventional, buffered and separated bike lanes.

Aurora's separated bike lanes, such as those along Potomac Street, Florida Avenue and Mexico Avenue, are concentrated only in Central Aurora between Peoria Street and Airport Boulevard to the east and west, and between Mississippi Avenue and Iliff Avenue to the north and south. Buffered bike lanes are also present along a few corridors, such as Montview Boulevard and Chenango Drive.

Many streets have sidepaths. These are paved paths at least 8 feet wide and separated from traffic that are a higher comfort option for bicyclists. Sidepaths have enough space for pedestrians and bicyclists to comfortably travel away from moving vehicles.

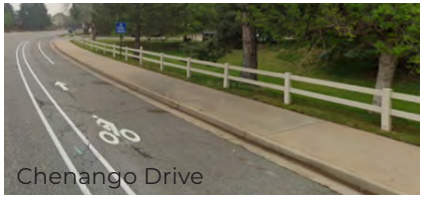
Aurora's bikeways must safely accommodate people with differing skill levels and riding speeds at the same time.

Aurora's extensive and well-loved trail system complements the existing on-street biking network by offering additional off-street connections to neighborhoods, parks, schools and regional open space. This combination of trails and bikeways supports a wide range of users and trip types.



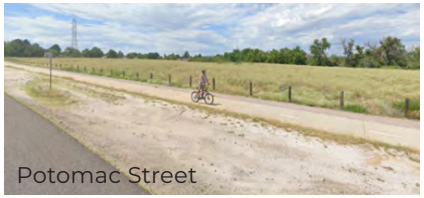
Shared Lane and Bike Route

Signage and pavement markings indicate that bicyclists and motorists share the same space.



Buffered Bike Lane

Has a striped buffer that delineates space between the bike lane and traffic lane.



Sidepath

A path shared with pedestrians, located within public right-of-way but separate from the street.



Separated Bike Lane

Has some form of vertical separation from motor vehicles like flexible delineators or medians.



Bike Boulevard

Shared lane with traffic calming and traffic diversion elements to reduce traffic volumes and speeds.



Dedicated Bike Lane

Uses striping and signage to delineate a dedicated space for people bicycling.



Paved Off-Street Trail

Located in a dedicated right-of-way and shared with pedestrians.



Raised Bike Lane

Lanes that are physically separated from traffic by elevating the bike lane to sidewalk level or to an intermediate level between the roadway and sidewalk buffer.

Biking Network Connectivity

People biking must rely on sidepaths or trails for bike-friendly routes.

There are several continuous north-south bike corridors in Aurora that accommodate trails, bike lanes and bike routes, such as Moline Street and the Toll Gate Creek Trail System. These bike corridors link neighborhoods between East Colfax Avenue and East Quincy Avenue in northwest and Central Aurora. However, the quality of these facilities varies, and they are not comfortable or accessible for all potential bicyclists. East-west connectivity is notably weaker, with many routes being discontinuous, indirect or difficult to navigate.

In contrast, southeast Aurora has a denser, better connected network of trails, bike lanes and sidepaths.

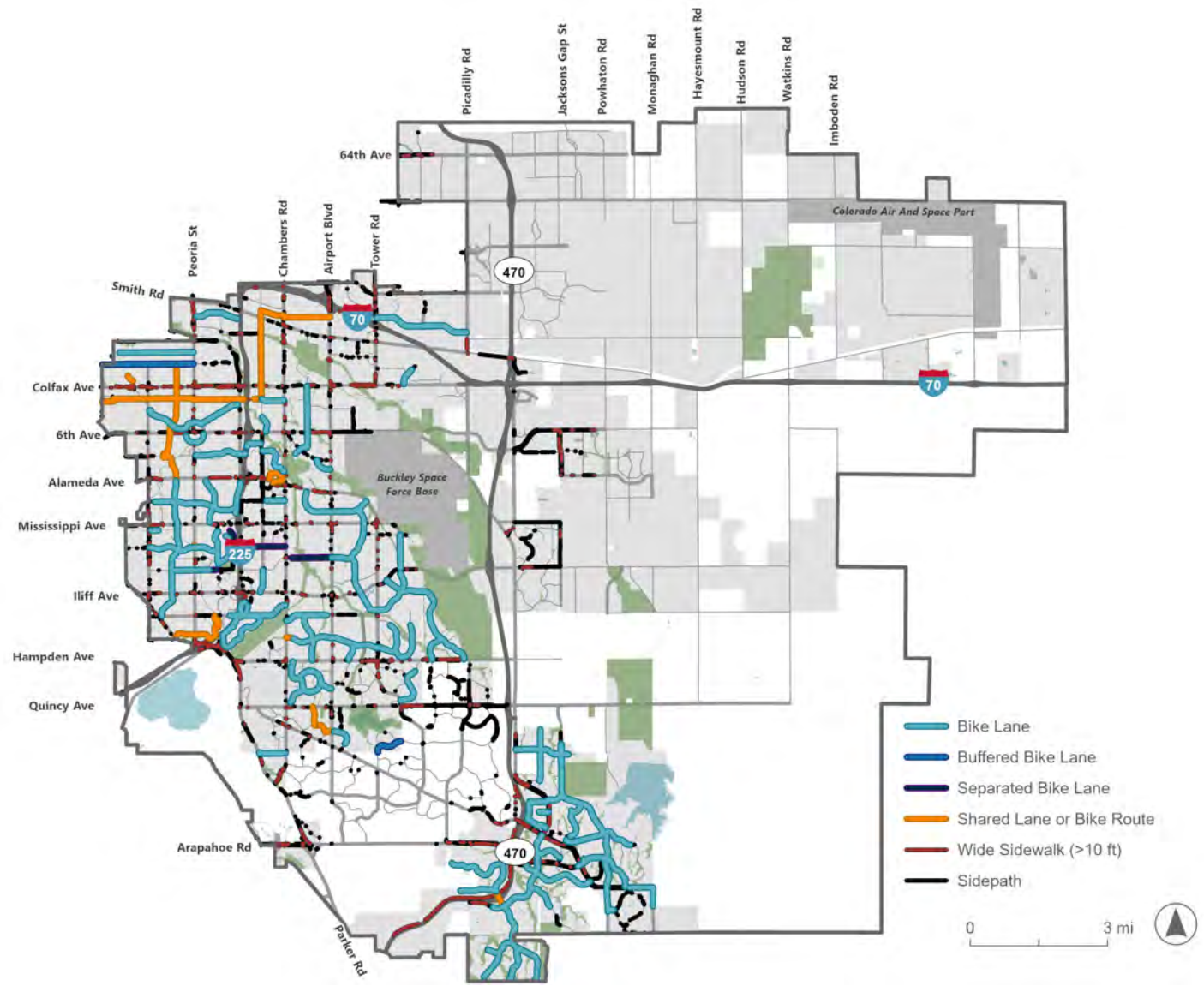
Key Challenges

HIGHWAY AND RAIL CORRIDORS DIVIDE THE BIKING NETWORK

Highways and arterials that are wider than four lanes and railways are barriers that impede safe and convenient biking. Several limited-access highways (I-70, I-225 and E-470) and passenger and freight rail corridors divide Aurora into distinct segments. Only a limited number of streets and trails cross

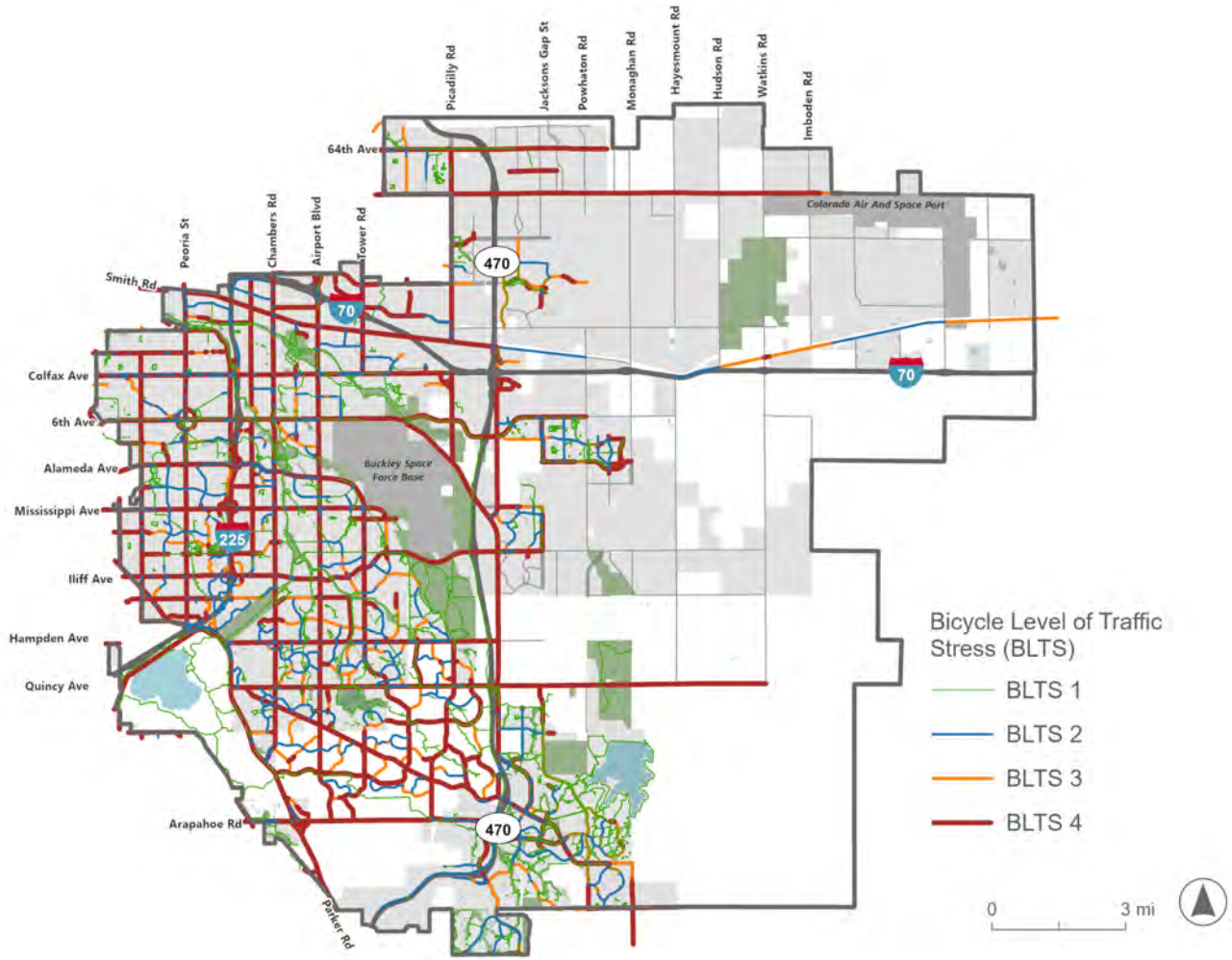
Existing Biking Infrastructure in Aurora

Sidepaths displayed on this map are at least 8 feet wide and separated from the adjacent roadway by at least 2 feet. Although it is legal for bicyclists to ride on sidewalks throughout Aurora, sidewalks that do not meet these criteria make it challenging for bicyclists and pedestrians to comfortably share space and do not meet minimum standards for shared use paths. As e-bikes become more prevalent, wider separation between bicyclists and pedestrians is more important than ever.



Bicycle Level of Traffic Stress

Level of Traffic Stress (LTS) scores help assess how safe and comfortable the street is for bicycling. The highest stress bicycling segments (LTS 4) are spread across the city.



BLTS	Definition
LTS 1	**All Ages & Abilities:** Comfortable for children and older adults.
LTS 2	**Interested but Concerned:** Suitable for most casual riders.
LTS 3	**Confident Riders Only:** Requires mixing with traffic or using bike lanes with little or no separation.
LTS 4	**Strong and Fearless:** Involves biking in high-speed, high-volume traffic with little or no separation.

these highways and rail lines; and many of the streets that do, are high-volume, high-speed arterials that are uncomfortable and unsafe for most bicyclists.

Bicycle Level of Traffic Stress

The Bicycle Level of Traffic Stress (BLTS) measures the quality of the bicycling experience across Aurora. Lower LTS scores (LTS 1 or 2) indicate more comfortable, less stressful facilities for people biking, while higher LTS scores (LTS 3 or 4) reflect streets with higher stress and safety concerns.

Many of Aurora's roads with existing bicycle infrastructure have high LTS scores because they have higher vehicle speeds and facilities are not separated from traffic, for example Montview Boulevard in northwest Aurora. While local streets were not included in this analysis, they typically have lower speeds and lower volumes of traffic; therefore, they have lower LTS scores. Crossings typically have higher LTS scores. Paved trails are low-stress spines and are generally in Aurora east of I-225.

Key Challenge

MANY OF AURORA'S STREETS ARE HAVE UNCOMFORTABLE OR MISSING BIKEWAYS

Aurora's on-street bikeway network falls short of supporting bicycling as a practical everyday option.

Short Trip Opportunities

People are willing to bike longer distances than walk, especially with e-bikes and scooters.

A "short trip" by bike is three miles or less. Analyzing short trip patterns identifies areas with high potential to increase the number and share of trips made by biking.

The map to the right illustrates where short trips under three miles originate and terminate. Many trips are a reasonable biking distance.

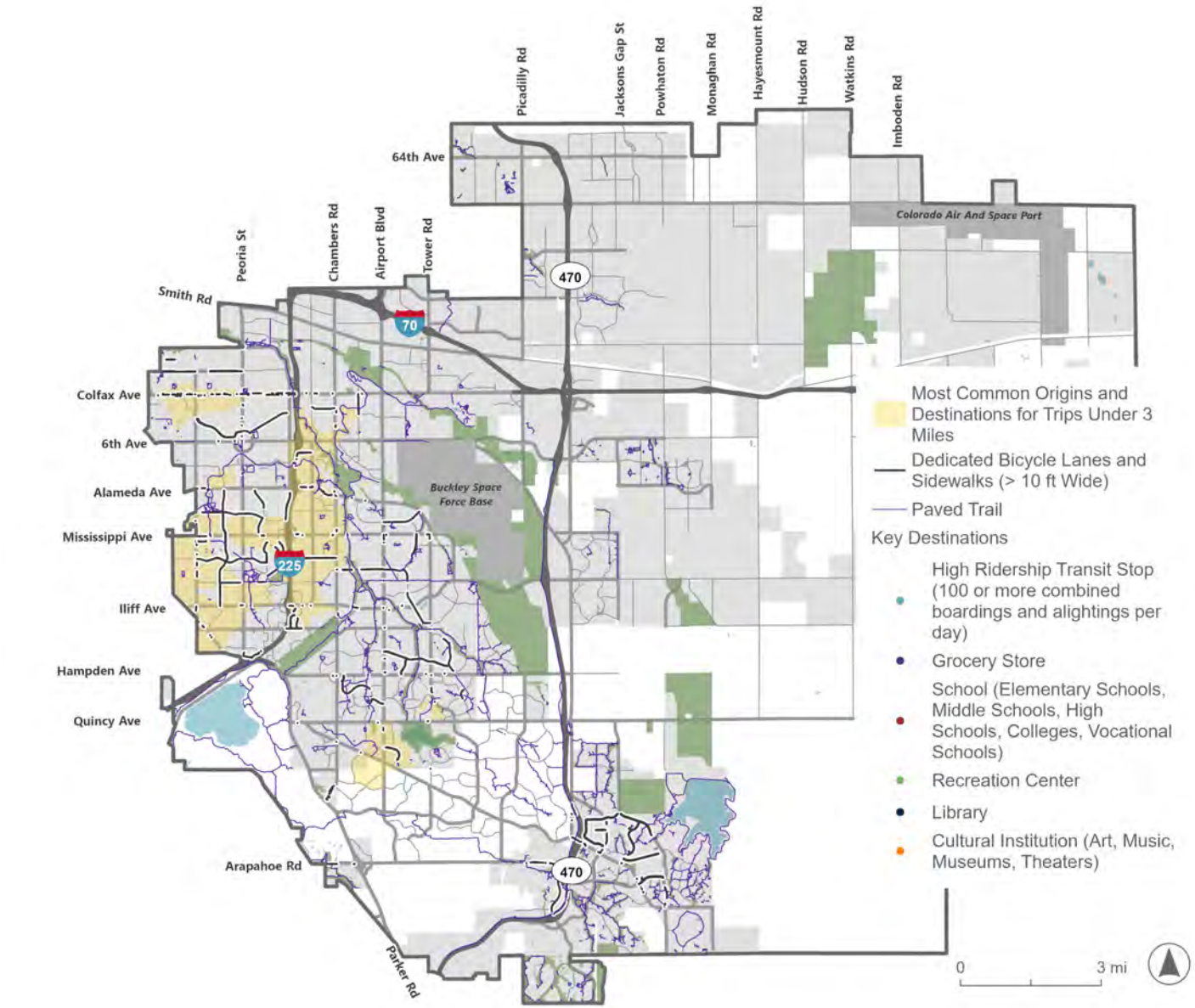
There several areas where there are short trips between neighborhoods and key destinations. However, these areas lack a robust network of dedicated bikeways to support the short trips.

Key Challenge

DESTINATIONS ARE HARD TO REACH BY BIKING

Aurora's biking network does not have continuous connections to important destinations, such as schools, employment hubs, grocery stores and shopping, transit and parks and recreation centers. In many cases, the existing trails and bikeways pass near these areas, but there is poor wayfinding and signage, making it unclear how to reach them.

Short Biking Trip Opportunities



Source: Replica, 2023

Three Distinct Biking Geographies

The city's UDO delineates three distinct land use and development patterns that define areas of the city: West Aurora (Sub Area A), Central Aurora (Sub Area B) and East Aurora (Sub Area C). Each Sub Area's unique land use and infrastructure influences what people experience when biking in Aurora.



West Aurora (Sub Area A)

West Aurora has a mixture of bike lanes, trails, sidepaths, bike boulevards and shared lanes. Bikeways are most prevalent on collector streets. West Aurora has some improved crossings for trails, including signals and RRFBs.

Most arterials in West Aurora represent barriers to bike travel, and they lack comfortable bikeways.

Short trip opportunities are available throughout West Aurora, meaning that improved bikeways and crossings could result in convenient access to destinations.



Central Aurora (Sub Area B)

Central Aurora's bike network is evolving, consisting mainly of trails and sidepaths. The city has invested in some upgraded facilities in this area.

Circuitous street networks in Central Aurora make biking less convenient and direct than in West Aurora. Like West Aurora, the arterial streets lack comfortable and safe biking facilities.

Short trip opportunities across Central Aurora are less prevalent than in West Aurora, but do exist today.



East Aurora (Sub Area C)

East Aurora features a robust trail network in the developed neighborhoods and wider sidepaths on newer arterials that provide a more comfortable biking experience.

This combination provides a backbone for a strong biking network, but arterials remain as major barriers to cross for people biking. High speeds tend to discourage biking in East Aurora as well.

Destinations are even more spread out in this area, meaning that it can be difficult to access needs within a reasonable biking distance.

Community Conversation

People want a connected and well-maintained biking network with safe bike crossings.

Of those surveyed, 4% use bikes, scooters, skateboards or other small devices daily; 18% use them once or twice a week and 19% use them once a month. Most (43%) never or almost never use them.

Survey participants shared their experience biking in Aurora. They were asked what would make them feel safe biking and what prevents or discourages them from biking or using a scooter in Aurora.

Notable Locations

Survey participants added pins to a map of the city to note location-specific concerns. They flagged where trails are disconnected, crossings are difficult and bike lanes are needed.

Biking Challenges

Survey participants chose the top three factors that prevent or discourage them from biking or using a scooter in Aurora.

The most noted concern was the perceived lack of safety at street crossings. This is similar to people's greatest concern while walking.

Many people noted that poorly maintained bikeways, including debris and inadequate upkeep, are barriers to biking.

A notable number of people expressed frustration with gaps in the biking network, making it difficult to travel seamlessly.

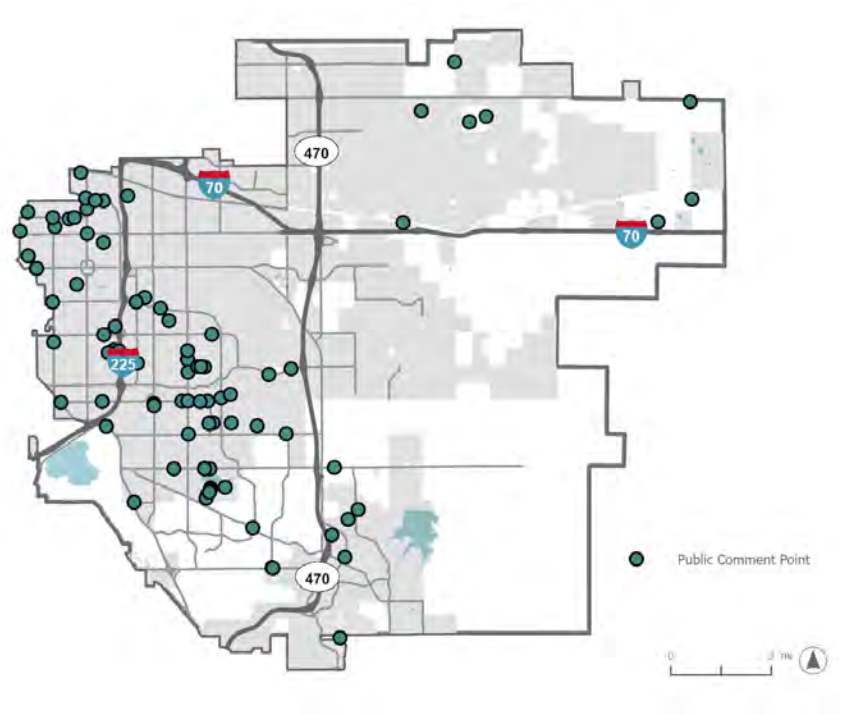
Opportunities to Improve Biking Conditions

Survey participants were asked to indicate what would make them feel safe biking in Aurora. The top three responses were:

- Greater separation between bicyclists and motor vehicles.
- Slowing down vehicular traffic.
- Improving Aurora's existing bikeways.

Aurorans want their biking experience to be comfortable and safe on improved bikeways.

Bike-Specific Public Comments



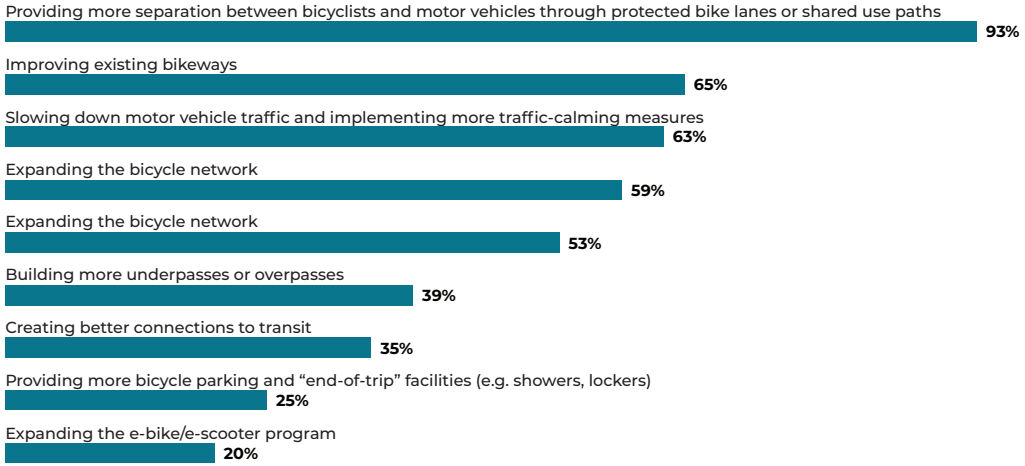
> "Given the amount of vehicle traffic, getting around by foot or bike feels very unsafe."
>
> **SURVEY PARTICIPANT**

Aurora by the Numbers

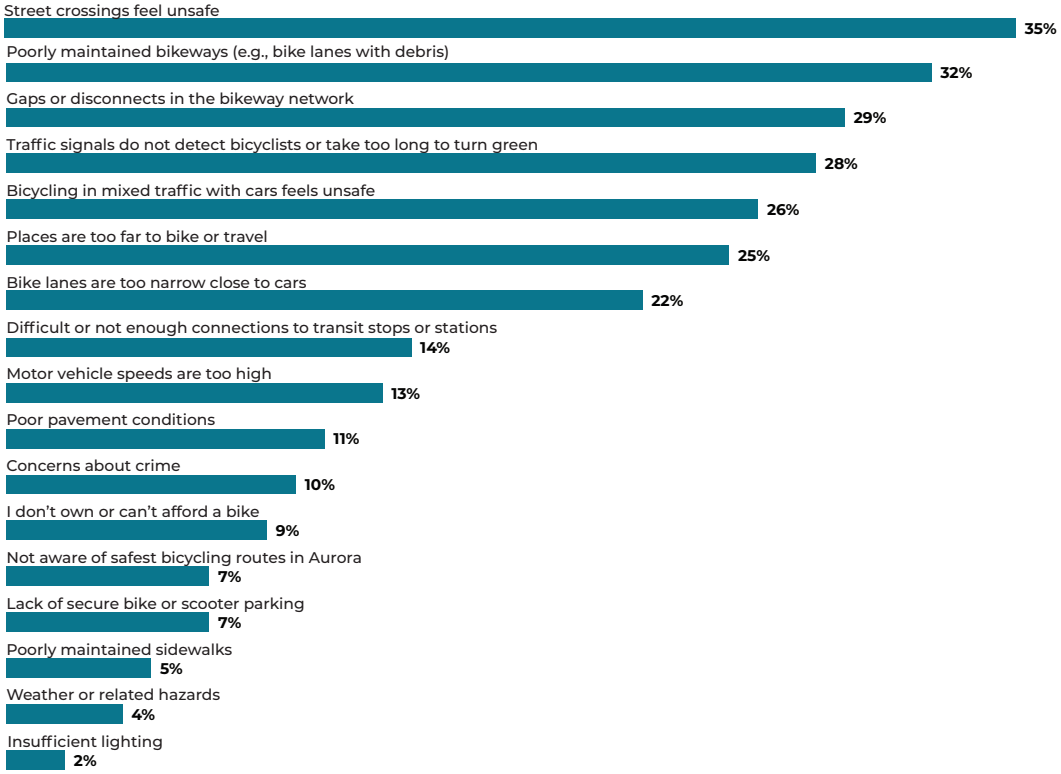
18%

of survey participants use bikes, scooters, skateboards or other small devices once or twice a week

What would make you feel safe biking?*



What prevents or discourages you from biking or using a scooter in Aurora?*



* Respondents were able to select more than one answer; totals do not sum to 100%.

Comment Summary

The following highlights summarize the primary challenges and key factors identified by survey participants related to biking in Aurora.

Primary Challenges

- **Unsafe street crossings**
- **Poorly maintained bikeways**
- **Gaps in the biking network**

Important Factors

- **Separating bikes from traffic**
- **Improving existing bikeways**
- **Slowing traffic**

> "Improving trail connection would be very helpful to allow pedestrians/bicycles access to the larger trail network."

SURVEY PARTICIPANT

Existing Plans, Programs and Initiatives

The city will leverage past efforts to build the future of the biking network.

There are multiple efforts underway to improve the biking network across Aurora. Recent transportation planning studies consider different types of bike facilities to incorporate into a corridor. Existing policies support bike safety on Aurora's streets.

Bicycle-Related Plans

Improving Aurora's bikeway network is a key component of many of the city's previous planning efforts. In 2012, Aurora adopted a Bicycle and Pedestrian Master Plan, setting the groundwork for the city's vision and goals for the future active transportation network. Aurora Places, the city's comprehensive plan adopted in 2018, also emphasizes the need for comfortable and safe biking routes that connect to everyday destinations. Several recent planning studies highlight how Aurora's aspirations for the bikeway network are being designed for and implemented into today's infrastructure.



13TH AVENUE MULTIMODAL MOBILITY STUDY

As part of the 2023 13th Avenue Multimodal Mobility Study, the city explored ways to make biking along and across 13th Avenue safer and more comfortable for all users. A top priority of the study is separating vehicle travel lanes and people biking. The study recommends constructing a shared-use path along 13th Avenue to the existing grade-separated bicycle and pedestrian crossing beneath I-225. This would create a safe and accessible bike route across I-225, improving connections between neighborhoods and regional trails like the High Line Canal Trail.



MONTVIEW BOULEVARD THROUGH ANSCHUTZ CAMPUS

The Montview Boulevard project will introduce the first raised bike lanes in Aurora. Raised bike lanes, located above roadway elevation, offer a high level of comfort and safety, appealing to a wide range of bicyclists and aligning with best practices in urban contexts. The corridor, stretching from Oswego Street to Fitzsimons Parkway, is fully designed as of 2022. The city is actively seeking construction funding to move the project forward.



HAVANA STREET CORRIDOR STUDY

The Havana Street Corridor Study was completed in 2023 and includes a focus on safety, accessibility and mobility for users along the corridor. A key recommendation is to widen sidewalks along the corridor. Wider sidewalks between Dartmouth Avenue and 6th Avenue will help accommodate bicyclists.



COLFAX BRT NEXT

The Colfax BRT Next study is expected to inform and recommend investments in biking infrastructure along and around east Colfax Avenue between the R Line Colfax Station at I-225 and Picadilly Road/E-470. The study has identified a lack of safe and low-stress bikeways along East Colfax Avenue and on the major north-south roadways that connect to it, such as Sable Boulevard, Chambers Road, Airport Boulevard and Tower Road. As part of the broader goal to enhance first- and last-mile access to BRT, the study may identify opportunities for protected bike lanes, shared-use paths and/or safe crossings, along East Colfax Avenue and/or on intersecting streets near station locations.





Bike-Related Programs

SHARED MOBILITY PROGRAM

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility includes both human-powered and electric scooters, bikes, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. In 2017, Aurora was the first city in Colorado to host a dockless bike sharing program. The city has since adapted a shared mobility and micromobility approach to better address competing interests and meet the needs of residents. Companies interested in operating a shared mobility service in Aurora must apply for a license. These companies are then responsible for meeting city requirements for safety, operations, rider education and device parking. While there currently are no shared mobility operator, the city is open to applications from potential vendors.

PUBLIC HOURLY BIKE LOCKERS

Through a partnership with DRCOG and RTD, the city has installed bike parking lockers at RTD's Metro Center and Iliff Stations. Bike lockers are free for the first 18 hours and provide people with secure parking when taking transit to work, school or around the city.

Bike-Related Initiatives

MAINTENANCE AND UPKEEP

The city is responsible for plowing streets and bikeways. As Aurora expands their bicycle network, maintenance needs will likely increase. Maintenance considerations are a crucial element to determining the feasibility of certain bicycle facilities across the city.

Visionary Biking Network

Making biking a viable transportation option for people of all ages and abilities.

The visionary biking network will be a safe and low-stress connected network for Aurorans to use every day.

To fully realize the recognized benefits of biking and to achieve Connecting Aurora's vision, the city, the development community, special districts and others must work together to design, build, maintain and operate a bikeway network that is safe and connected. This bikeway network should attract bicyclists who are "interested, but concerned" when it comes to riding on Aurora's streets. This group makes up the vast majority of potential bicyclists; they are interested in biking but concerned about the real and perceived safety risks.

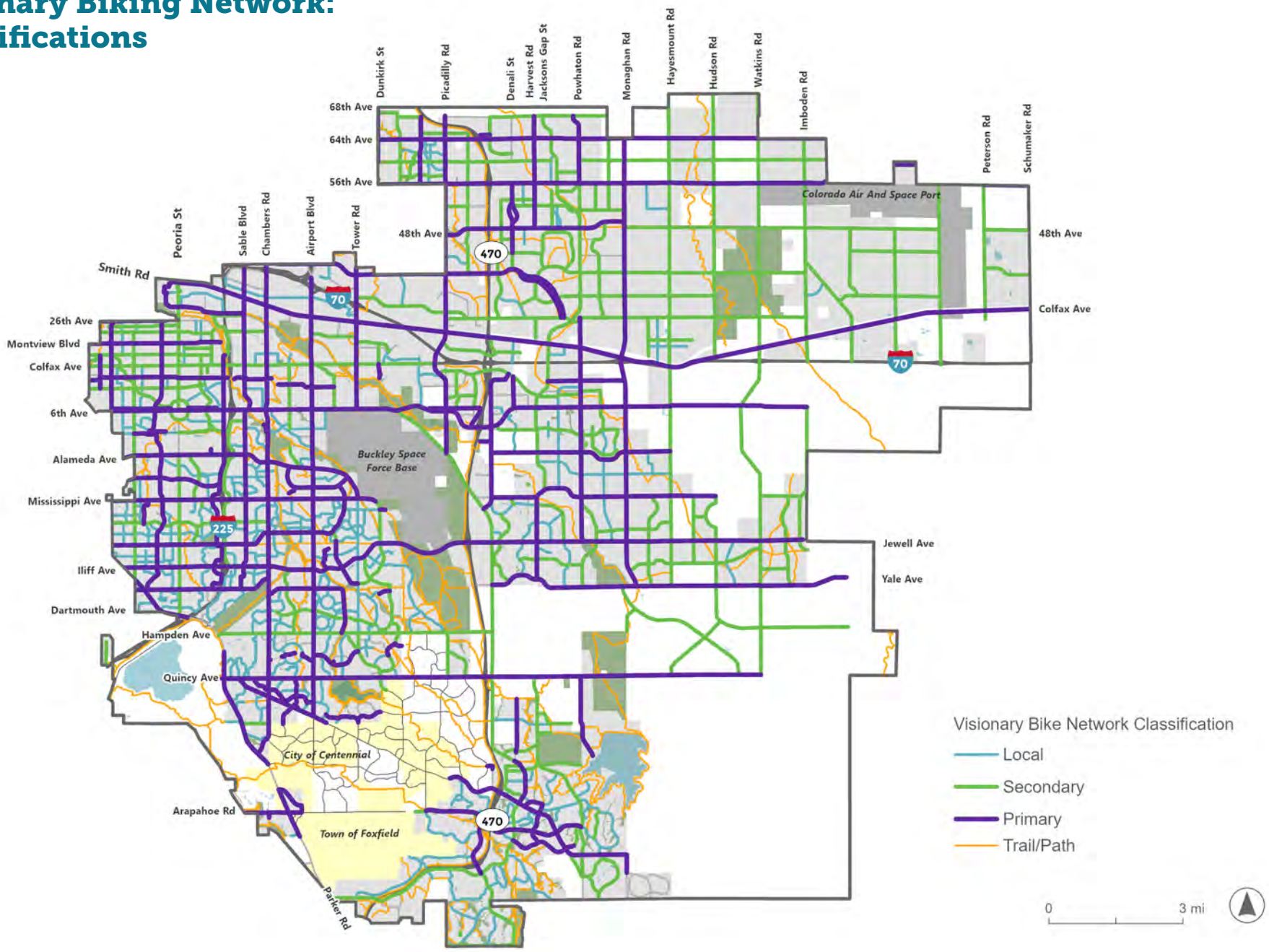
Biking Network Classifications

Connecting Aurora's biking classification organizes the bicycle network by function and trip length to guide planning, design, and investment decisions.

Route Type	Typical Length	Connection Type
Primary	5+ miles long	Connect across regional barriers (i.e., highways)
Secondary	2-5 miles long	Connect several neighborhoods and across major arterials
Local	Short connections to primary/secondary routes	Enable everyone to access a safe, connected route



Visionary Biking Network: Classifications



How the Visionary Biking Network Was Developed

Community input and national best practices shaped Aurora's visionary biking network.

The following were taken into consideration to define the visionary biking network:

- Existing and planned bikeways and trails from prior planning efforts.
- Streets that connect key origins, such as neighborhoods and destinations like schools, transit hubs and commercial centers.
- Streets the community identified as places people want to bike.
- Critical locations to connect bikeways across major barriers like highways and railways, or where limited crossings exist.

A context-sensitive target spacing of 0.25 mile to 1.0 mile between bikeways was used to create equitable network coverage throughout the city, especially in areas with fewer existing bikeways.

A recommended bikeway type was identified for street, trail and corridor segments of the network. The bikeway types were chosen using speed and volume thresholds from national best practices outlined in the FHWA Bikeway Selection Guide and the AASHTO Bike Guide, 5th Edition.

Assumptions

Where speed and volume data was unavailable, particularly for newer roadways or planned roadways in northeast Aurora, the following assumptions were applied:

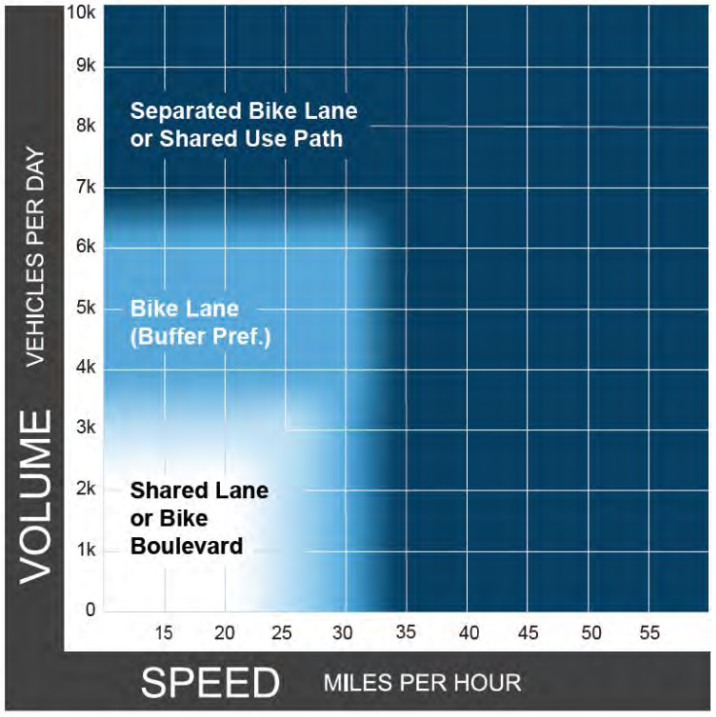
- Arterials were assigned a shared use path with full separation between people biking and cars.
- Collectors were assigned a separated bike lane. However, if anticipated volumes are below 6,000 ADT, a buffered bike lane is acceptable.
- Select local roads in northeast Aurora were assigned bike lanes or buffered bike lanes based on anticipated context and connectivity needs.
- On low-volume, low-speed local streets, bikeways may require no improvements; and bikes can share the street with vehicles.

These recommendations establish a consistent and context-sensitive framework for bikeway design for a network that is both functional and inviting.

The visionary biking network supports Aurora's long-term vision of making biking a safe, convenient and reliable mode of transportation citywide.

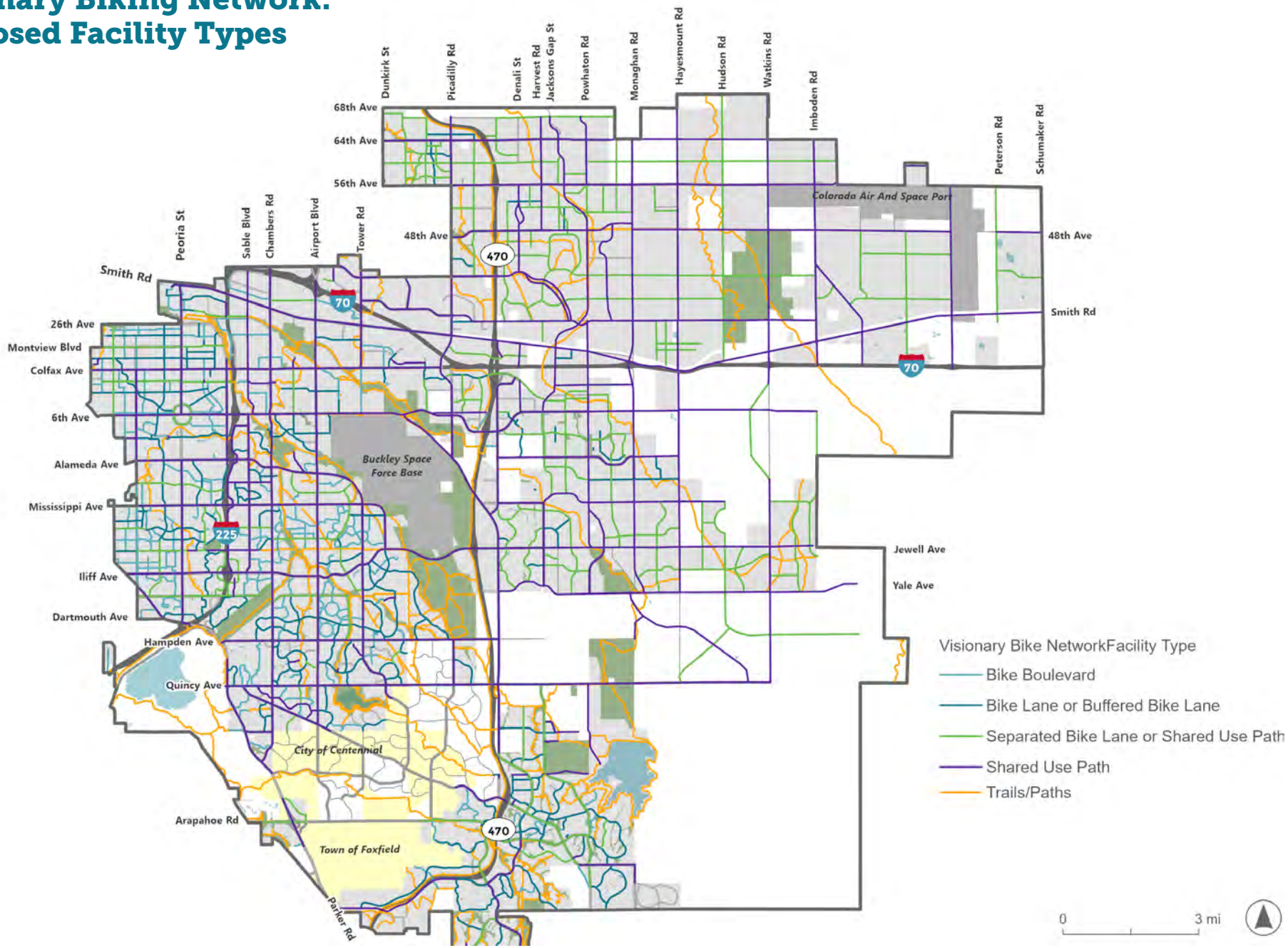
Desired Bikeway Type

Bikeway facility types were selected using the FHWA Bikeway Selection Guide. FHWA criteria were applied to identify appropriate facilities for Local and Secondary routes. For Primary routes, more robust thresholds were used to reflect their role in serving higher volumes of trips, accommodating a wider range of riders and supporting passing and side-by-side riding. FHWA guidance may change over time, and Aurora will continue to follow best practices as they evolve.



Source: FHWA Bike Selection Guide, 2019

Visionary Biking Network: Proposed Facility Types



Achieving Our Goals

What a better biking network means for Aurorans.

Measures of success will track how well the visionary biking network is delivering on Connecting Aurora goals for how people bike in Aurora.



Low Stress Bikeway: Shared Use Path



Low Stress Bikeway: Raised Bike Lane



Key Destination: Parks



Key Destination: Schools

Low-Stress Network

A core goal of the visionary network is to create a low-stress network that encourages more people to ride bikes. Not all bikeways feel equally safe and comfortable. Missing on-street bikeways and insufficient separation between bicyclists and cars create stressful biking conditions.

MEASURES OF SUCCESS

- Total miles of low-stress biking routes and number of bicycle crossings.
- Share of streets that meet low-stress criteria.
- Year-over-year increases of low-stress network coverage.

RELATED GOALS

Safe, Connected, Healthy

Improved Access to Destinations

Biking is most useful when it connects people to where they need to go on a regular basis (schools, parks, grocery stores and transit). Measuring access to destinations helps evaluate how well the network supports short trips.

MEASURES OF SUCCESS

- Share of key destinations accessible within 1.5 miles via low-stress routes.
- Improvements in access after network expansions.
- Geographic equity in access across neighborhoods.

RELATED GOALS

Safe, Connected, Convenient, Economically Strong, Equitable, Integrated



Recommended Strategies

Taking action to improve and maintain Aurora's biking network.

Aurora's strategy for planning, building and maintaining bicycle infrastructure will shape what people experience when they choose to bike in Aurora.

Target Outdated Bikeway Facilities

Many bikeways in Aurora lack adequate bicycle infrastructure and are not comfortable for the variety of likely users. These conditions compromise bicyclist safety, accessibility and comfort.

ACTIONS

- Determine a minimum acceptable Level of Biking Comfort for streets based on placetype, street classification and prioritization level.
- Install consistent, visible wayfinding signage to help people navigate the biking network and highlight proximity to nearby destinations.

What is a high comfort bikeway?

A high comfort bikeway provides bicyclists of all ages and abilities a safe and enjoyable biking experience. High comfort bikeways are commonly wide enough to support multiple riders and have some form of separation between bicyclists and drivers. High stress bikeways, on the other hand, are often mismatched to their surroundings. A high stress bikeway may not offer bicyclists any separation from drivers. These facilities may be narrow or along high traffic roadways.

HIGH COMFORT BIKEWAY



HIGH STRESS BIKEWAY



Refresh Aurora's Micromobility Opportunities

Because micromobility programs depend on private operators, the programs must strike a balance between meeting the city's needs and requirements and making them attractive for micromobility companies to operate. This balance requires that enough residents, visitors,and workforce members consider shared micromobility as a viable option and that they exercise that option. Partnerships and coordination are helpful to identify next steps for Aurora in implementing a Shared Micromobility Program (PR 11 in Chapter 6).

ACTIONS

- Conduct interviews with peer cities to benefit from their lessons learned in operating their programs.
- Conduct interviews with shared micromobility vendors to better understand their needs and constraints.
- Coordinate with DRCOG's Micromobility Work Group.





Engage Partners to Encourage Biking

Community partners provide a meaningful way to educate the public, provide information from trusted sources and encourage biking for a variety of trip purposes and needs.

ACTIONS

- Install secure bike parking and other end-of-trip facilities at key destinations.
- Provide bike safety education for youth and adults, driver awareness campaigns and events like Bike to Work Day or community bike rides.

PARTNERSHIPS

- Collaborate with public health agencies to promote biking as a tool for maintaining a healthy lifestyle.
- Work with PROS to assist with bike skill education and experience building.
- Engage schools and universities to promote safe biking among students.
- Partner with local employers and developers to support bike infrastructure through site design and incentives.

Respond to Biking Trends

The accessibility of e-bikes and changing work schedules has influenced how and when people choose to bike. Aurora must remain responsive to biking trends so that people are able to access facilities that allow for safe travel. Additionally, understanding how and where many people are biking in Aurora will help the city measure the impact of its investments and identify areas in need of improvement.

ACTION

- Leverage the Multimodal Counts Program (PR 14 Chapter 6) to regularly collect data on biking activity across Aurora. Tracking these trends over time will help show whether the number of bicyclists in areas increased with better infrastructure. These insights help ensure that the network is being used and valued by the community and can help inform future decision-making.

Capital Investments

Connecting Aurora identifies bikeway and crossing projects for the visionary network.

To guide the city's investment in improved infrastructure for people biking, the projects outlined here can improve safety, accessibility and connectivity to Aurora's biking network. A more detailed project list can be found in the Appendix.



Bikeway Projects

Address missing bike connections and uncomfortable bikeways along city streets.



Crossing Projects

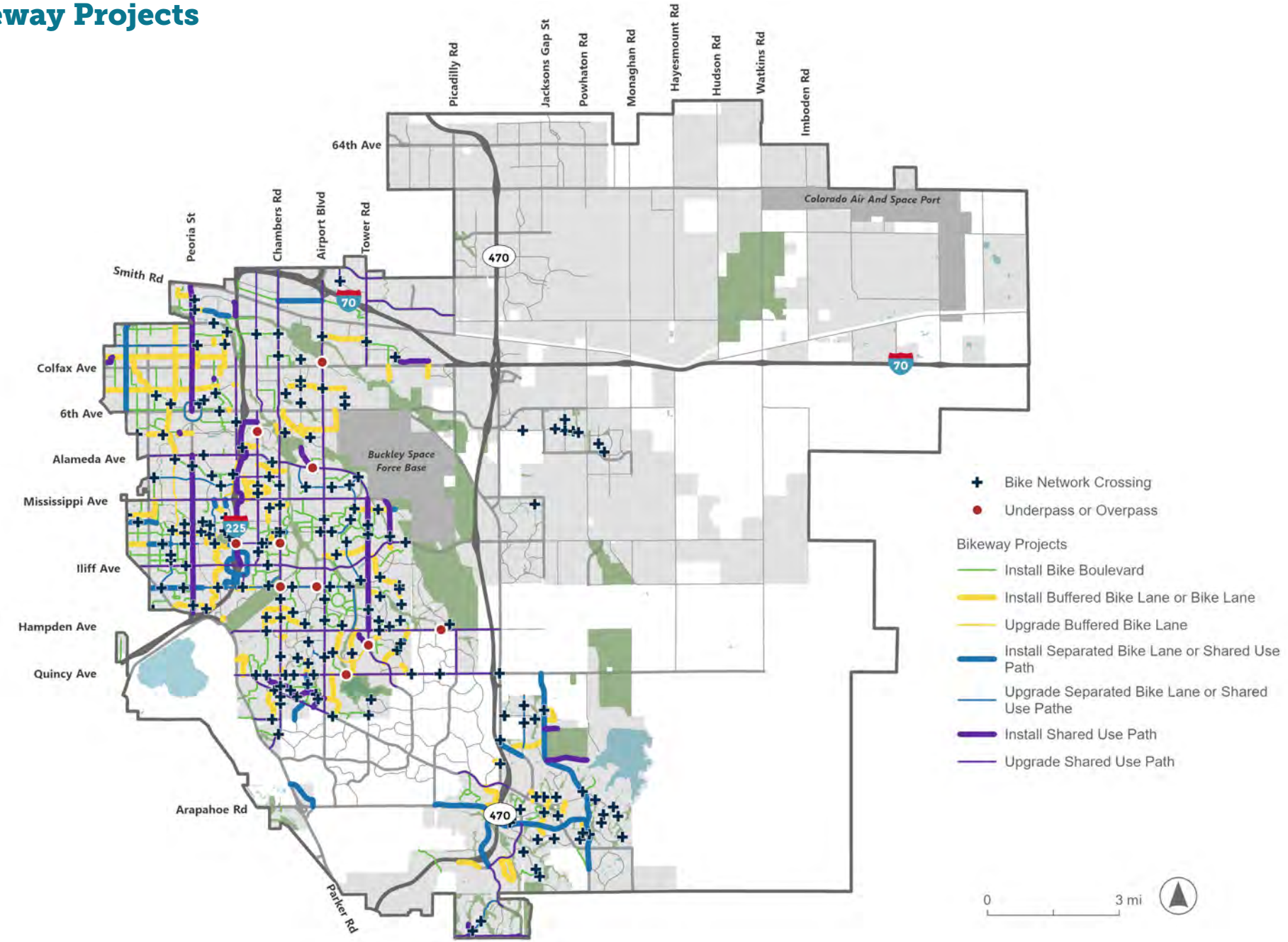
Focus on creating safe opportunities for bicyclists to cross arterials at locations currently without traffic signals, all-way stops or roundabouts that serve key destinations or provide important network connections. Crossing projects will require future study and evaluation prior to implementation.



Multimodal Opportunities

Multimodal roadway reconstruction projects present an opportunity to enhance bikeability through infrastructure upgrades like wider or more separated bike lanes, traffic calming measures and improved crossings.

Bikeway Projects



Note: Bikeways in northeast Aurora will be constructed as new development occurs.



People Riding Transit

Making Our Future Transit Friendly

With new development expanding across the city's eastern edge and major regional investments in transit underway, the city must work with regional partners to address the difficulties people currently face when traveling by transit. Aurora is growing fast, and now is the time to create a more efficient, connected and future-ready transit system.

This chapter outlines Aurora's first citywide transit vision, summarizing the existing state of the network, defining needed capital and service improvements and establishing a framework to guide policy and investment decisions. Recommendations are designed to make transit a more reliable, attractive option for more people—especially as the city works to support economic opportunity, maintain mobility and make better use of existing infrastructure.



Chapter 9 Highlights

TODAY'S CONTEXT
RTD currently operates Aurora's bus and rail service.

PLANS, PROGRAMS AND INITIATIVES
Aurora is working to expand transit options through microtransit service.

VISIONARY NETWORK
The future services and routes are designed to better serve the community.

ACHIEVING OUR GOALS
A more robust transit network will provide residents more travel options.

Today's Transit Context

Aurora's Transit Network

Aurora's transit system is ready to take a leap forward.

Transit is a critical function of Aurora's transportation system, connecting residents and employees within the city and across the Denver metropolitan area. RTD has provided public transit in Aurora since 1972. Around 13% of RTD's more than 3 million customers in the Denver metropolitan area live in Aurora.

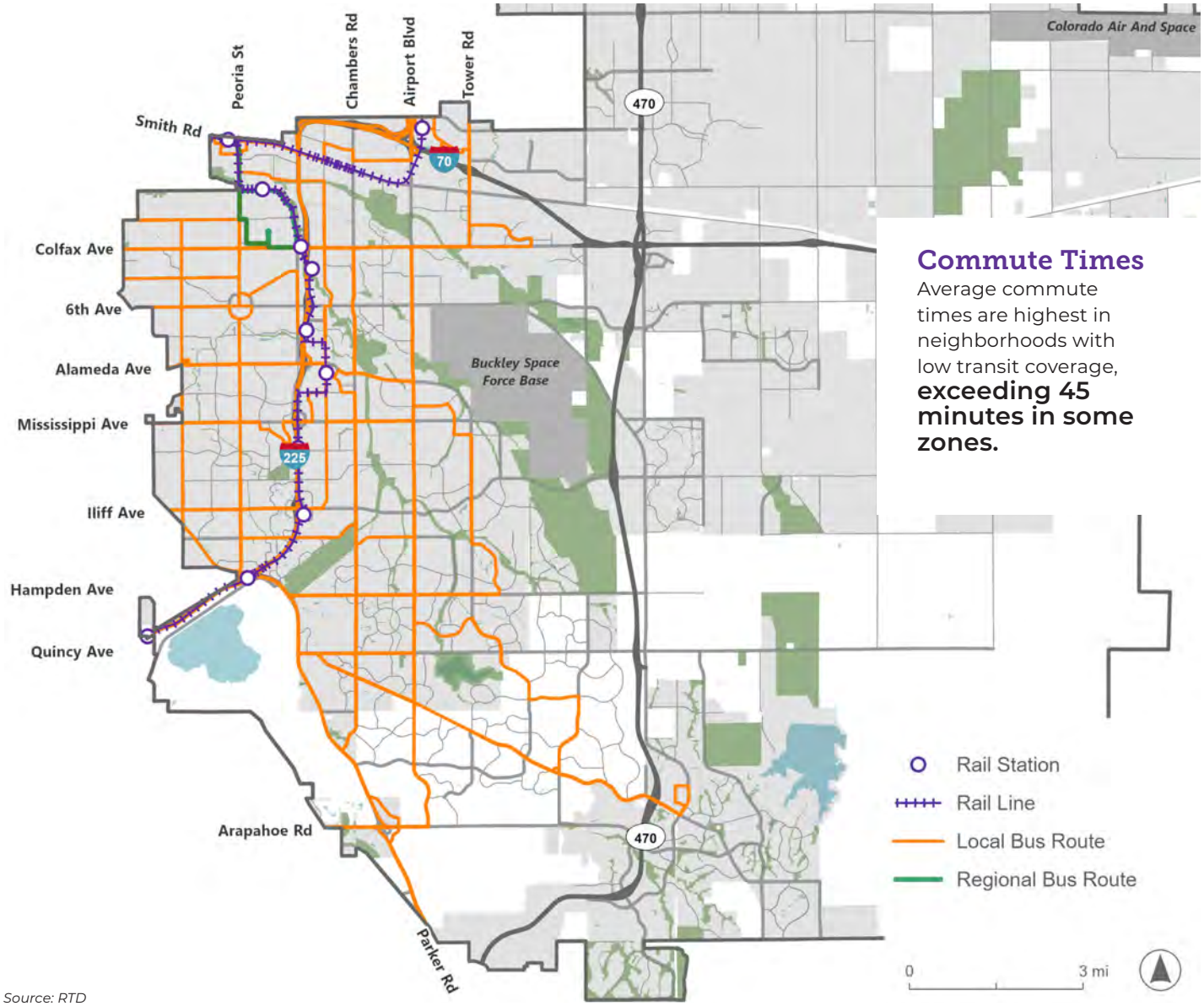
Riders can use a variety of transit options to travel. Aurora is currently served by 30 RTD bus and rail routes, including 24 local bus routes, one regional Flatiron Flyer route, two light rail lines and one commuter rail line. These collectively comprise 20% of all RTD routes. A new BRT line is currently under construction on Colfax Avenue from Yosemite Street to I-225.

Key Challenge

SERVICE AVAILABILITY

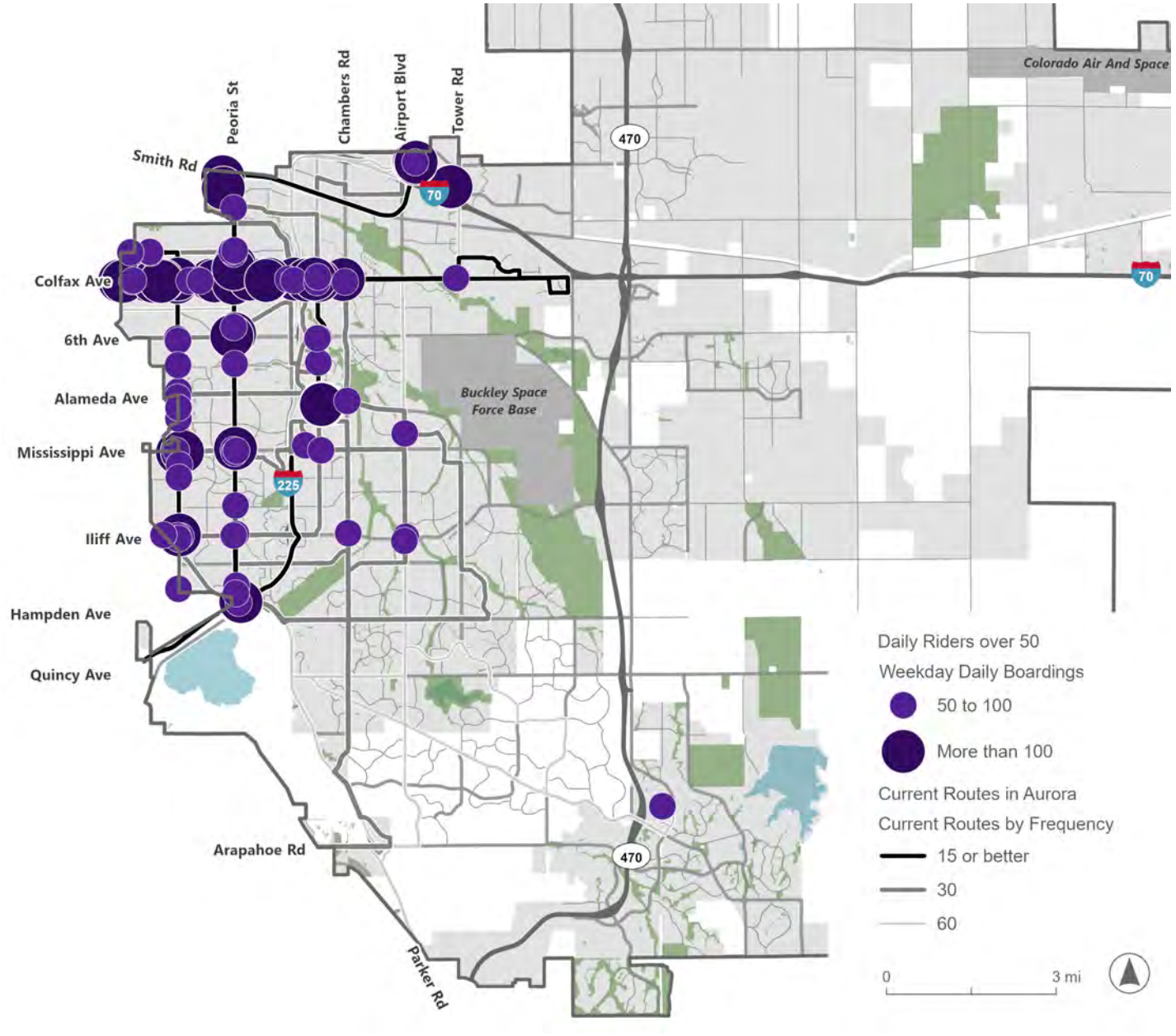
Only one of RTD's bus routes extends east of E-470. The most used corridors—Colfax Avenue, Havana Street and Peoria Street—account for a large share of Aurora ridership. However, large parts of the city remain underserved or entirely unserved.

Transit Service in Aurora



Source: RTD

Transit Stops by Daily Ridership



Source: RTD

Major Transit Hubs

The most used transit stops in Aurora are found at major light rail transit hubs and along Colfax Avenue.

Aurora Metro Center Station, at over 2,000 boardings a day, is positioned between a large shopping complex anchored by the Town Center at Aurora to the west and several municipal service buildings to the northeast.

Nine Mile Station serves a diverse array of multifamily housing, commercial development, human services facilities and the Arizona College of Nursing. Peoria Station has a park-n-ride with transfers to the A Line, R Line and bus routes.

The other highest ridership stops are located along Colfax Avenue at Havana Street and Peoria Street. Colfax Avenue is the main thoroughfare for the city's highest ridership bus routes, the 15 and 15L, which provide access to apartment buildings, grocery stores, culturally diverse restaurants and food markets and the Anschutz Medical Campus. As such, this corridor is currently under construction to upgrade transit service to BRT.

Key Challenge

ACTIVITY CONCENTRATED IN WESTERN AURORA

Most transit activity occurs west of I-225. East of I-225, ridership is lower.

Service Frequency and Travel Times

Transit service frequency contributes to long transit travel times.

Most Aurora transit routes run every 30 to 60 minutes, with limited evening and weekend service hours. Only 9% of Aurora residents live within walking distance of transit that comes every 15 minutes or less. Of the 27 bus routes, only four operate at 15-minute or less headways. This makes the system difficult to use for non-commuting purposes, such as school, healthcare or shift work, particularly in populations with lower incomes or higher transit dependence. For example, northwest Aurora and Central Aurora are home to transit-reliant populations but there are no frequent, all-day connections to job centers across the metropolitan area.

Because of the infrequent service intervals, transit travel times on transit routes along Havana Street and Colfax Avenue are often two to three times longer than driving times, especially during peak periods. The average transit trip in Aurora takes 47 minutes, while the average car trip takes 21 minutes.

Key Challenge

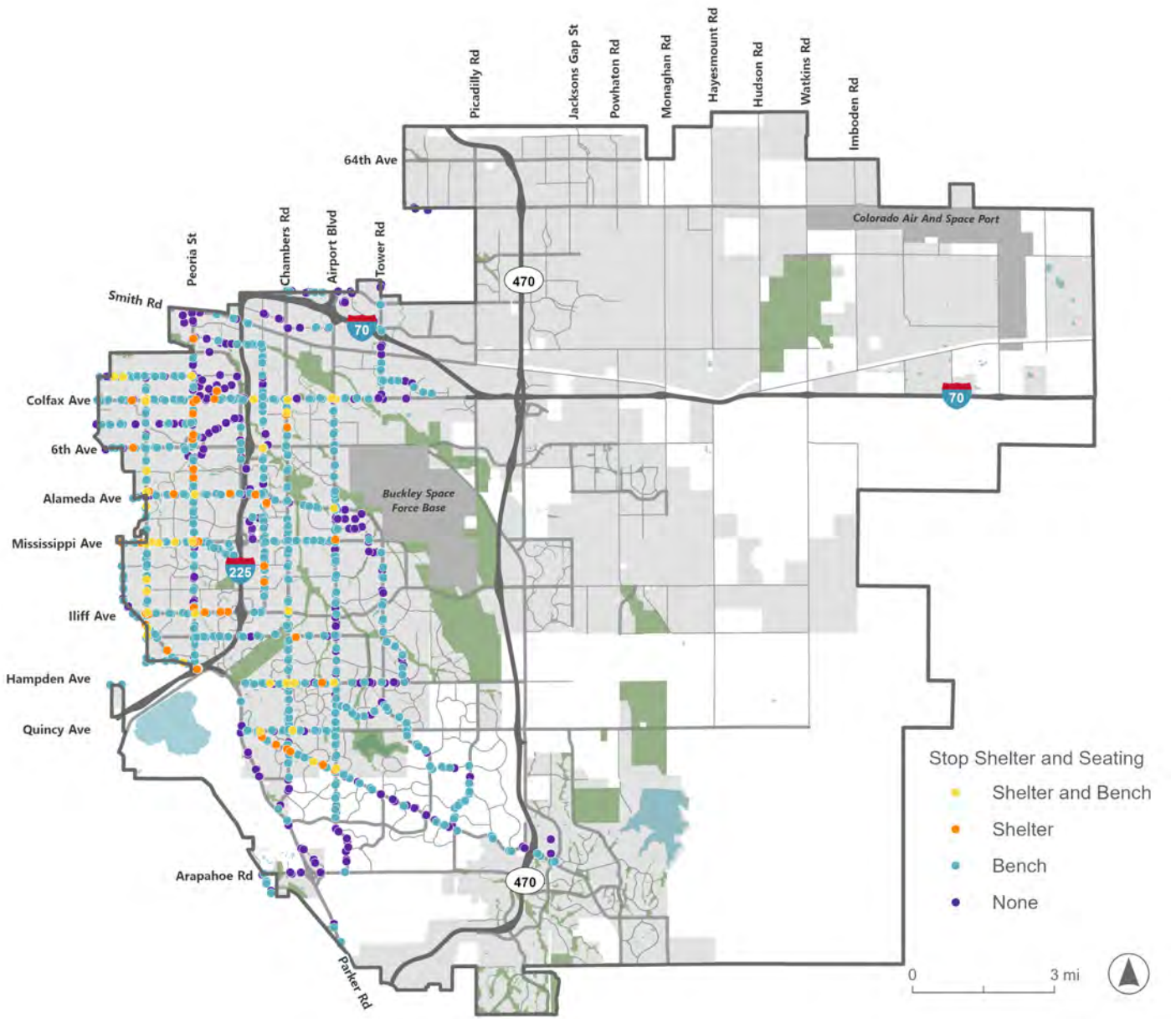
INFREQUENT AND SLOW SERVICE

Bus riders must contend with infrequent service intervals, long wait times and slow average speeds, making it difficult to rely on transit for work or time-sensitive trips. Passenger delay across the city caused by slow loading, congestion and circuitous routing totals more than 1,800 hours per day.





Aurora Bus Stops and Rail Stations



Source: RTD

Transit Facilities

Only 8% of bus stops in Aurora have shelters.

Within the Aurora Planning Boundary area, there are 1,128 active bus stops, 11 rail stations and 12 park-n-ride facilities. Each of these facilities has various levels of amenities and supporting infrastructure to walk, bike or drive to the transit services.

Key Challenge

INADEQUATE STOP AMENITIES

Many bus stops lack shelters, lighting, ADA access or safe pedestrian connections. In fact, only 8% of Aurora's bus stops currently have shelters, and dozens are located along high-speed arterials with no sidewalk access. Only 47% of stops are ADA accessible.

These deficiencies reduce the visibility, safety and comfort of the transit system, particularly for seniors, youth and people with disabilities.

PERCEPTIONS OF PERSONAL SAFETY

Transit must feel safe for riders in order to expand ridership. Today, some Aurorans do not feel safe at current transit stops or while riding transit. This is a major barrier to having successful transit services in the city.

Transit Access

Transit service is needed to access job centers and in growing residential areas.

Aurora added over 55,000 jobs between 2010 and 2022, with the fastest growth in healthcare, logistics and industrial sectors. Many job centers like the Anschutz Medical Campus, logistics and distribution fulfillment centers and warehouses along I-70 are supported by a workforce that needs to get to work reliably, affordably and on time. Many of the job centers are not currently well-served by transit.

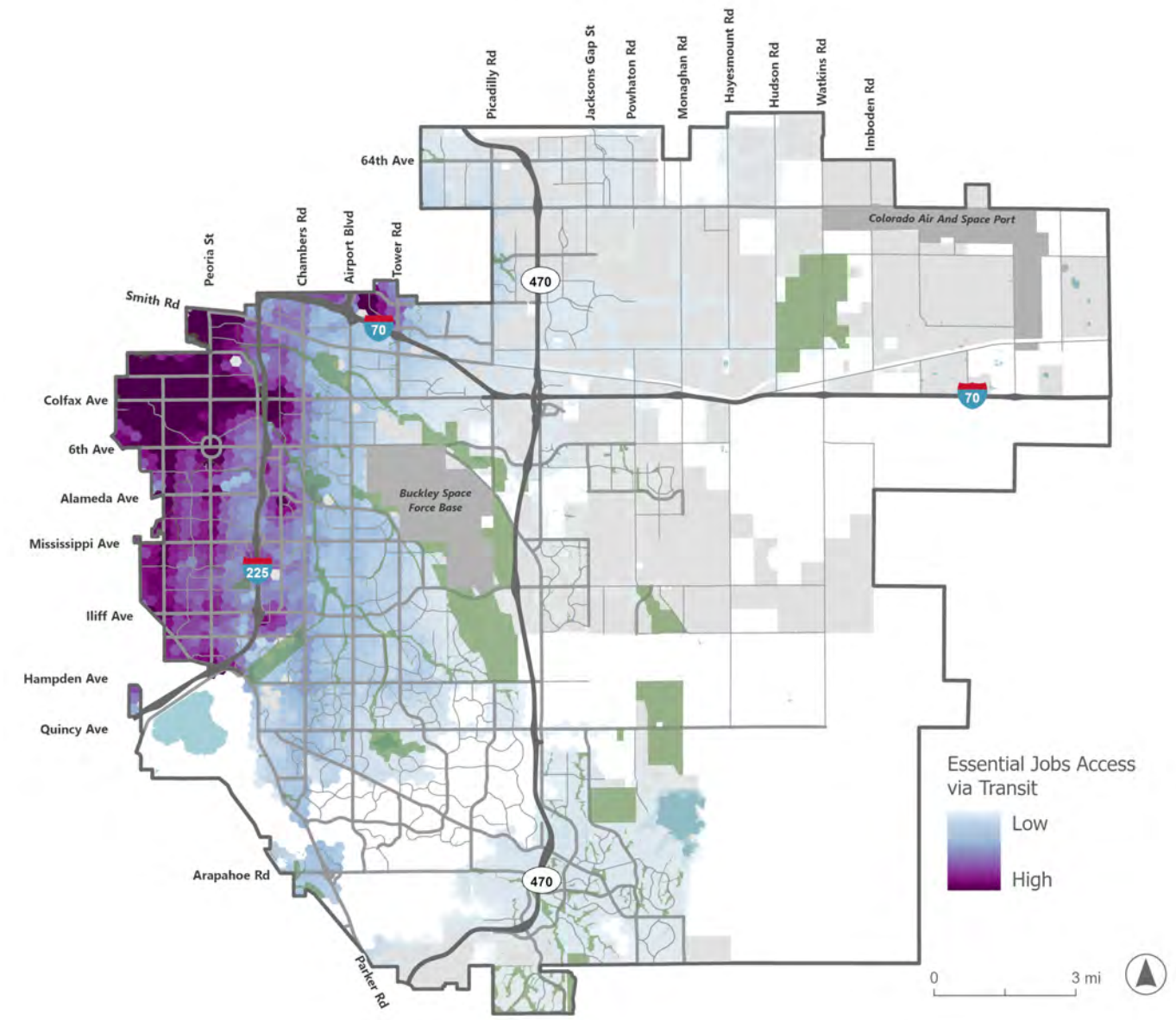
Areas experiencing residential growth have little or no fixed-route transit service, for example east of E-470 and along I-70. More than 60% of households in recent growth areas are more than 0.50 mile from any RTD fixed-route service.

Key Challenge

LIMITED TRANSIT COMMUTING OPTIONS

Northwest and Original Aurora are home to lower-income communities that are transit-reliant and have limited frequent, all-day transit connections. Average commute times are longest in neighborhoods with low transit coverage, exceeding 45 minutes in some zones. Reaching a hospital by bus from some eastside neighborhoods can take 60 minutes or more, even for a relatively short-distance trip.

Access to Essential Jobs Via 60-Minute Transit Ride (Weekday)



Source: Replica Data, 2023

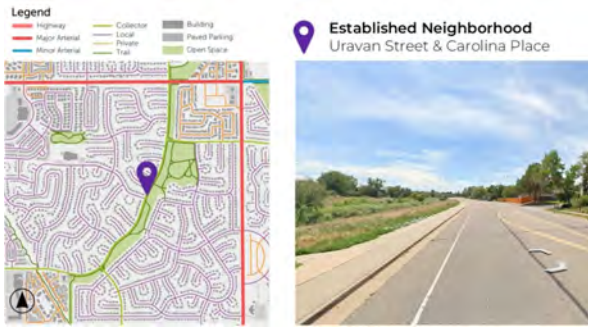
Three Distinct Transit Geographies

The city's UDO delineates three distinct land use and development patterns that define areas of the city West Aurora (Sub Area A), Central Aurora (Sub Area B) and East Aurora (Sub Area C). Each Sub Area's unique land use and infrastructure influences how people experience transit in the city.



West Aurora (Sub Area A)

West Aurora has the **highest concentrations of renters, zero-car households and lower-income residents**. The street grid supports walking, and transit ridership is strong, but the infrastructure is aging and deficient. Many of the sidewalks near transit stops are narrow, and most transit stops lack shelters or ADA access. Bus speeds are among the lowest in Aurora, and travel times are affected by congestion and frequent transit stops.



Central Aurora (Sub Area B)

The area between I-225 and E-470 features wide arterials and disconnected local streets, which limit direct transit routing and walkability. This area has a growing middle-income population, and many residents have long, indirect transit trips to reach everyday destinations. Bus speeds are among the lowest in Aurora, and travel times are affected by congestion and frequent transit stops.

Only ~47% of Aurora's 1,128 stops are ADA accessible; fewer than 100 have shelters.



East Aurora (Sub Area C)

The developments east of E-470 are still relatively new, and this area remains largely unserved by fixed-route transit. East Aurora is the fastest-growing area of the city, and residents and employees have few or no transit options, reinforcing car dependency.

Community Conversation

People want more transit options.

Of those surveyed, 45% never or almost never use transit, and only 3% use transit daily or most days.

Survey participants shared their experience as a person riding transit in Aurora. They were asked why they used transit and what prevents them from using it.

Among those who use transit, approximately 40% prefer it because it is more affordable, it is environmentally friendly, it is necessary for health or legal reasons or it is simply because they prefer not to drive.

Notable Locations

Survey participants added pins to a map of the city to note location-specific concerns. The areas near Community College of Aurora, northwest Aurora (Stanley Marketplace) and Colfax Station had the highest number of pins.

Transit Challenges

Nearly 30% of survey participants indicated that the most common barrier to transit use was that services were not available where they need it. Around 27% of the participants noted that transit travel times were too long to get to desired destinations. Others noted safety concerns.

Opportunities to Improve Transit

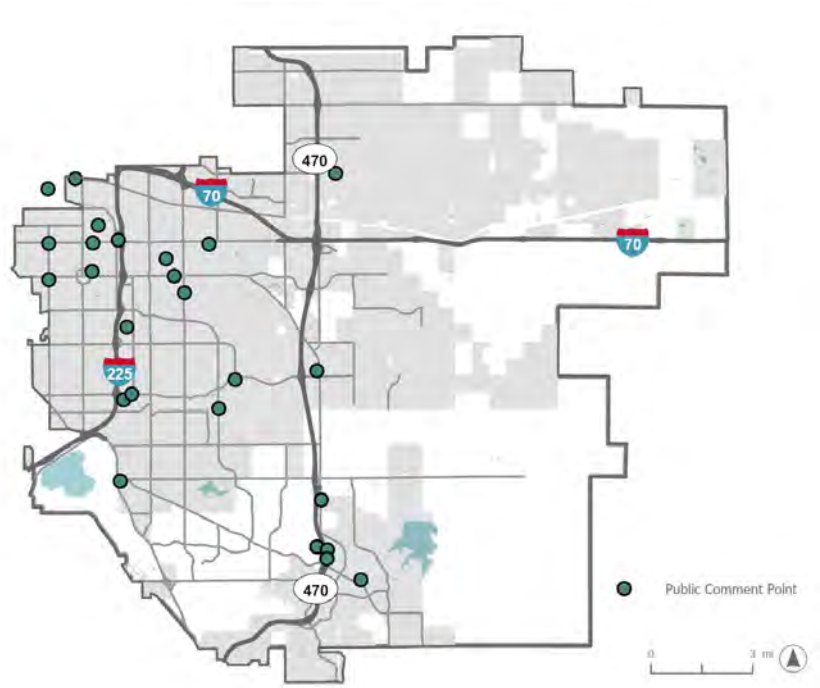
Survey participants were asked to indicate their top three transit improvements. The top three were:

- Improved security on buses and at bus stops to maintain safety and reduce crime.
- More frequent bus and train services so they are convenient and faster.
- Improved transit priority infrastructure like dedicated bus lanes and transit signal priority to increase the efficiency and reliability of transit services.

Additional improvements noted were “Improved bus stops and bus stop amenities” and “longer bus and train service hours, like early morning and late evening.”

Aurorans want their transit experience to be safe, convenient and time-efficient.

Transit-Specific Public Comments



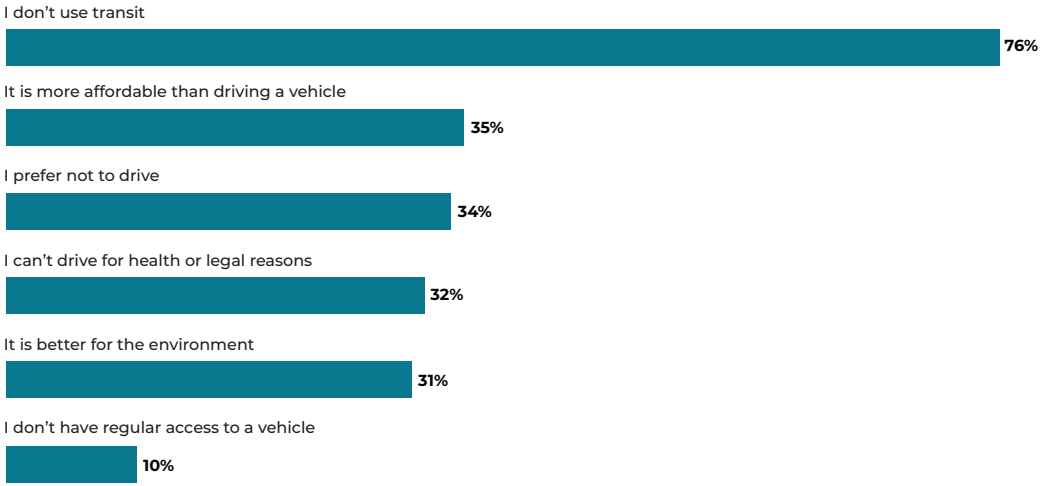
> “Would love more bus service to NW Aurora! Lots of folks ride the bus in this area, but buses can run at difficult times or not often enough.”
>
> **SURVEY PARTICIPANT**

Aurora by the Numbers

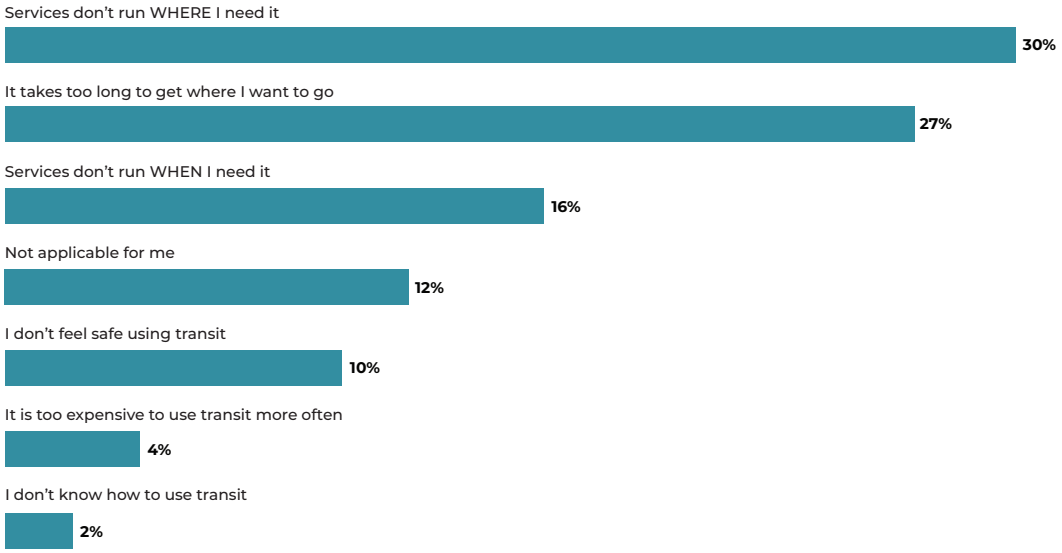
~30%

of survey participants indicated that the most common barrier to using transit was that services were not available where they need it

Why do you use public transit?*



What prevents you from riding transit?*



* Respondents were able to select more than one answer; totals do not sum to 100%.

Comment Summary

The highlights below summarizers the primary challenges and important factors identified by survey participants regarding Aurora's public transit.

Primary Challenges

- **Limited service schedule**
- **Long travel times**
- **Limited access to desired destinations**

Important Factors

- **Safety**
- **Frequency**
- **Improved operations**

Existing Plans, Programs and Initiatives

The city will leverage past efforts to build the future of riding transit.

Aurora has a strong history and partnership with RTD in developing a transit system that serves its communities and supports the city's development patterns and economic goals.

Transit-Related Plans

Aurora's recent planning studies emphasize improved mobility, multimodal choice and transit-oriented development. They call for a connected, efficient and accessible transportation system.







AURORA PLACES

Aurora Places (2018) proposes several improvements to enhance transit operations and infrastructure in Aurora. These improvements include:

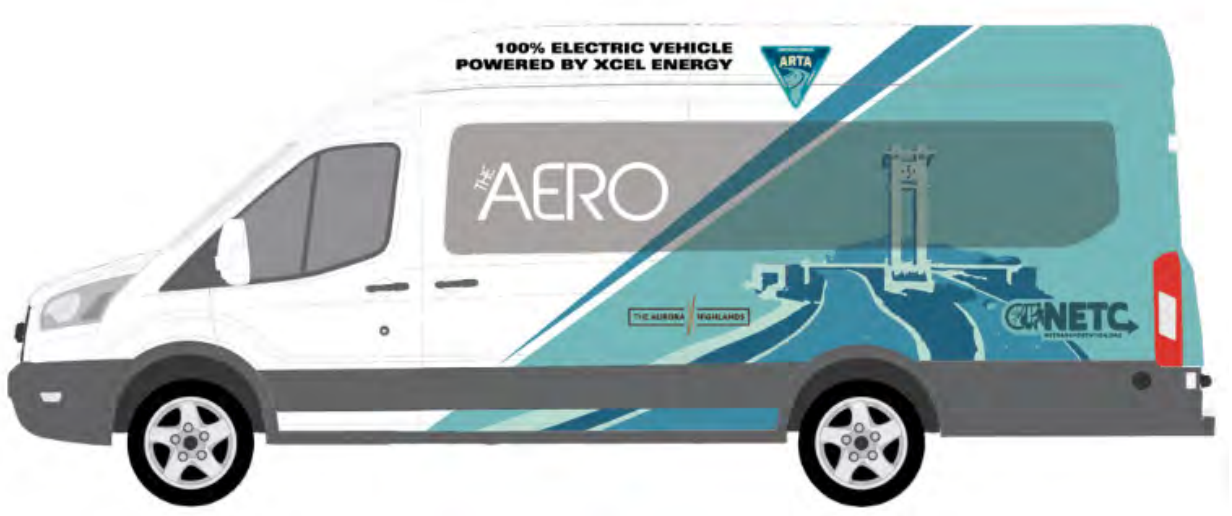
- Implementing first- and last-mile solutions like bicycle and pedestrian connections, park-and-ride facilities, bikeshare and rideshare to improve accessibility to transit stations.
- Establishing mobility hubs to support multimodal connections at major transit locations.
- Designating certain corridors as Priority Transit Corridors with high-frequency transit that may include dedicated right-of-way, extended hours of service and enhanced transit station amenities.

HAVANA STREET CORRIDOR STUDY

The Havana Street Corridor Study (2023) identifies strategies to improve transit along the corridor following the recommendations made in RTD's Transit Priority Analysis of Select Corridors in 2018. RTD's study proposed bus bypass lanes, bus bulb outs and queue jumps a bus stop accessibility upgrades and transit signal priority on Havana Street, which were constructed in 2020/2021.

EAST COLFAX AVENUE BRT AND COLFAX BRT NEXT STUDY

In 2012, planning began for the East Colfax Avenue BRT. The BRT Next Study builds on the current construction between Broadway Avenue and Yosemite Avenue. The study identifies future BRT options for East Colfax Avenue between the R Line's Colfax Station at I-225 and Picadilly/E-470. The selected improvements will enhance bus service and make transit a safer, more efficient and cost-effective mode of transportation for reaching jobs, essential services and other everyday destinations.



Northeast Transportation Connections microtransit service



NETC shuttle



Rendering of TOD development around Nine Mile Station

Transit-Related Programs

There are several programs that expand transit access for residents and employees across the city. They are public-private partnerships that fill gaps in the existing transit network.

AERO MICROTRANSIT SERVICE

Northeast Transportation Connections (NETC) operates the Aero microtransit service that provides free on-demand trips in the Aurora Highlands area, supporting travel in low-density new developments.

MAJESTIC COMMUTER

NETC operates the Majestic Commuter, a free shuttle from 40th and Airport Boulevard Gateway Station to nearby employment centers.

Transit-Related Initiatives

KEY PARTNERSHIPS

Aurora continues to work closely with:

- RTD to coordinate service planning and leverage regional funding.
- CDOT, DRCOG and RTD to deliver regional BRT routes and multimodal infrastructure.
- Local developers and advocacy groups to align private development with transit goals.

These partnerships are critical to achieving a cohesive and efficient regional transit system that reflects Aurora's unique context and growing needs.

LAND USE CHANGES TO SUPPORT TRANSIT

Transit-Oriented Development (TOD) has been advanced near the A Line commuter rail and H Line and R Line light rail stations through station area plans and zoning changes. The city has introduced TOD district zoning and is exploring updates to support compact, mixed-use development along transit priority corridors.

Visionary Transit Network

Making transit a real option for more people.

The visionary transit network will be a safe and efficient travel option for Aurorans commuting and traveling to everyday destinations.

Aurora is one of Colorado's fastest-growing cities. New homes, jobs and commercial hubs are transforming neighborhoods in the city's historic core and in the fast-developing eastern region. This growth brings new demands on the transportation system. Transit will play a central role in meeting them.

The visionary network for people riding transit includes widespread, convenient transit service for nearly everyone in the city. Infrastructure alone will not transform mobility in Aurora—service matters. How often buses run, how long they operate each day and how well they connect people to jobs and daily needs all play a defining role in transit's usefulness.

Connecting Aurora identifies a bold expansion of transit service that builds on RTD's System Optimization Plan and introduces a new vision for how Aurora can shape service delivery citywide.

DEFINING A CITYWIDE SERVICE FRAMEWORK

Aurora's future service strategy is built around a tiered service framework that matches frequency and coverage to community needs and development patterns. This structure helps target investments for the greatest impact and reflects best practices across the Denver metropolitan area.

Frequent Transit Network

Frequent Transit Network (FTN) routes form the backbone of Aurora's future high-capacity transit system and are generally aligned with the **High and Medium Investment Corridors.** Frequent service makes transit a viable option for spontaneous, all-day travel.

- **Very Frequent Corridors:** 10-minute or better service, typically associated with BRT corridors or shared regional routes (e.g., Colfax Avenue, Alameda Avenue). These corridors require a high level of investment in capital infrastructure.
- **Frequent Corridors:** 15-minute service on corridors with strong existing ridership or land use support (e.g., Peoria Street, Havana Street). These corridors require some capital investment to increase service frequency.



Coverage Network

To ensure access across a growing city, the visionary transit network retains and enhances lower-frequency coverage routes:

- **Coverage Corridors:** 30-minute service in lower-density or industrial areas, often aligned with Low Investment Corridors.
- **New Infill Routes:** Local circulators or crosstown services in areas like Dayton/Moline, Potomac or Laredo.

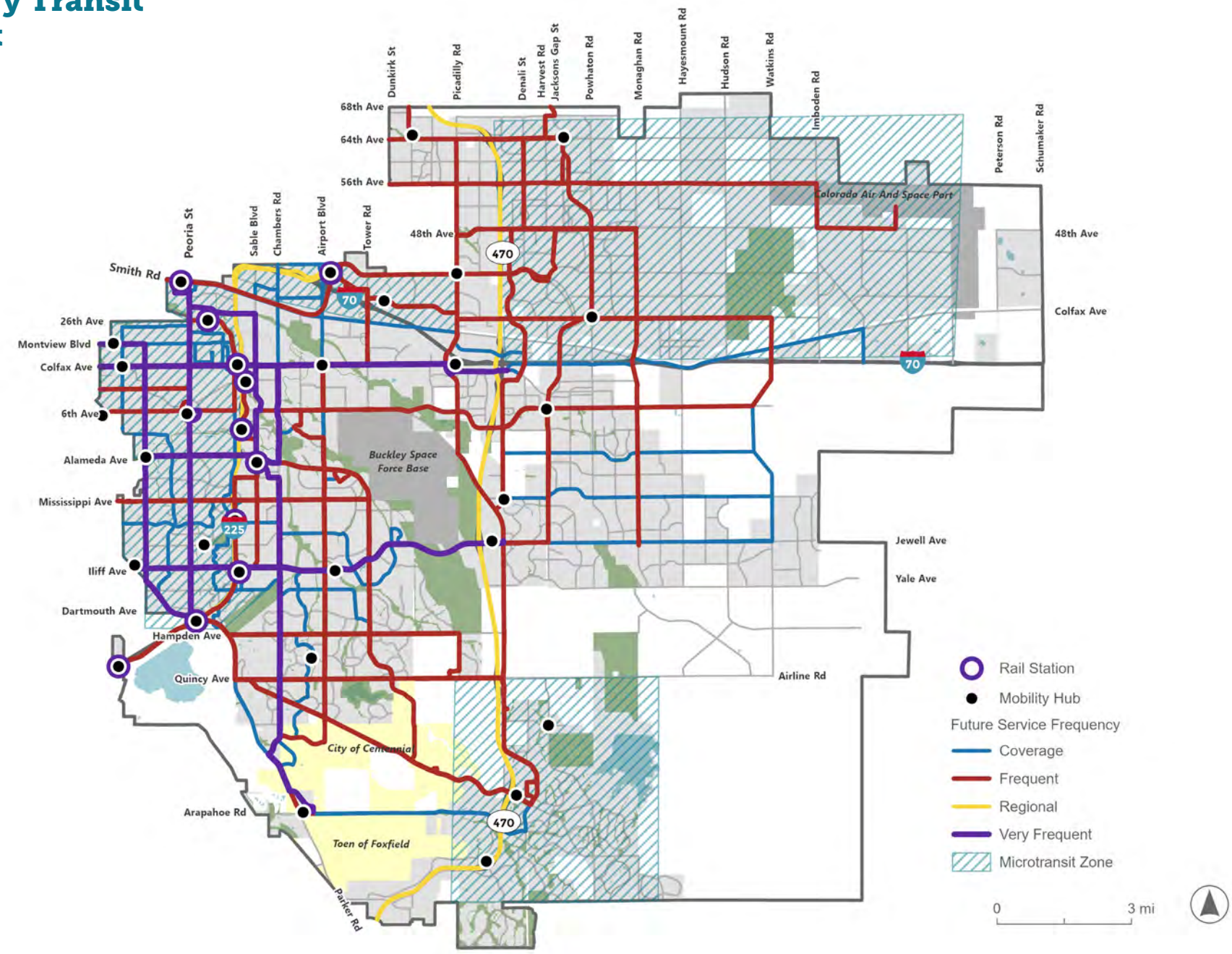
Future Service Corridors

Some corridors, particularly in new developments east of E-470, are currently designated for **future regional service.** While current conditions may not support fixed-route transit, these areas will be monitored for development thresholds that could trigger route implementation.

Mixed Mobility Connectivity

Additional mobility hubs and park-n-rides at key locations complement the visionary transit network. The expansion of these programs and facilities will allow more seamless mixed-mobility trips from start to end.

Visionary Transit Network



Achieving Our Goals

What a better transit network means for Aurorans.

Measures of success will track how well the visionary transit network is delivering on Connecting Aurora goals for how people ride transit in Aurora.

Higher Ridership

Increasing the service frequency, simplifying the network and improving corridors with high travel delay times will attract more transit riders and increase transit ridership. The visionary transit network will increase the number of people using transit to access jobs, educational facilities and daily destinations, especially in areas where mobility options are limited.

MEASURES OF SUCCESS

- Annual system boardings.
- Transit commute mode share.

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated





Faster, More Reliable Trips

Bus priority infrastructure, such as dedicated bus lanes, queue jumps and transit signal priority, reduce transit travel time delays and increase schedule reliability. These improvements make transit a viable alternative to driving; and they reduce time lost in road congestion, resulting in overall better service for residents and businesses.

MEASURES OF SUCCESS

- Hours of bus delay per weekday.
- Average corridor transit speed.

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated

Stronger Economic Outcomes

The transit visionary network supports upward mobility for individuals and economic development citywide by improving access to employment centers, healthcare, schools and commercial areas. Coordinated regional transit allows Aurora's employers to access workers across the Denver metropolitan area, and Aurora workers to access employment opportunities in regional job centers. Frequent, reliable transit will expand access to opportunity across income levels.

MEASURES OF SUCCESS

- Low-income residents with access to 45-minute or less transit commute.
- Transit access to regional job centers.

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated



More Residents and Workers With Nearby and Frequent Transit Service

The visionary transit network will increase the percentage of Aurora residents and workers who live or work within a 10-minute walk of 10- to 15-minute service frequency. This will provide freedom to travel without planning around schedules, and it supports car-light lifestyles.

MEASURES OF SUCCESS

- Residents within a half-mile of frequent transit.
- Jobs within a half-mile of frequent transit.

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated





Expanded High-Capacity Infrastructure

The visionary transit network will have more than 30 miles of upgraded BRT and bus priority corridors operating at 10- to 15-minute headways at full buildout. This high-capacity transit option will be the network backbone that makes transit a first-choice mode in Aurora's most highly traveled corridors.

Achieving this network will require close coordination with RTD and other partners, including CDOT. The map of expanded high-capacity infrastructure can be found further on in this chapter.

MEASURES OF SUCCESS

- Miles of bus priority infrastructure (BRT, queue jumps, transit signal priority).
- Percent increase in daily transit ridership.
- Corridors operating at 10- to 15-minute headways.

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated



Recommended Strategies

Taking action to create a connected and reliable transit network.

Aurora's strategy for planning, building and maintaining a transit network will shape what people experience when they choose to ride transit in Aurora.

Delivering a successful transit system doesn't end with new buses or better infrastructure. The way Aurora plans, builds and maintains its streets, and how it guides land use and development, can support or hinder the effectiveness of transit service. Connecting Aurora identifies a range of strategies beyond capital projects and service enhancements to make transit a more viable and appealing choice for more people.





Upgrade and Maintain Bus Stops

Bus stops are the first impression many residents have of the city's transit system. Today, most lack basic amenities, and **fewer than half are ADA accessible.** Many are not routinely maintained or are located in areas without safe street crossings.

ACTIONS

- Formalize stop ownership and maintenance responsibilities.
- Coordinate with RTD to prioritize bus stops for upgrades based on ridership, access needs and safety as a part of a Bus Stop Improvement Program (PR 10 Chapter 6).
- Incorporate bus stop design into Aurora's street standards and capital project templates.
- In coordination with the Multimodal Streets Design Guide and PL 3 in Chapter 6, update guidance so new arterials and collectors are "transit-ready" from day one, including features like well-connected sidewalks.

PARTNERSHIPS

Coordinate with RTD to implement its upcoming Bus Stop Inventory and Amenity Program.





Improve First- and Last-Mile Access

Getting to and from the bus stop or rail station can be just as important as the ride itself. Many Aurora streets, especially in suburban and industrial areas, lack the sidewalks, crossings and lighting that make transit accessible, particularly for older adults, people with disabilities and families with children.

ACTIONS

- Prioritize pedestrian improvements on arterials and collectors near major transit stops and rail stations.
- Introduce protected mid-block crossings where bus stops are a long distance from signalized intersections, where warranted.
- Expand bicycle infrastructure to better connect neighborhoods to key bus routes and rail stations.

PARTNERSHIPS

Coordinate first- and last-mile projects with regional trail and bikeway networks.

Expand Transit-Supportive Land Use and Zoning

Transit works best when it serves places where more people live, work and shop close together. Aurora has already made progress through **TOD zoning districts**, particularly around the R Line and A Line rail stations. But much of the city's future transit success will depend on how it manages development along key corridors. These strategies will ensure that new housing developments, job centers and retail developments are planned and built in ways that support, not compete with, transit.

ACTIONS

- Update zoning to allow compact, mixed-use development near BRT and high-frequency bus corridors (e.g., Havana Street, Colfax Avenue, Peoria Street). Also, reduce or eliminate parking minimums in key transit zones, especially in compliance with state legislation (HB 24-1304 and HB 24-1313). Both of these actions support a Frequent Transit Corridor TOD policy (PL 5 Chapter 6).
- Identify and prioritize station access projects that support development near existing rail lines.
- Require new development to build direct and continuous collector networks to better support transit operations.

Capital Investments

Projects to build the visionary transit network.

The following projects guide the city's transit infrastructure investment and partnership needs from RTD, resulting in faster, more efficient and better connected service options to travel across Aurora.







Transit Investment Corridors

To support high-quality, high-ridership transit, Connecting Aurora has identified a network of Transit Investment Corridors—key corridors where Aurora will concentrate investments in speed, reliability and rider comfort. These corridors were selected through a combination of technical analysis and public feedback, based on:

- Ridership demand and delay hotspots.
- Land use patterns and future growth.
- Regional transit priorities (i.e., DRCOG's BRT corridors).
- Stakeholder input and citywide planning goals.

This corridor network is organized into three investment tiers, each aligned to the corridor's level of demand and implementation potential. An extension of H-Line service to the Peoria Station is also proposed.

Microtransit Zones

Microtransit is flexible, on-demand service that provides access to transit service in areas that are not currently well-suited to fixed route services.

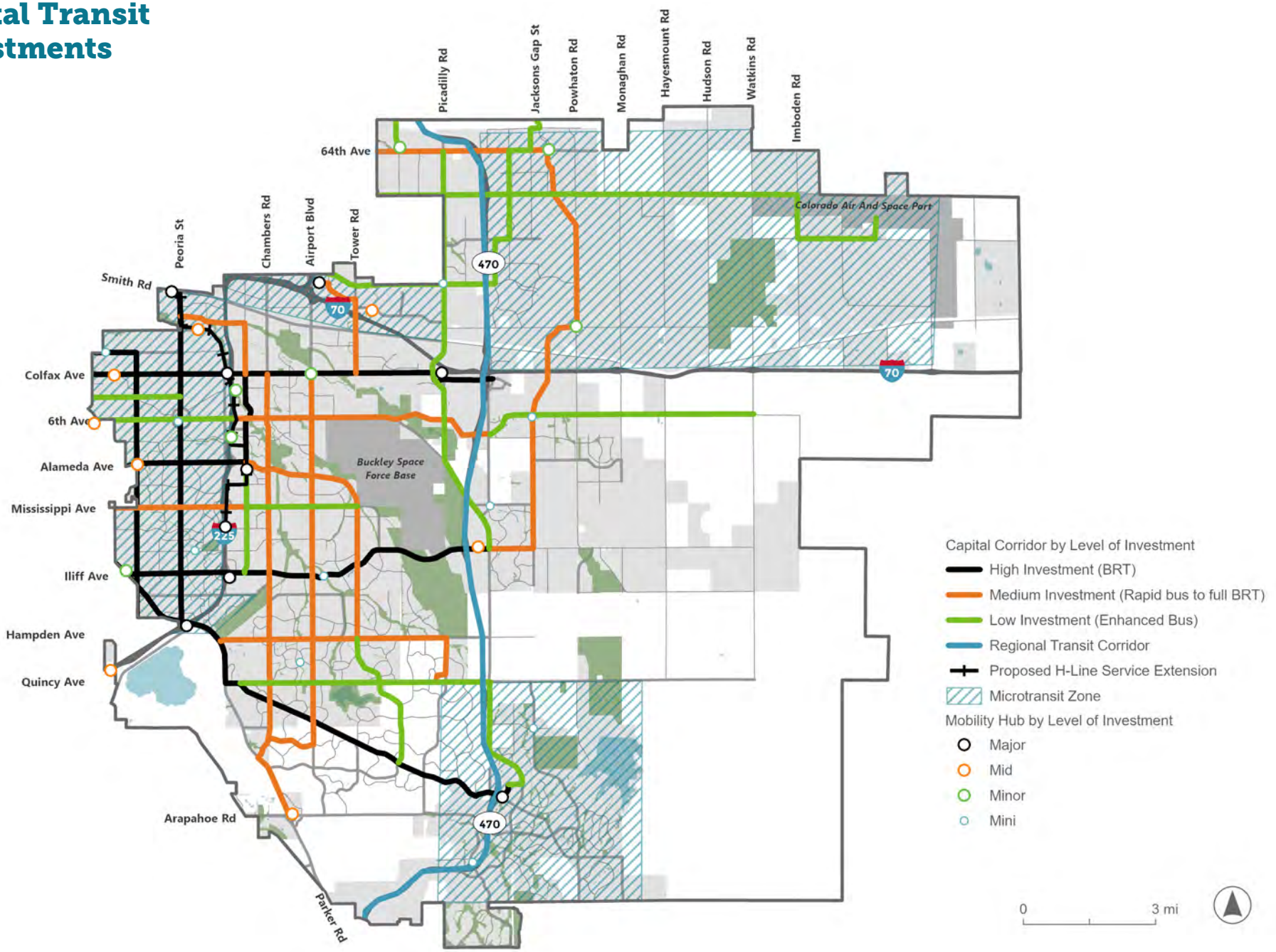
Microtransit zones have been identified in areas of the city where destinations are more spread out.

Mobility Hubs

To provide convenient and safe transitions between modes, the city plans to invest in sites that provide access to and integrate various modes of travel. Mobility hubs are proposed throughout the city, in four levels of investment:

- Major Hubs anchor regional transit systems at key centers with multiple transit lines and high-capacity amenities.
- Mid-Sized Hubs link neighborhoods and major destinations, such as shopping centers and campuses.
- Minor Hubs serve local access near schools, parks and small commercial nodes.
- Mini Hubs act as hyper-local points, trailheads or small connectors for walking and biking.

Capital Transit Investments



High Investment Corridors

Full BRT

High-investment corridors will be the backbone of Aurora's visionary transit network. They currently have the highest ridership potential, the most severe delay and the strongest land use and redevelopment potential. Colfax Avenue and Havana Street alone account for more than 30% of total bus delay in Aurora. Proposed full BRT improvements include:

- Study opportunities for dedicated bus lanes.
- Transit signal priority (TSP).
- Enhanced stations with shelters, lighting, level-boarding and real-time information displays.
- High-frequency, all-day service (every 10 minutes).

EXAMPLE CORRIDORS

- Colfax Avenue from Downtown Denver to I-225.
- Havana Street.
- Iliff Avenue and Alameda Avenue (west of Sable Boulevard).
- Peoria Street and Sable Boulevard.
- H Line extension to Peoria Station.



Colfax BRT Havana Station rendering



Mill Plain BRT (Red Vine) Station in Vancouver



Colfax BRT



Havana Street signal priority improvements



Queue jump signal at Havana Street and Colfax Avenue



Bus lane on Blake Street at 17th Street

Medium Investment Corridors

Rapid Bus

These corridors have significant transit demand but may not justify full BRT infrastructure. These corridors often are regional connectors or emerging growth areas. Rapid bus investments will focus on:

- Transit signal upgrades and queue jumps.
- Intersection and stop improvements.
- Reduced stop spacing.
- Branding enhancements.
- Frequent service (every 15 minutes or better).

EXAMPLE CORRIDORS

- Alameda Avenue.
- Mississippi Avenue (west of Sable).
- 6th Avenue (east of I-225).
- Chambers Road, Tower Road and Airport Boulevard.

Low Investment Corridors

Speed and Reliability Improvements

These corridors support transit coverage and community-oriented service. While ridership may be lower or more dispersed, strategic upgrades can improve transit travel times and reliability. Speed and reliability improvements will include:

- Signal coordination and spot improvements.
- Basic bus stop amenities (benches, lighting).
- Safety and access upgrades.

EXAMPLE CORRIDORS

- Quincy Avenue.
- Mississippi Avenue (east of Sable).
- Sable Boulevard south of Aurora Metro Center.
- Tower Road south of Hampden.



Microtransit Zones



Expanding Coverage in a Growing City

While high-frequency corridors serve as the system's spine, much of Aurora's new growth is happening in places not easily served by traditional fixed-route buses. These include:

- Aurora Highlands and eastern residential developments of varying densities.
- Northeast industrial areas with low residential density and growing employment density.
- Retirement communities like Heather Gardens.

To serve these areas, the city is exploring microtransit zones—flexible, on-demand services that provide access to the fixed-route network. Aurora recently received a grant to pilot such a service west of I-225, while NETC's Aero already provides microtransit in Aurora Highlands.

EXAMPLE ZONE

- Montbello's microtransit pilot operates four vehicles over 6.5 square miles at more than $800,000 per year.

A Framework for Mobility Hubs

Mobility hubs are physical locations where multiple modes of transportation converge and integrate. Mobility hubs represent an important strategy to address Aurora's goals related to mobility, sustainability, equitable access and economic development. Benefits include enhanced access to jobs and destinations, a more integrated multimodal system, increased opportunities for underserved communities and support for economic development. Aurora's Mobility Hub Framework provides a typology of mobility hub scales and considers application across Aurora's diverse land use contexts.

Mobility Hub Types

Mobility hubs can serve multiple purposes at different scales. This tailored approach allows for flexibility to meet the community needs. The four types of mobility hubs (Major, Mid-size, Minor and Mini) are defined below and shown by application on the next page.

- Major Hubs anchor regional transit systems at key centers with multiple transit lines and high-capacity amenities.
- Mid-Sized Hubs link neighborhoods and major destinations, such as shopping centers and campuses.
- Minor Hubs serve local access near schools, parks and small commercial nodes.
- Mini Hubs act as hyper-local points, trailheads or small connectors for walking and biking.

Core Elements

While the scale and application of mobility hubs can vary, they typically include the following core elements, which may be organized into functional zones within the site:

- Transit and trip-making services, including bus, shuttle or rail stops; pick-up/drop-off zones for ridehailing and microtransit; real-time travel information displays; fare payment kiosks; and designated freight loading areas.
- Parking and charging services, which may incorporate short- and long-term bike parking, carshare access, EV charging for cars and micromobility and designated areas for bikeshare and scooter share parking.
- Priority pedestrian and bicycle access through ADA-compliant sidewalks, protected crossings and integrated bike/micromobility access to the surrounding street and trail network.
- Amenities, placemaking, business integration to elevate the public realm, which may include WiFi, seating, shade, phone charging, public art and adjacent retail or community space.

Case Studies and Lessons Learned

Examples from Portland, Minneapolis and Tempe illustrate how mobility hubs succeed through integrated design, community engagement and partnership:

- Portland's South Waterfront Hub connects multiple modes within a people-centered urban space.
- Minneapolis's Ambassador Pilot demonstrates how community staffing can enhance safety and cleanliness.
- Culdesac Tempe showcases how private development can embed car-free mobility into neighborhood design.



South Waterfront Hub in Portland, Oregon, links transit and biking



Visualization of multiple core elements in a mobility hub

Location and Siting

The figure below outlines the method used to identify and site mobility hubs across Aurora. Hub locations are mapped by matching the scale of the hub—Major, Mid-size, Minor or Mini—to the surrounding land use context, transit service and bike network connections. Primary application areas are where the hub type is most applicable, while secondary application areas are potential opportunities that may be applicable depending on the surrounding context or overall need. This allows for flexibility in determining which types of hubs can serve different areas.

Major hubs are best suited for mixed-use areas with high-frequency transit on the primary network while Mid-size hubs often serve commercial districts and commercial areas with a mix of high-frequency transit and local bus service.

Neighborhoods and green spaces are better served by Minor and Mini hubs, which provide local-scale amenities and short-trip connectivity along secondary bike corridors and on-demand transit routes. In green space settings, hubs function primarily as trailheads or transition points between street and trail networks.

The siting method ensures that hubs are located where they will best facilitate transfers between walking, biking and transit, while reflecting the surrounding context and scale of demand.

Governance and Implementation

Implementing mobility hubs requires cross-agency coordination and clear ownership of elements, such as land, transit shelters, bike parking, curb management and digital infrastructure. Roles may be shared among the city, RTD, CDOT, utility companies, private operators and business districts. Governance complexity increases with hub scale, emphasizing the need for:

- Defined maintenance and operations agreements.
- Phased deployment starting with city-led elements.
- Public-private partnerships to manage services and amenities.

Next Steps

Aurora and RTD can advance mobility hub implementation by:

- Piloting projects in diverse land use contexts to test design and operations.
- Aligning policies and codes to enable shared mobility and flexible curb uses.
- Coordinating with transit agencies and utility companies for power, data and service integration.
- Developing metrics to track ridership, mode shift, safety and satisfaction.
- Engaging communities, partners and the development community to co-design, fund and steward hubs in the long term.

Hub Types by Placetype Applicability

	Placetype					Transit Network			Bike Network	
HUB TYPE	Mixed Use	Commercial	Neighborhood	Green Space	Industrial	High-Frequency Transit	Local Bus	On-Demand Transit	Primary	Secondary
MAJOR	●	◑	○	○	◑	●	◑	○	●	○
MID-SIZE	●	●	◑	◑	◑	◑	●	○	●	◑
MINOR	◑	◑	●	●	○	○	●	●	◑	●
MINI	◑	◑	●	●	○	○	◑	●	◑	●

● Primary Application Area ◑ Secondary Application Area ○ Does Not Apply

People Driving

Making Our Future Driveable

Aurora's development has long prioritized travel by car. Many areas of the city have low-density, single-family neighborhoods and car-oriented shopping centers set back from the street fronted with large parking lots. The historical layout of the streets is dominated by wide arterials spaced every mile that carry high traffic volumes. Sidewalks and bikeways along these streets are often uncomfortable and limited.

As Aurora transitions to a "Place-Oriented City," the city should support multiple ways of moving around on our streets. Recognizing that all streets have different modal priorities, depending on the context, streets must be designed for flexibility and modal balance. They must accommodate private cars while providing safe and welcoming facilities for pedestrians, bicyclists and transit riders.

By integrating land use and transportation, Aurora can become a place where people have real choices in how they travel, reducing dependence on cars while preserving the convenience and connectivity for those who choose drive.



Chapter 10 Highlights

TODAY'S CONTEXT
Aurora's streets form the backbone of transportation in the city.

PLANS, PROGRAMS AND INITIATIVES
Operations and maintenance of the driving network are a key focus of existing city policies and programs.

VISIONARY NETWORK
The visionary driving network will expand in the future, mostly in undeveloped areas.

ACHIEVING OUR GOALS
How the driving network is built and operated matters for achieving the city's vision.

Today's Driving Context

Aurora's Street Network

Aurora's street network performs well for most drivers today.

The city maintains approximately 4,400 lane-miles of streets that serve daily car travel for residents, workers and visitors. These streets fall into three main categories, based on function and design.

ARTERIAL STREETS

Arterials streets carry higher volumes of traffic over longer distances and typically allow for higher speeds. Major arterials often have between four and six travel lanes and connect key areas of the city. Arterials are often spaced about one mile apart.

COLLECTOR STREETS

Collector streets connect local streets and neighborhoods to arterials and move fewer cars over shorter distances.

LOCAL STREETS

Local streets provide direct access to homes, schools, parks and businesses. They are designed for shorter, slower-speed trips within neighborhoods.

While Connecting Aurora examines the city's street network as a whole, analyses and recommendations are focused on arterial and collector streets.



Arterial street: Colfax Avenue

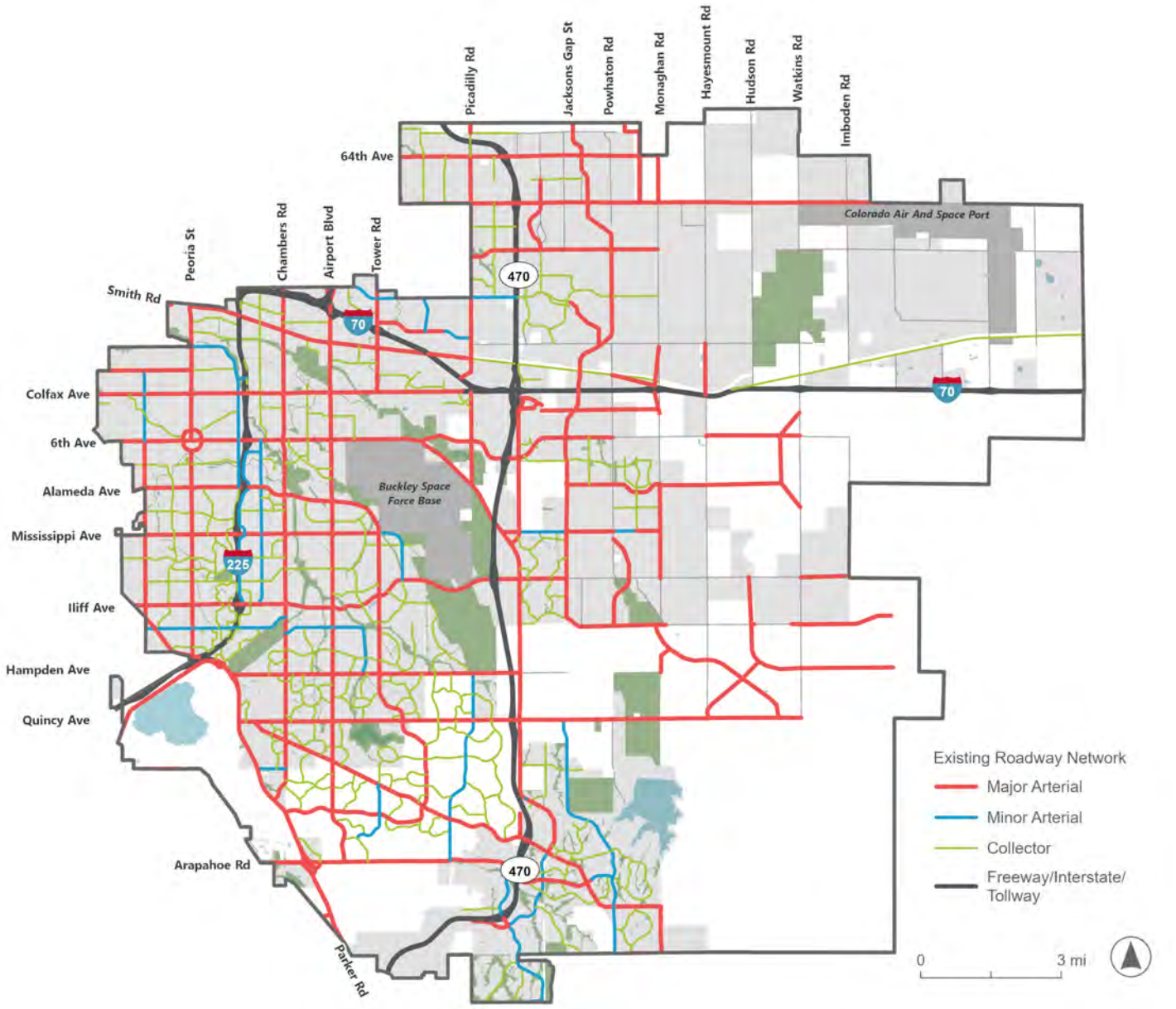


Local street: Virginia Place



Collector street: Laredo Street

Aurora's Existing Roadway Network



Key Challenge

A CIRCUITOUS NETWORK

In many parts of Aurora, people driving are forced to travel out of direction on winding streets and cul-de-sacs to get to their destinations. The lack of adequate collector streets, in combination with low connectivity and low network density, often results in too much traffic on both local streets and arterial streets.

These street network design deficiencies result in poor access to some destinations, driver frustration, additional traffic on local streets not designed to carry it and sometimes in unsafe driving behaviors like speeding.

Sometimes, map apps like Google Maps and Waze contribute to circuitous routing and/or neighborhood cut-through traffic by encouraging drivers to use routes that may be less direct to avoid congestion.

Car Traffic

Aurora's streets mostly service current traffic volumes at a reasonable level; however, congestion is increasing.

Congestion occurs when there are more cars than space available on the street. Factors that can contribute to the formation of congestion simultaneously include high travel demand during peak hours, streets that don't have adequate capacity for the demand, car crashes and construction. Congestion also forms at intersections.

A measure called level of service (LOS) indicates how efficiently traffic is moving. LOS refers to the relation between the number of cars that are using a specific roadway or intersection and the traffic-carrying capacity of those streets or intersections.

The LOS is assigned as a letter on a scale from A to F, where A represents free-flow traffic conditions with almost no delay, and LOS F represents gridlock or severe congestion with high levels of delay.

Under the city's current Traffic Impact Study Guidelines, LOS D is the minimum acceptable standard for signalized intersections. Currently, Aurora has 394 signalized intersections. This number continues to grow as the city expands east. Most of the city's intersections currently operate at an acceptable LOS during both AM and PM peak hours. How the city uses LOS for transportation planning and design can be found in the Existing Policies, Programs and Initiatives section of this chapter.

Level of Service and Car Delay

LOS	Signalized Intersection (average delay per car)
LOS A	Less than 10 seconds
LOS B	10 to 20 seconds
LOS C	20 to 35 seconds
LOS D	35 to 55 seconds
LOS E	55 to 80 seconds
LOS F	More than 80 seconds

Source: Highway Capacity Manual

Level of Service E or F Intersections

Intersections that operate with higher levels of delay during weekday peak hours are typically located where major arterials intersect.

LOS	Weekday Morning Peak	Weekday Evening Peak
LOS E	◆ Parker Road and Peoria Street ◆ Alameda Avenue and Chambers Road	◆ Arapahoe Road and Lewiston Way ◆ Parker Road and Iliff Avenue ◆ Iliff Ave and Havana St ◆ Alameda Avenue and Abilene Street ◆ 38th Avenue and Tower Road
LOS F	◆ Fitzsimons Parkway and Peoria Street ◆ Parker Road and Quincy Avenue ◆ 6th Parkway and Gun Club Road ◆ 38th Avenue and Tower Road	◆ Parker Road and Quincy Avenue ◆ Arapahoe Road and Liverpool Street ◆ Arapahoe Road and Wolves Way

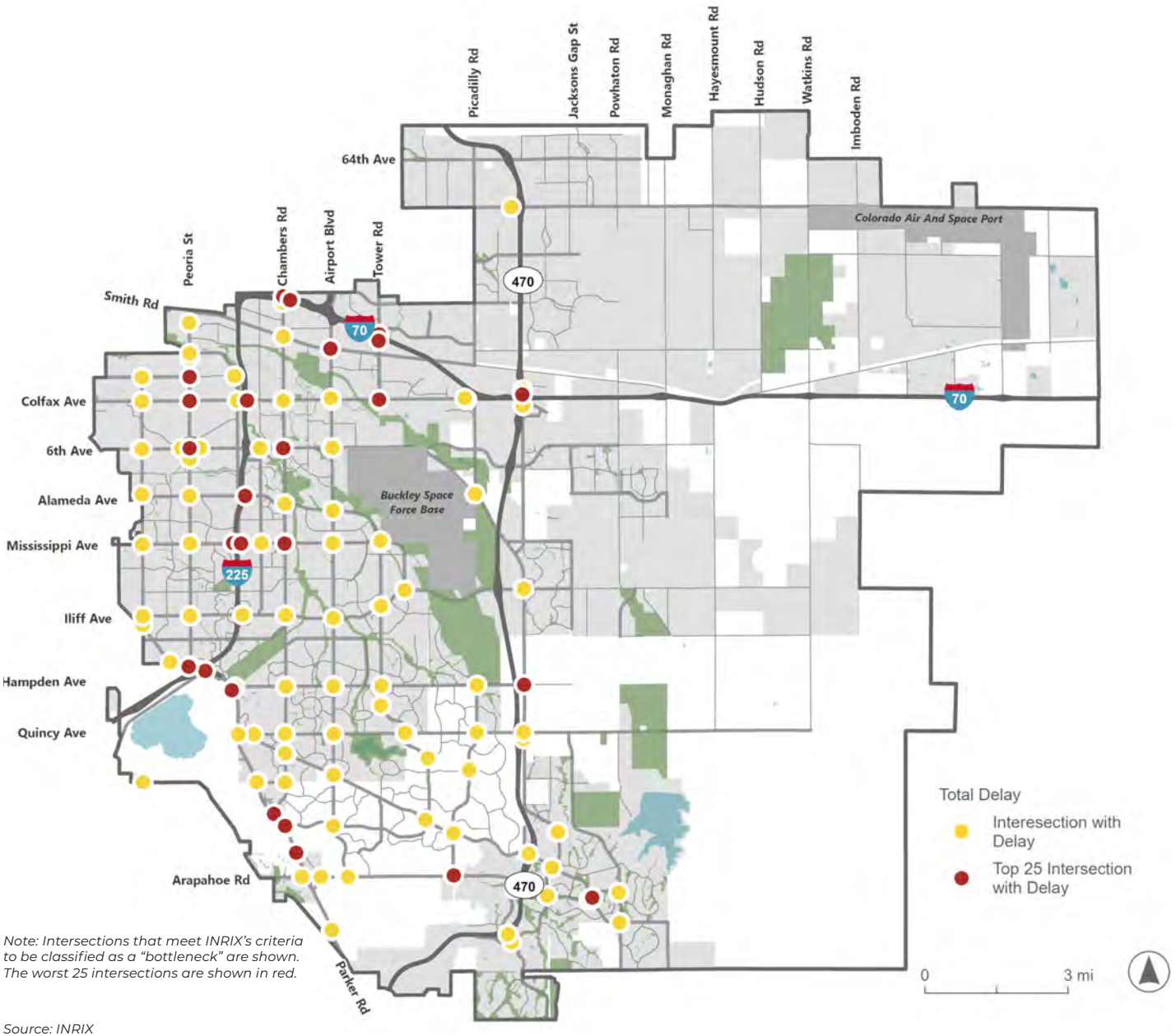
Source: See State of the System Report, Appendix F

Signalized Intersections

There are 394 signalized intersections in Aurora.

Most of the city's intersections currently operate at an acceptable LOS during both AM and PM peak hours. But numerous intersections do not.

Currently Congested Intersections



Note: Intersections that meet INRIX's criteria to be classified as a "bottleneck" are shown. The worst 25 intersections are shown in red.

Source: INRIX

Key Challenge

WORSENING CONGESTION

People driving in Aurora experience traffic congestion at key locations during peak hours of travel, generally during morning and evening commute times. Traffic congestion mostly occurs at these locations because there are heavy traffic movements coming from multiple conflicting travel directions.

DRCOG's regional travel demand model that is used to forecast expected travel demand for the Denver metropolitan area, projects that, without major changes to the way the development occurs or how people move around the region, Aurora will experience significantly more traffic congestion in the future.

INTERCHANGES WITH POORLY PERFORMING INTERSECTIONS

Several intersections are under the city's purview. Many of the city's lowest-performing intersections are located at interchanges. Several interchanges are congested during both the morning and evening peak hours. These include:

- I-225 and Parker Road
- I-225 and Iliff Avenue
- I-225 and Mississippi Avenue
- I-225 and Alameda Avenue
- I-225 and 6th Avenue
- I-225 and Colfax Avenue
- I-70 and Tower Road

Travel Time

The amount of time Aurorans spend getting from place to place has increased.

Key Challenge

LONG TRAVEL TIMES

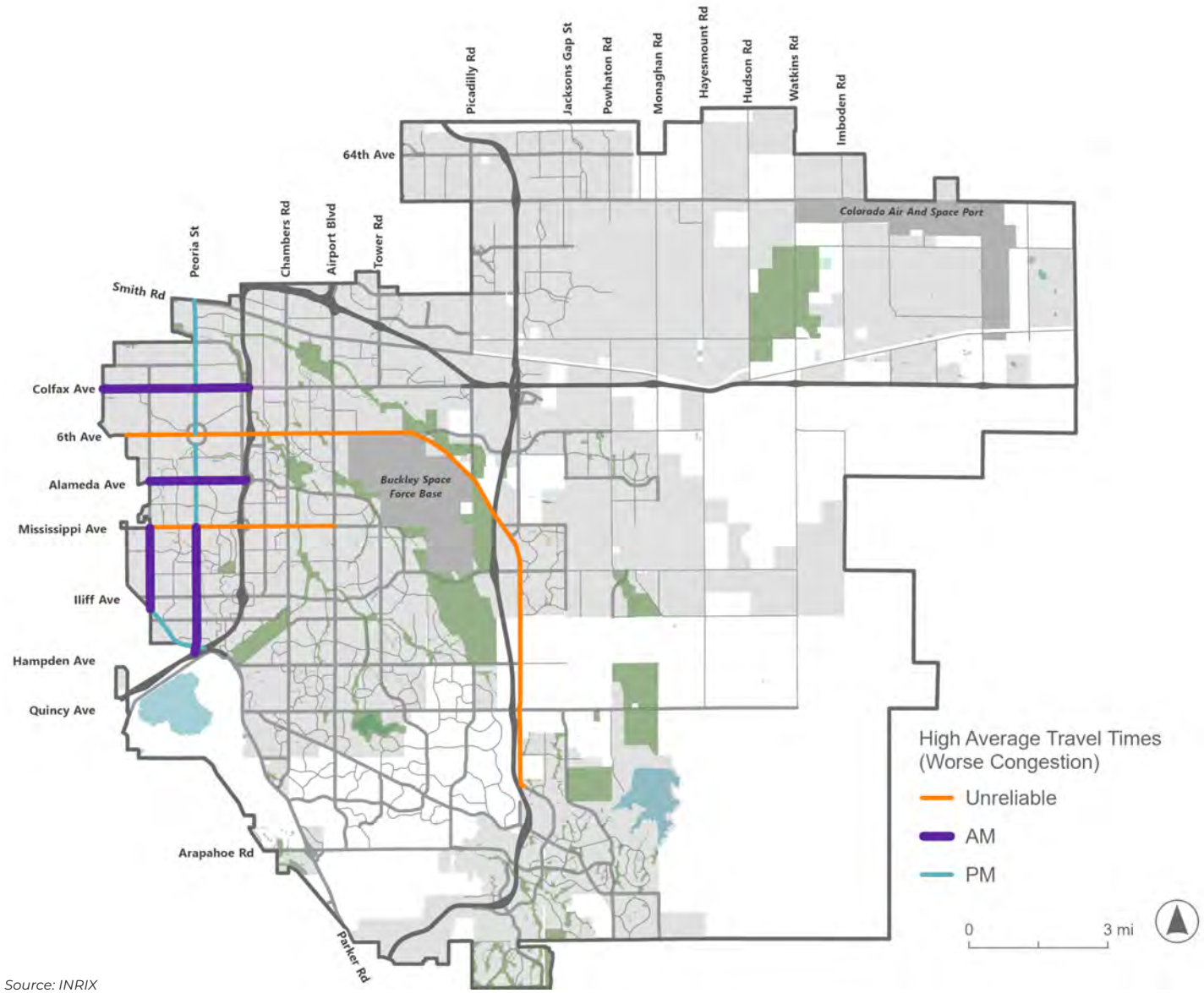
Travel time is the amount of time it takes to travel from one point to another along a corridor. It indicates how efficiently the transportation system is functioning, and it can indicate corridors where drivers experience inconsistent trip times.

Travel time is measured in minutes per mile so it can be compared consistently across corridors of varying lengths. There are three categories of travel time:

- **Free Flow:** Represents travel time on the best day of a typical month (5th percentile).
- **Average:** Represents typical travel conditions (50th percentile).
- **Planning:** Represents the worst-case, or most delayed day travel time, in a month (95th percentile). This is the time people will often account for when they are traveling to a location where they must arrive on time.

Corridors With High Average and/or Unreliable Travel Times

The highest average travel times are generally observed for westbound and southbound travel in the morning and eastbound and northbound travel in the evening. Colfax Avenue and Alameda Avenue are the only two corridors with high average travel time both westbound and eastbound during morning and evening peak hours.

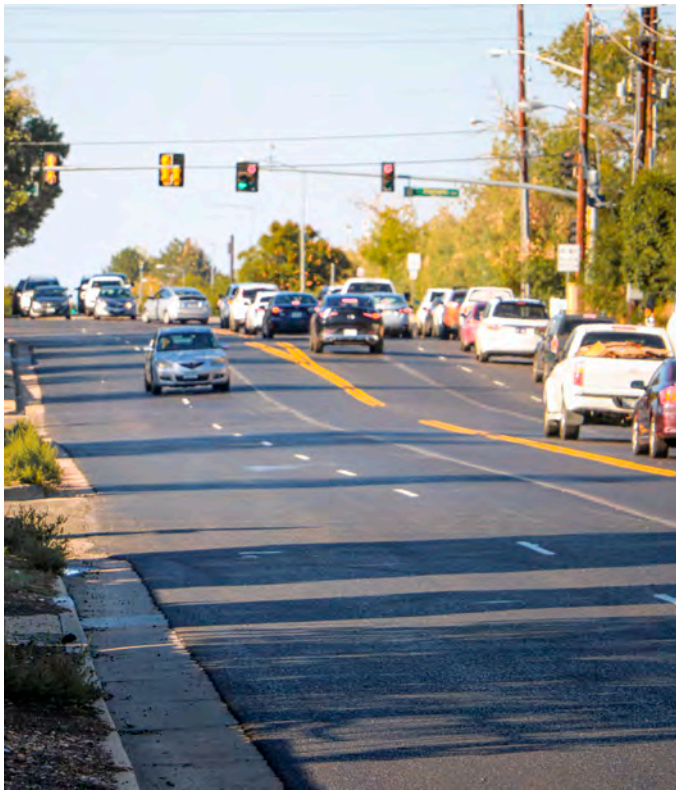


Source: INRIX

Aurora Travel Time Trends - Minutes per Mile

Travel times were the longest in 2018, improving slightly by 2023. The travel times below are the citywide average for major arterials in minutes per mile. They include time spent stopped at traffic signals and in traffic.

Year	Morning Peak (Average Time)	Morning Peak (Worst Time)	Afternoon Peak (Average Time)	Afternoon Peak (Worst Time)
2013	1.5	2.0	1.6	2.0
2018	2.0	3.0	2.2	3.1
2023	2.0	2.6	2.1	2.7



Traffic at Peoria Street and Alameda Avenue



Typical of similar cities, many of Aurora streets have excess capacity throughout much of the day, but experience congestion during peak hours

Between 2013 and 2018, Aurora experienced a sharp increase in congestion levels. Average AM peak travel times increased from 1.5 minutes per mile in 2013 to 2.0 minutes per mile by 2018. Worst-case AM travel times rose from 2.0 to 3.0 minutes per mile over the same period. In 2023, conditions improved slightly, with worst-case travel times decreasing to 2.6 minutes per mile, although they remained above 2013 levels. Similar patterns were observed in the PM peak hour.

Travel times on some corridors are less reliable than on others. The least reliable corridors, or those with the highest planning travel times, are Colfax Avenue, 6th Avenue, Peoria Street, Mississippi Avenue, Parker Road, Gun Club Road and Havana Street. Congestion on these corridors causes travel time delays for cars and buses.

Average AM Peak Travel Times

2013 1.5 minutes per mile

2018 2.0 minutes per mile

2023 2.0 minutes per mile

Travel Demand

Demand on Aurora's streets is increasing as the population grows to an estimated 500,000 by 2050.

Demand on Aurora's streets is steadily increasing as the city's population grows and development patterns evolve. Aurora's population is expected to rise by approximately 160,000 residents between now and 2050, bringing the total population well over 500,000.

A significant share of the growth will occur on the city's eastern edge, where large undeveloped areas are slated for new housing and employment centers. At the same time, infill redevelopment in established neighborhoods and mixed-use centers will add more residents and jobs within the existing urbanized area. These trends will generate more daily trips, not only for commuting but also for shopping, school, recreation and freight movement.

There are limited arterial connections between the developing in Aurora east of E-470. The areas developing west of E-470 are more connected to the existing network.

Population Growth

160K new residents by 2050.

Key Challenge

INCREASING TRAFFIC VOLUMES

Population and employment growth will increase travel demand and put sustained pressure on Aurora's transportation network. Without strategic investment, the existing road infrastructure will face higher congestion, longer travel times and greater wear and tear.

Growth in suburban areas will create new corridors of demand and may require entirely new roadway connections, while infill areas will need multimodal upgrades to accommodate higher traffic volumes, transit service and safe walking and biking options.

Rising demand will also intersect with regional travel patterns, as Aurora serves as a critical connector between Denver, the eastern plains and the growing communities of the Front Range.

Meeting these challenges will require a balanced approach that combines roadway improvements, transit expansion and active transportation investments to maintain mobility and reliability as the city continues to grow.



New developments in eastern Aurora require construction of new infrastructure to serve travel demand, like Stephen D. Hogan Parkway



Infill developments like the Gardens on Havana require less new infrastructure to serve new travel demand

Traffic Safety

Aurora streets encourage unsafe driving behaviors that lead to crashes.

Aurora's streets, while designed to move high volumes of vehicles efficiently, often create conditions that encourage unsafe driving behaviors. Wide travel lanes, long uninterrupted segments and complex or oversized intersections can send subtle signals to drivers that higher speeds are acceptable. Straight, expansive arterials, in particular, make speeding feel comfortable; complex intersections and inconsistent signage increase the likelihood of red-light running and failure to yield. These design characteristics, when combined with high traffic volumes, create an environment where serious and fatal crashes are more likely to occur.

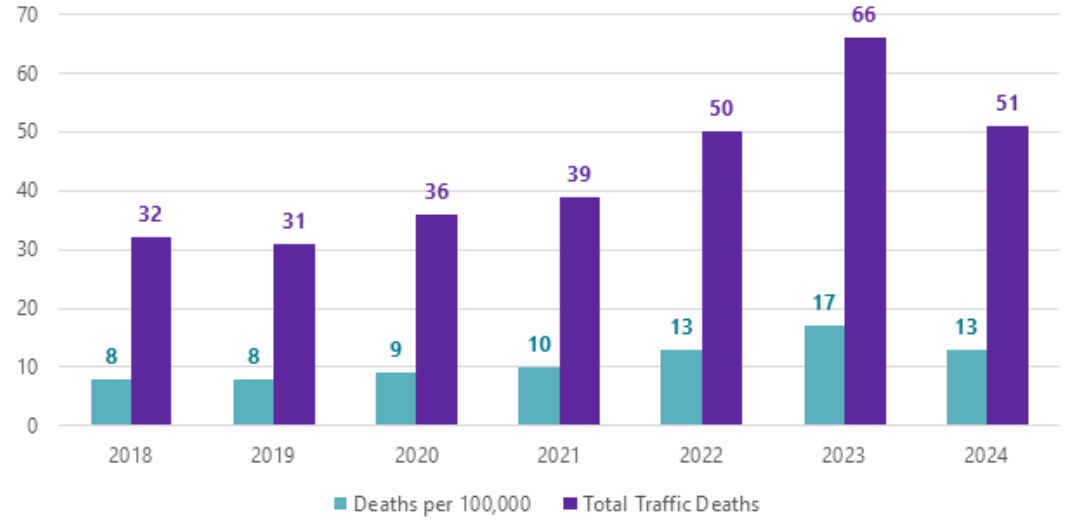
Fatal Crashes

51

people died traveling on Aurora's streets in 2024.

Traffic Safety Trends

Traffic deaths increased steadily between 3018 and 2023. In 2024, the city saw a relatively significant drop in total traffic deaths.





Key Challenge

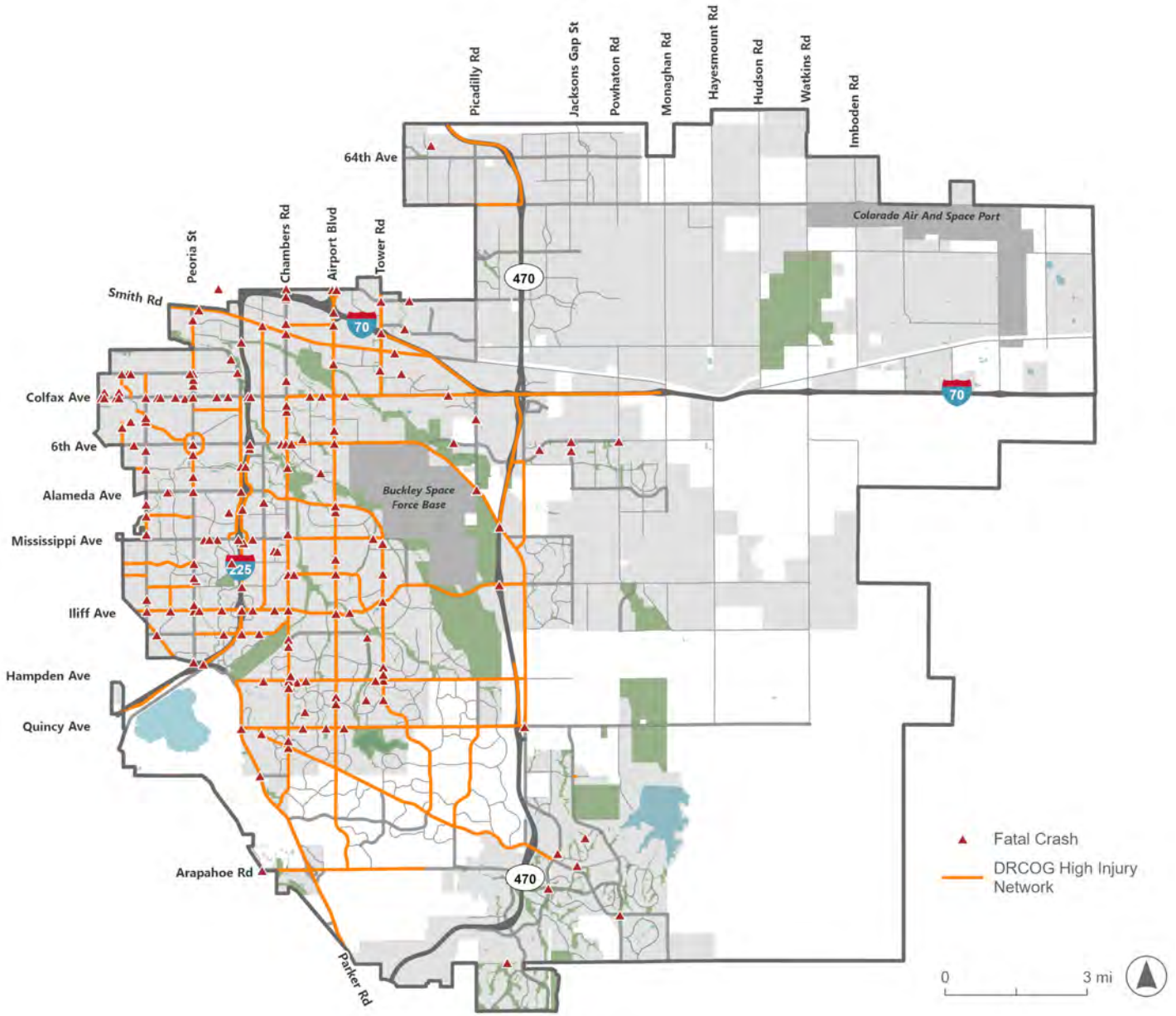
DESIGNING SAFER STREETS

The design of Aurora's current street system unintentionally fosters conditions that compromise safety for all users. The city's extensive arterial network, built primarily to prioritize vehicle throughput, presents the greatest concern.

Nearly the entire arterial grid is included on Aurora's High-Injury Network, meaning it accounts for a disproportionate share of the regions' severe and fatal crashes. Intersections where two arterials meet are especially problematic, consistently recording the highest crash numbers and representing the greatest risk to pedestrians, cyclists and motorists alike.

Regional analysis reinforces this problem. The Adams County Comprehensive Safety Action Plan identifies more than 160 intersections in and around Aurora as priorities for improvement. Addressing these issues will require coordinated action to slow speeds and create safer conditions for all travelers.

Aurora's High Injury Network



Source: DiExSys Vision Zero Suite, 2018-2022

Three Distinct Driving Geographies

The city's UDO delineates three distinct land use and development patterns that define areas of the city West Aurora (Sub Area A), Central Aurora (Sub Area B) and East Aurora (Sub Area C). Each Sub Area's unique land use and infrastructure influences how people experience driving on the roads in Aurora.



West Aurora (Sub Area A)

Many of the corridors with the highest travel times and worst congestion are in west Aurora. Peoria Street between Smith Road and Mississippi Avenue, Colfax Avenue between Yosemite Street and I-225 and Alameda Avenue between Yosemite and I-225 experience the worst congestion during morning and evening peak hours.



Central Aurora (Sub Area B)

Central Aurora experiences less congestion and lower travel times than West Aurora. The one street with poor travel time reliability is Parker Road between I-225 and Chambers Road.

There are 19 intersections that operate at an LOS of D or worse during the morning peak hour and 24 intersections that operate at an LOS of D or worse during the evening peak hour.



East Aurora (Sub Area C)

East Aurora is characterized by evolving streets. Many areas of East Aurora have been developed with a mixture of industrial and logistics warehousing and single family homes and townhomes/apartments.

These uses have typically meant the city has required developers to invest in wide arterials, which come with large intersections, making driving relatively easy and walking and biking uncomfortable.

Community Conversation

People want to drive on well-maintained roads without travel delays

Of those surveyed, the majority drive or ride most days, and they have an average commute time of 30 to 60 minutes.

Survey participants shared their experience as a person driving in Aurora. They were asked what prevents or discourages them from driving and what was important to their driving experience.

Notable Locations

Survey participants added pins to a map of the city to note location-specific concerns. They flagged where there were road maintenance needs and traffic flow issues.

Driving Challenges

People find driving necessary but frustrating because of heavy traffic and long waits at intersections that lengthen commute times.

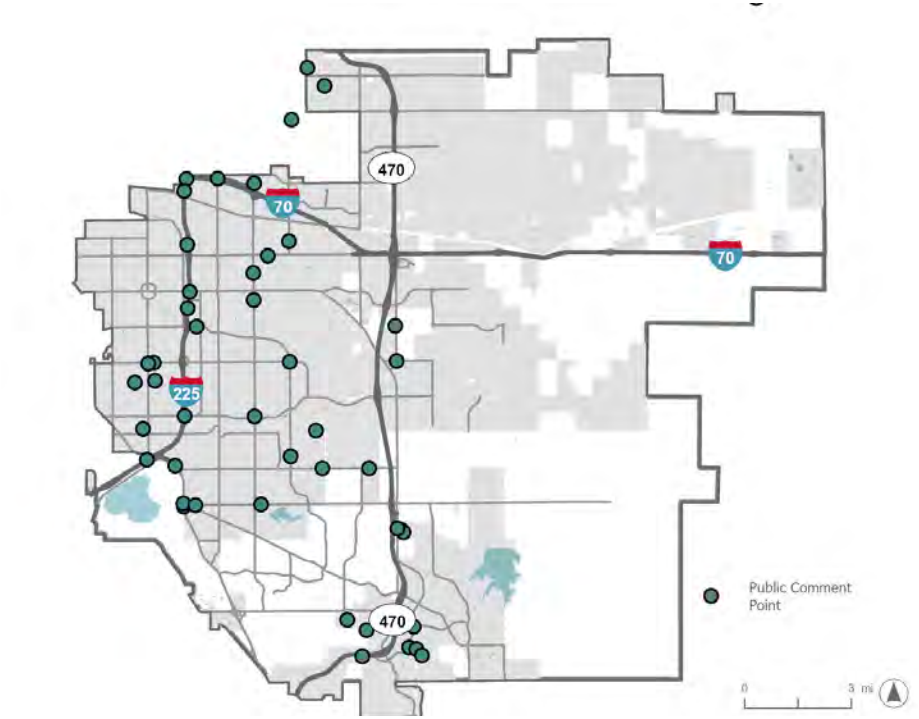
Navigating poorly maintained roads was ranked as the third highest driving challenge.

Opportunities to Improve Driving Conditions

Survey participants selected up to six of the most important factors they considered when deciding to travel by car. The most selected factors were convenience, comfort and speed. Nearly 500 participants indicated that cost was an important factor when traveling by car.

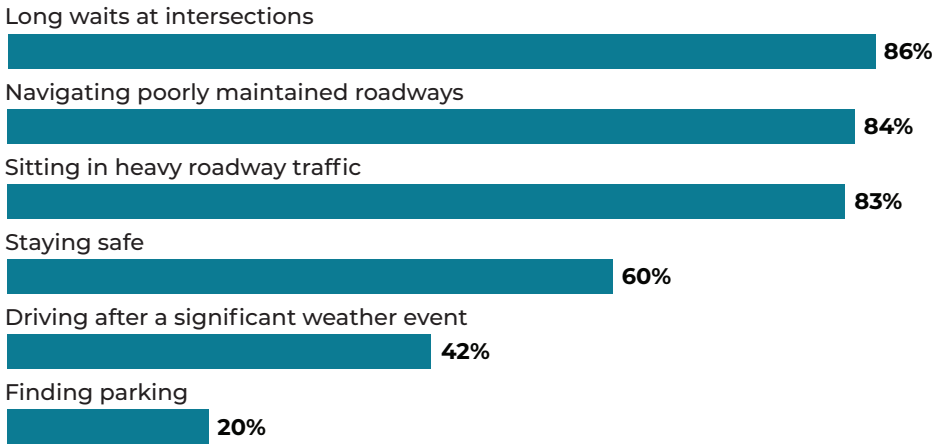
Aurorans want their driving experience to be comfortable and without delays.

Locations highlighted as areas of concern during engagement

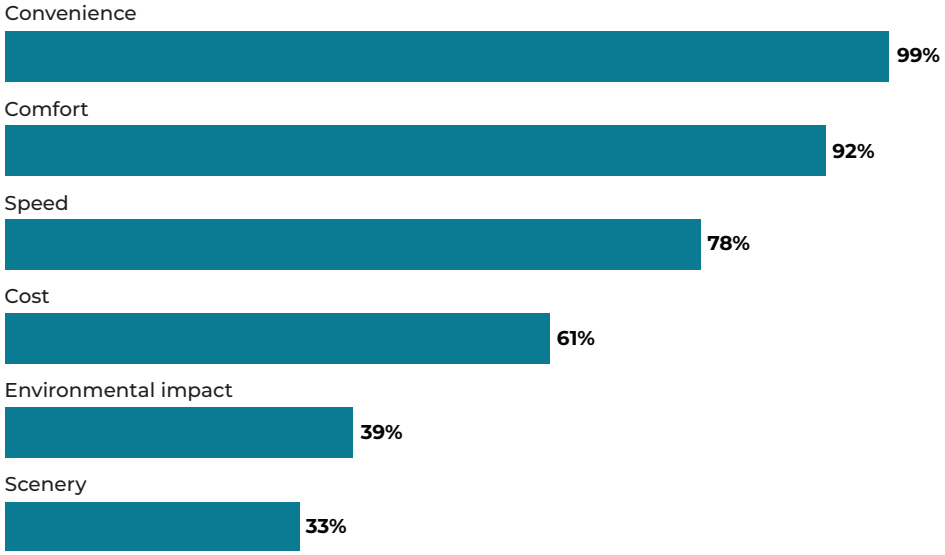


> “Street networks and infrastructure is lacking east of E-470. Creating significant traffic issues, and limiting travel options for those that don’t want to use or can’t afford to use the tollway.”
>
> **SURVEY PARTICIPANT**

What are the most significant driving challenges in Aurora?*



What are the most important factors when driving?*



* Respondents were able to select more than one answer; totals do not sum to 100%.

Comment Summary

Below highlights the primary challenges and important factors noted by survey participants regarding driving in Aurora.

Primary Challenges

- **Long waits at intersections**
- **Poorly maintained roads**
- **Sitting in heavy traffic**

Important Factors

- **Convenience**
- **Comfort**
- **Speed**

Driving Experience

12% rated their driving experience in Aurora as “Good.”

Existing Plans, Policies, Programs and Initiatives

The city will leverage past planning and partnerships to build the future of driving.

There are numerous existing programs and policies that guide how Aurora plans and designs its streets. They will inform the implementation of transportation projects into the future.

Driving-Related Plans

The foundation for many of Aurora's multimodal policies, programs and initiatives can be found in the recent subarea and corridor studies conducted by the city. Studies like 13th Avenue Multimodal Study and Havana Street Corridor Study contain context-specific planning solutions for improving Aurora's streets.

Driving-Related Policies

INTERSECTION LEVEL OF SERVICE AND STREET CAPACITY

Today, **Aurora aims to provide LOS D or better** at its intersections and on its streets.

Driving-Related Programs

TRAFFIC CALMING PROGRAM

The city's Neighborhood Traffic Calming Program is a resident-requested system that aims to reduce speeding and cut-through traffic on residential streets using a set of traffic calming strategies. The primary focus of the program is to verify eligible projects that are well-supported by the community and that properly address identified safety criteria.

Strategies range from enforcement and educational actions to a more comprehensive, physical infrastructure approach.

Traffic calming tools include automated speed radar signs, curb extensions and neckdowns, speed cushions, mini roundabouts. These are applied based on the local road and land use context, as well as the specific project need.

Traffic Volume Thresholds

The city has standard thresholds for how many vehicles per day can reasonably be accommodated based on roadway classification and number of lanes.

Roadway Classification	Number of Lanes Each Direction	LOS C Vehicles Per Day	LOS D Vehicles Per Day	LOS E Vehicles Per Day
Collector	1	>9,500 to 10,500	> 10,500 to 12,000	> 12,000 to 13,500
Arterial	2	> 22,500 to 36,000	> 25,500 to 40,000	> 28,500 to 45,000
Arterial	3	> 36,000 to 53,000	> 40,000 to 60,000	> 45,000 to 67,000

Source: Northeast Aurora Transportation Study



Traffic Calming Success

70 traffic calming features have been installed as of August 2024.

BEFORE INSTALLATION

9.9 MPH
average speed over the posted speed limit.

AFTER INSTALLATION

3.5 MPH
average speed over the posted speed limit.

Build Up Aurora has been effective at rehabilitating the city's pavement.

The Pavement Condition Index (PCI) is used by cities to assess the general condition of roadway surfaces by rating it on a scale from 0 to 100 ("Failed" to "Good"). Since 2022, the Build Up Aurora Infrastructure Task Force has brought the average PCI in the city up from "Fair" to "Good."

PCI Score	Rating
85-100	Excellent
70-84	Good
60-69	Fair
< 60	Poor

Source: American Society for Testing Materials

2022 Average PCI

69

Aurora had an average PCI rating of "Fair."

2025 Average PCI

79

Aurora had an average PCI rating of "Good."



Driving-Related Initiatives

DEVELOPER-FUNDED INFRASTRUCTURE AND DEVELOPMENT IMPACT FEES

Most new street infrastructure in Aurora is funded and constructed by developers as development occurs.

For regional infrastructure, developers fund these investments through the creation of a metro districts or transportation authorities. Metro districts are quasi-governmental entities that levy taxes on new real estate developments to pay back the original capital expense of constructing the new infrastructure over time.

Aurora has more than 50 metro districts, each with its own financing structure and maintenance responsibilities. Typically, metro districts are required to turn over completed infrastructure to the city for ownership and maintenance once all warranty periods have lapsed and once the city has provided a final acceptance.

BUILD UP AURORA AND THE INFRASTRUCTURE TASK FORCE

The Build Up Aurora Infrastructure Task Force was formed in 2025 to evaluate the city's infrastructure needs and develop a fiscally sustainable funding plan to address priority needs. The task force is developing a plan for allocating resources to support infrastructure needs, including creating a criteria for prioritizing those needs, engaging with the community to understand their needs and reviewing funding options for infrastructure.

As of 2025, the city has identified roughly $600 million in unmet high-priority transportation capital projects. These projects are needed to properly maintain the city's existing infrastructure and address near-term needs.

Visionary Driving Network

Creating a more connected street grid to safely and efficiently move people.

The visionary driving network will have streets that facilitate the movement of cars comfortably alongside people walking, biking and riding transit.

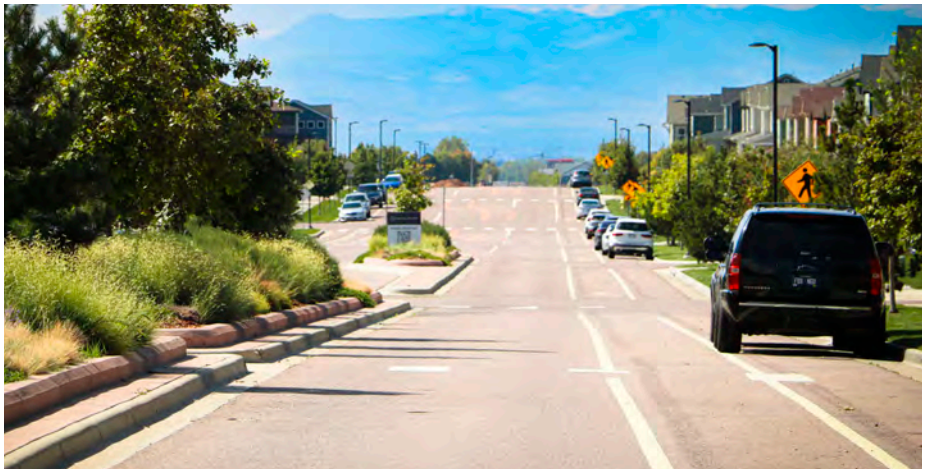
Maintaining acceptable travel times for drivers is important; however, speed and efficiency must be balanced with design features that make streets safer.

Connecting Aurora identifies a new vision for the city's street network hierarchy, with a focus on arterial and collector streets.

Arterials

Arterials in the visionary network will be spaced approximately 1.0 mile apart throughout Aurora. In the established areas of the city, most of these arterials will remain as six-lane streets to serve as high-capacity car corridors; however, in less developed areas, particularly to the east, there are opportunities to reimagine general-purpose travel lanes and enhance them with multimodal infrastructure.





In the city's growing eastern areas, future arterials should be designed as Complete Streets. They will have four travel lanes, where appropriate, along with dedicated space for transit, bikeways and wide, buffered sidewalks that reflect a shift toward more balanced, multimodal street design.

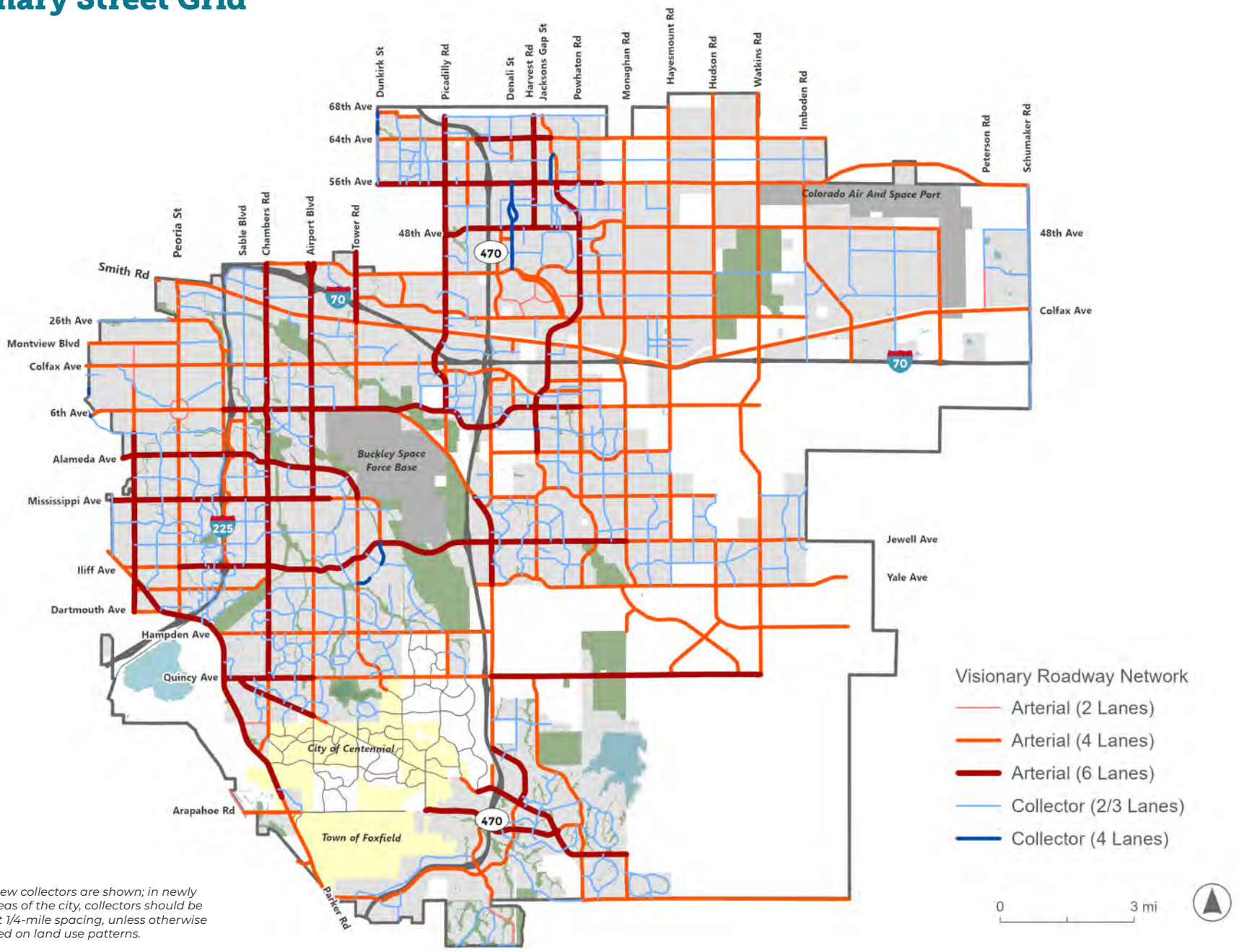
Collectors

Collectors in the visionary network will ideally be spaced 0.25 to as much as 0.50 mile apart. These streets will support local trips and connect neighborhoods to arterials. As the city grows, collectors will play an increasingly important role in car trips, while supporting multimodal connectivity.

Locals

Local streets in the visionary network will be spaced approximately 0.0625 (1/16th) to 0.125 (1/8th) miles apart. These streets serve primarily as access streets. The use of cul-de-sacs and curvilinear streets should be discouraged, but not prohibited.

Visionary Street Grid



Note: Not all new collectors are shown; in newly developing areas of the city, collectors should be constructed at 1/4-mile spacing, unless otherwise approved based on land use patterns.

Achieving Our Goals

What a better driving network means for Aurorans.

Measures of success will track how well the visionary driving network is delivering on Connecting Aurora goals for how people drive in Aurora.

Balanced Streets

The visionary network will have a more sustainable and resilient street system with a balance between arterials and collectors. This will reduce over-reliance on major corridors, distribute traffic more evenly across the system and create opportunities for a wider variety of street types. Streets will reflect and support the character and function of adjacent land uses, whether they are residential neighborhoods, employment centers or commercial districts.

MEASURES OF SUCCESS

- Percentage reduction in travel times.

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated





Safer Streets

The visionary network and safety improvement projects identified in this plan and the Adams County Safety Action Plan will improve safety for drivers. Speed management, traffic calming and intersection redesign will reduce the number and severity of crashes, particularly those resulting in serious injuries or fatalities. Safe street design elements will protect people driving and benefit pedestrians, bicyclists and other road users.

MEASURES OF SUCCESS

- A reduction in annual number of fatal and serious injury crashes.
- A reduction in the crash rate per 100 million VMT.
- A reduction in mode-specific crash rates (pedestrian, bicycle, transit, car).

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated

Connected Streets

The visionary network will increase local and citywide connectivity by providing an alternative to the wide, high-capacity arterials on a more complete grid of evenly distributed two-lane or three-lane collectors (one-lane in each direction). This network will provide direct and convenient access to destinations, thereby relieving pressure on the city's arterials, which are better suited for longer-distance trips.

When shorter trips are made on the network of collector streets, arterial streets will function more efficiently with fewer delays at intersections, even with slower and safer target speeds. This will improve overall system performance and reduce congestion on major corridors. As the city makes investments in walking, biking and transit, more trips will shift from cars altogether to other modes, benefiting all users of the transportation system, including drivers.

MEASURES OF SUCCESS

- Increase in network density (lane miles of collector per square mile).
- Reduction in average arterial intersection delay (seconds of delay per vehicle).
- Percent of trips shifting to walking, biking or transit (mode share).

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated



Streets for Everyday Mobility

The visionary network will have well-designed streets that align with surrounding land uses and that are sized to integrate with the community. These streets will improve access and mobility to daily activity destinations like job centers, schools, shopping and recreation, supporting development of vibrant, people-focused places.

MEASURES OF SUCCESS

- Percent of households within 0.25-mile of sidewalks, bikeways or transit stops.
- Accessibility score: average number of jobs, schools and services reachable within 15 minutes by walking, bicycling and riding transit.

RELATED GOALS

Safe, Connected, Reliable, Convenient, Sustainable, Economically Strong, Healthy, Authentic, Equitable, Integrated



Recommended Strategies

Taking action to improve and maintain Aurora's street network.

Aurora's strategy for planning, building and maintaining streets will shape what people experience when they choose to drive in Aurora.

Update Outdated Design Practices, Guidelines and Metrics

Some streets in Aurora that were designed prior to the development of current design standards no longer meet current and future needs. Streets must be constructed to move traffic through the city, while accommodating travel for people walking and biking. By updating outdated design practices, guidelines and metrics the city can ensure that streets are balanced to serve multiple modes without compromising accessibility or safety.



ACTIONS

Complete Streets Framework

Implementing the Complete Streets Framework and a coordinated Complete Streets Design Guide, as discussed in Chapter 6, will provide clear guidance for the design of Aurora's streets. The framework supports Aurora's commitment to designing transportation networks that prioritize safe, convenient and comfortable travel for all users—regardless of age, ability or mode of travel. The framework and guidelines should cover all phases of project delivery (planning, design, construction and maintenance) and incorporate equity and access in transportation decision-making. The framework also directs transportation investments to align with either current or targeted mode shares. Implementing the framework often requires updated mode share data and performance metrics.

Multimodal Design Approach

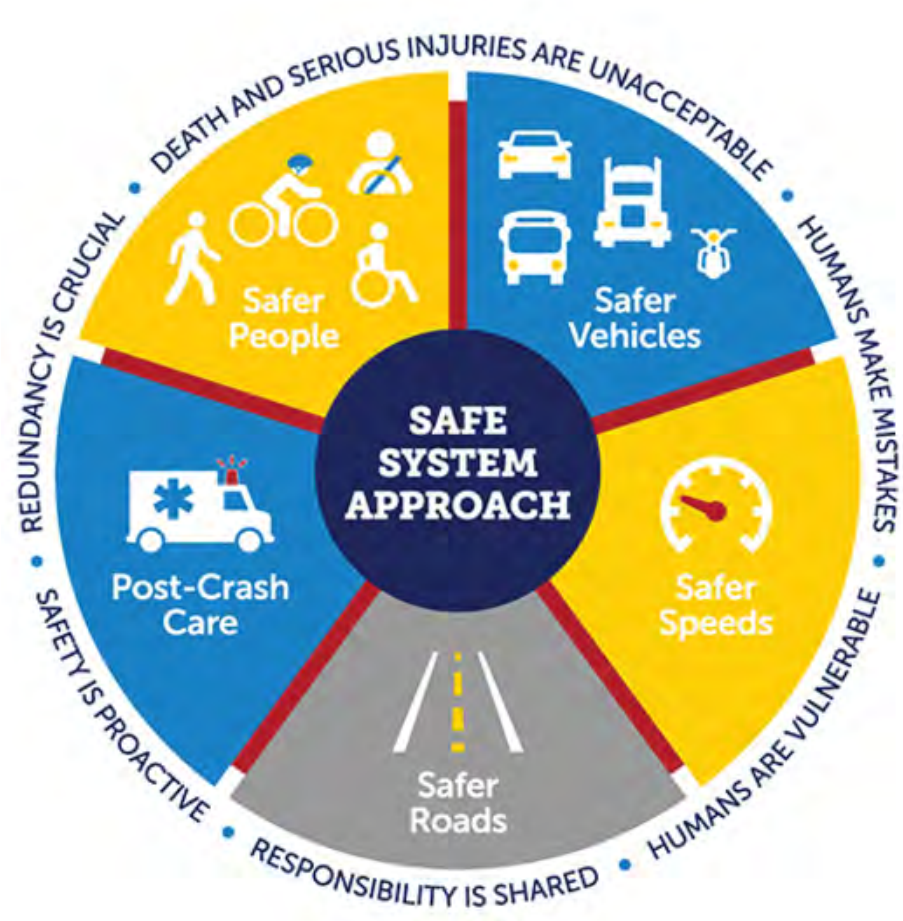
This approach incorporates all users into traffic and roadway considerations and analysis by using more comprehensive and multimodal performance measures in addition to traditional LOS methodology (PL 2 Chapter 6). These metrics will better reflect community goals for equity, sustainability and livability. This effort will also enable smarter, comprehensive project evaluation. It will also support traffic signal operations and phasing to improve safety for all users by reducing conflicts between modes, particularly at intersections, with features like protected left turns, leading pedestrian interval (LPI), longer pedestrian crossing times, no right turns on red, bike phases or signal prioritization for transit. The policy will also support data-driven updates and regular evaluations of signal performance.

Updated Development Requirements for Multimodal Travel

Updated requirements for development in the UDO and other relevant documents (PL 3 Chapter 6) ensure that new and redeveloped properties are designed to support multimodal transportation. The context-sensitive design principles can better support the city's desire to facilitate complete neighborhoods. Updates may include revised requirements for street connectivity, neighborhood connections or cut-throughs for bike and pedestrian access between cul-de-sacs. Parking requirements may be updated to provide bike parking and right-size car parking (time-restricted and paid parking and/or fee-in-lieu). Pedestrian-focused projects include sidewalk, trail and bikeway improvements, employing access management strategies, and the creation of a Pedestrian Circulation Plan requirement. Implementation may involve development review processes and coordination between Planning, Public Works and Development Offices.

Adams County Safety Action Plan

The Adams County Safety Action Plan is laying the groundwork for Aurora to implement a Safe Streets for All (SS4A) approach to traffic safety throughout the city. This approach holds that death and serious injuries from transportation are unacceptable. The city is committing to improving safety through strategies outlined in the Safety Action Plan and Connecting Aurora.



Source: FHWA

Capital Investments

Capital investments will address current and future needs in the street network.

To guide the city's investment in improved infrastructure for people driving, the projects outlined here can reduce congestion, update aging infrastructure and improve safety and traffic flow. The map to the right shows where these projects are recommended.

Corridor Projects

Corridor projects fall into two categories:

- **Capacity Improvements:** These are projects that address traffic congestion and improve multimodal connectivity and safety. Improvements will include adding travel lanes at select locations, extending roadways and enhancing intersections. Most of the project corridors will be concentrated in growing parts of the city, and will provide key connectivity to destinations in the rest of the Aurora.
- **Multimodal Improvements:** These are projects that address infrastructure needs for people driving, walking, biking and riding transit. Improvements may include reallocating existing right-of-way for people walking, bicycling or riding transit. Most of the project corridors will be concentrated in the city's developed areas, Some of them have been elevated to Opportunity Corridors, which are large-scale Complete Streets projects that accommodate multiple modes.



Stephen D. Hogan Parkway



Existing Peoria bridge over Sand Creek Bridge

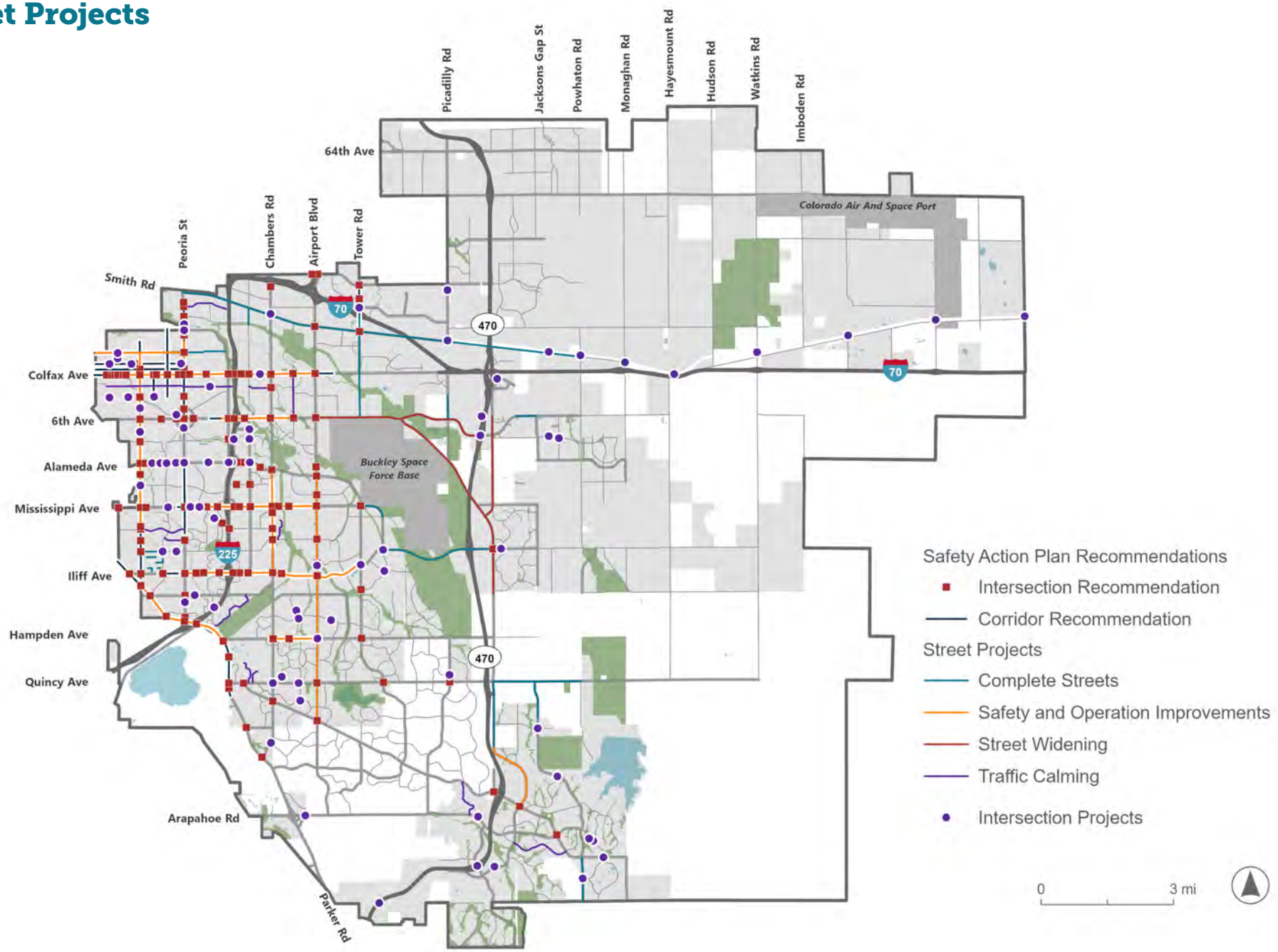
Intersection and Bridge Projects

Intersection and bridge projects fall into three categories:

- **Capacity Enhancements:** These are projects that increase the capacity of the intersection or bridge so they can accommodate higher car volumes. Improvements may include new turn or through lanes, access management, bridge widening and upgrading stop-controlled intersections.
- **Operational Efficiency:** These are projects that improve traffic flow by improving existing infrastructure. Improvements may include installing or retiming traffic signals, access management and ITS upgrades.
- **Safety Improvements:** These are projects that reduce crash frequency or severity for road users. Improvements may include new signals at high crash locations, access management, reevaluation of existing striping, installation of roundabouts and redesigned skewed intersections. Additional safety projects are being developed as part of the Adams County Comprehensive Safety Action Plan.

In addition to the Connecting Aurora projects, there are many developer-led projects planned or underway that are not included in the Connecting Aurora project list. Many of these projects are located in eastern Aurora. While these projects will expand Aurora's roadway network, the city is not responsible for funding or completing them. However, the city will continue to work with developers so that new roadways align with the design guidance and goals of Connecting Aurora.

Street Projects



Moving Goods

Making Freight Movement Easy

Aurora has a concentration of industrial, manufacturing and warehousing facilities, especially along and north of the I-70 corridor. These areas serve as a gateway to major eastern U.S. markets. With strategic proximity to Denver International Airport, the Colorado Air and Space Port, Union Pacific Railroad and Buckley Space Force Base, Aurora is well-positioned to continue expanding its industrial sector.

Aurora's transportation system must be designed to safely and efficiently move goods from manufacturer to a distribution center and, ultimately, to the consumer. Not all roads are designed for or intended to support heavy freight activity.

To better align street design with freight needs, Connecting Aurora places streets into three categories:

- **Prioritize:** corridors that should be designed to support high levels of freight movement;
- **Emphasize:** corridors where freight movement is important but must be balanced with other functions
- **Accommodate:** corridors where freight access is needed, but is not the primary design driver.

This context-sensitive approach ensures that freight movement is supported where appropriate while preserving the character and function of surrounding neighborhoods and streets.

Chapter 11 Highlights



TODAY'S CONTEXT

Aurora has a robust freight network that serves its industrial areas to the east.



PLANS, PROGRAMS AND INITIATIVES

Aurora continues to expand its industrial uses, making a safe and efficient network critical.



VISIONARY NETWORK

Aurora's future freight network better supports the efficient and safe movement of goods.



ACHIEVING OUR GOALS

Aurora will achieve its freight goals through a context-sensitive network

Today's Freight Context

Freight Network

Aurora is an established regional freight hub.

Aurora has a robust freight network that includes both highway and rail infrastructure. Key highways—I-70, I-225 and E-470—are essential freight routes connecting the region and beyond.

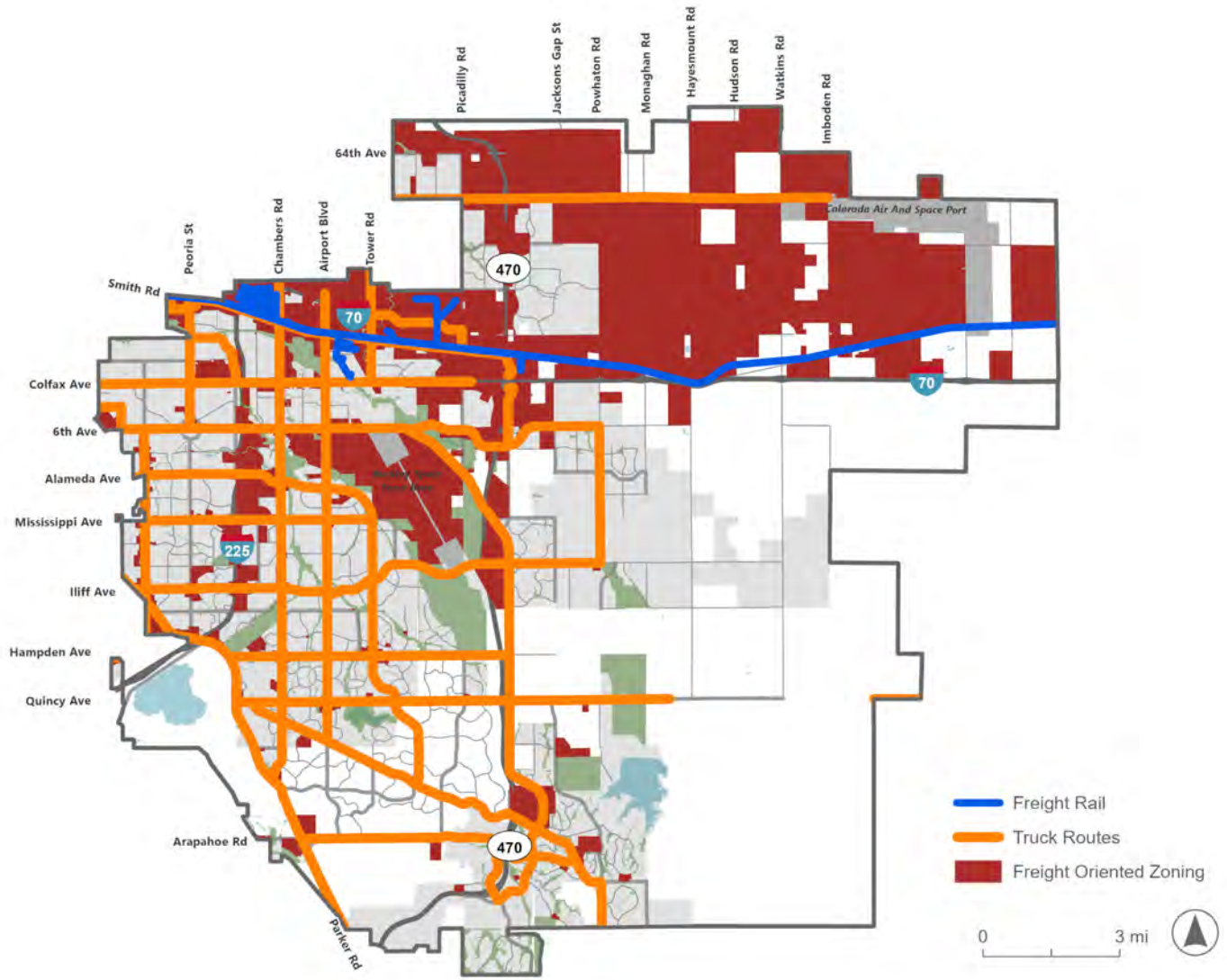
Northeast Aurora, particularly north of I-70, is the primary hub for freight activity. This area was identified in DRCOG's 2019 Regional Multimodal Freight Plan as a regional freight focus area because of its concentration of industrial land uses, availability of large undeveloped parcels and its future role in the Aerotropolis development vision.

There are approximately 37 miles of privately owned and operated freight rail lines in Aurora. Those that pass through Aurora are predominantly operated by Union Pacific Railroad. The railroad has very few local stops, and several rail spurs serve the industrial properties in northeast Aurora.

Connecting Aurora does not identify or recommend improvements to the rail system itself. However, the plan considers critical interactions between the rail network and the city's roadway system. There are 69 rail crossings in Aurora. Twenty-one are grade separated instead of at grade, with a mix of safety features, such as gates, flashing lights, bells, crossbucks and warning signs.

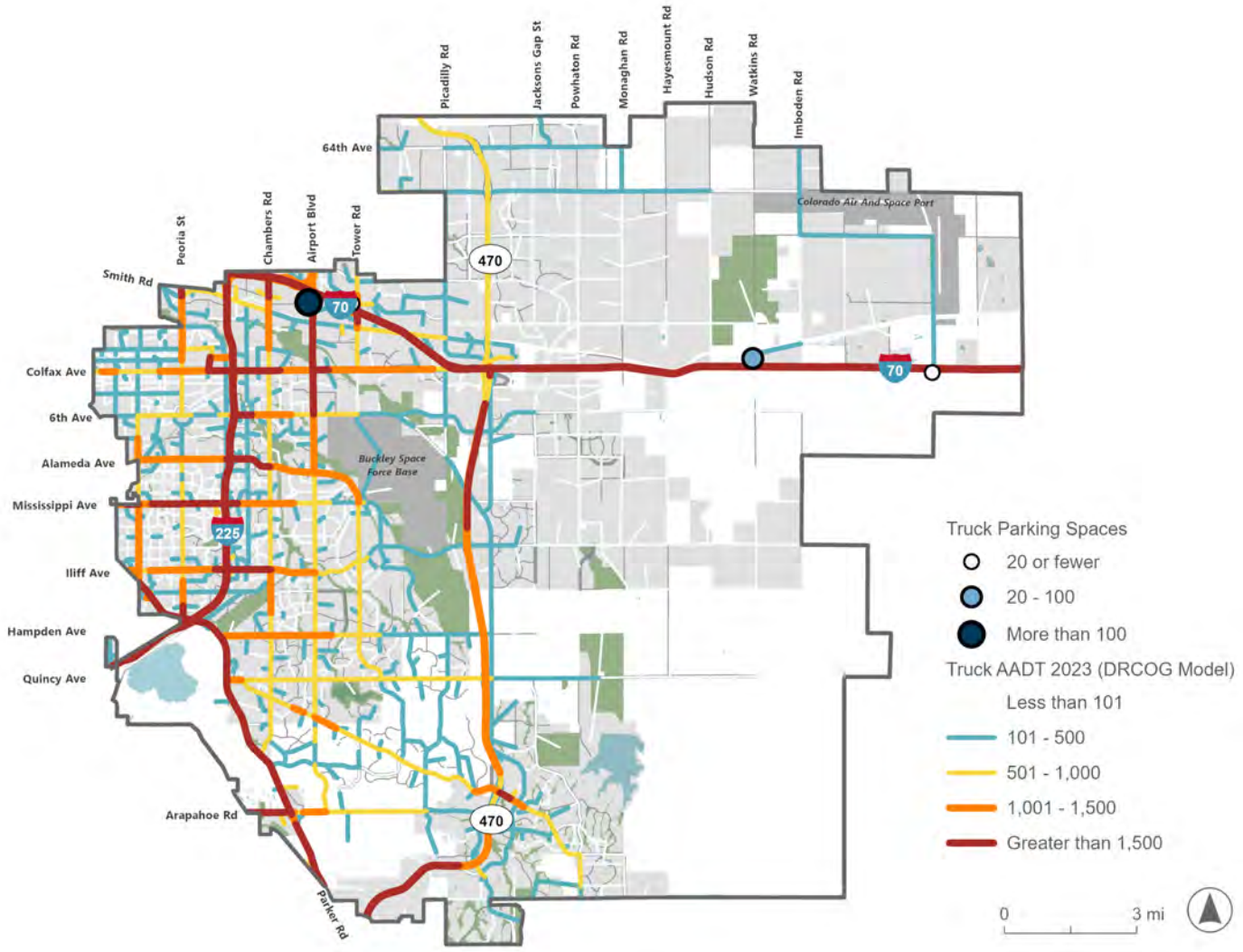
Designated Truck Routes and Freight Rail

Most of Aurora's designated truck routes are arterials streets. They are the preferred routes for trucks to follow through the city. Most freight activity and warehousing is concentrated in northeast Aurora.



Annual Average Daily Truck Volumes

Typically, there are higher truck volumes in less populated or rural areas where trucks are transporting agriculture, mining or manufacturing commodities to end markets. In Aurora, the truck routes in rural areas to the east have a higher share of truck traffic. Although I-70 through Aurora crosses an urban area, it carries a high volume of trucks, in addition to a high volume of cars.



Source: DRCOG Regional Travel Demand Model

Truck Volumes

Aurora's highest truck volumes are on I-70, I-225 and E-470.

Trucks carry more than 90% of all freight in Colorado, and they dominate freight activity in Aurora as well. Most of the city's arterial streets are designated truck routes, enabling trucks to efficiently travel between industrial areas and their final destinations.

Highway corridors like I-70, I-225 and E-470 are critical links between regional freight generators and major national routes. Higher truck volumes are especially concentrated near highways, where they connect to arterials serving commercial areas and industrial zones.

Other roadways that have relatively high truck traffic volumes include:

- East-west routes: Colfax Avenue, Alameda Avenue, Mississippi Avenue, Hampden Avenue and Iliff Avenue..
- North-south routes: Havana Street, Peoria Street, Chambers Road and Airport Boulevard.

Existing Plans, Programs and Initiatives

The city will leverage past planning and partnerships to build the future of freight.

Aurora's industrial-oriented placetypes and logistics centers, particularly in the northeast part of the city, encourage strong business activity and attract major employers. Freight-oriented zoning is a key aspect of Aurora Places and the UDO. The city's existing roadway design standards accommodate easy movement of freight through most parts of the city.

Freight-Related Plans

DRCOG REGIONAL MULTIMODAL FREIGHT PLAN

The Regional Multimodal Freight Plan presents overarching regional strategies focused on greater coordination and collaboration on freight issues at the local level. The plan emphasizes several best practices, regional corridors, regional strategies and future investment areas. Many of these overlap with Aurora's plans, so the city should continue to collaborate with regional partners to maintain and build relationships, and respond to the need to move goods efficiently.

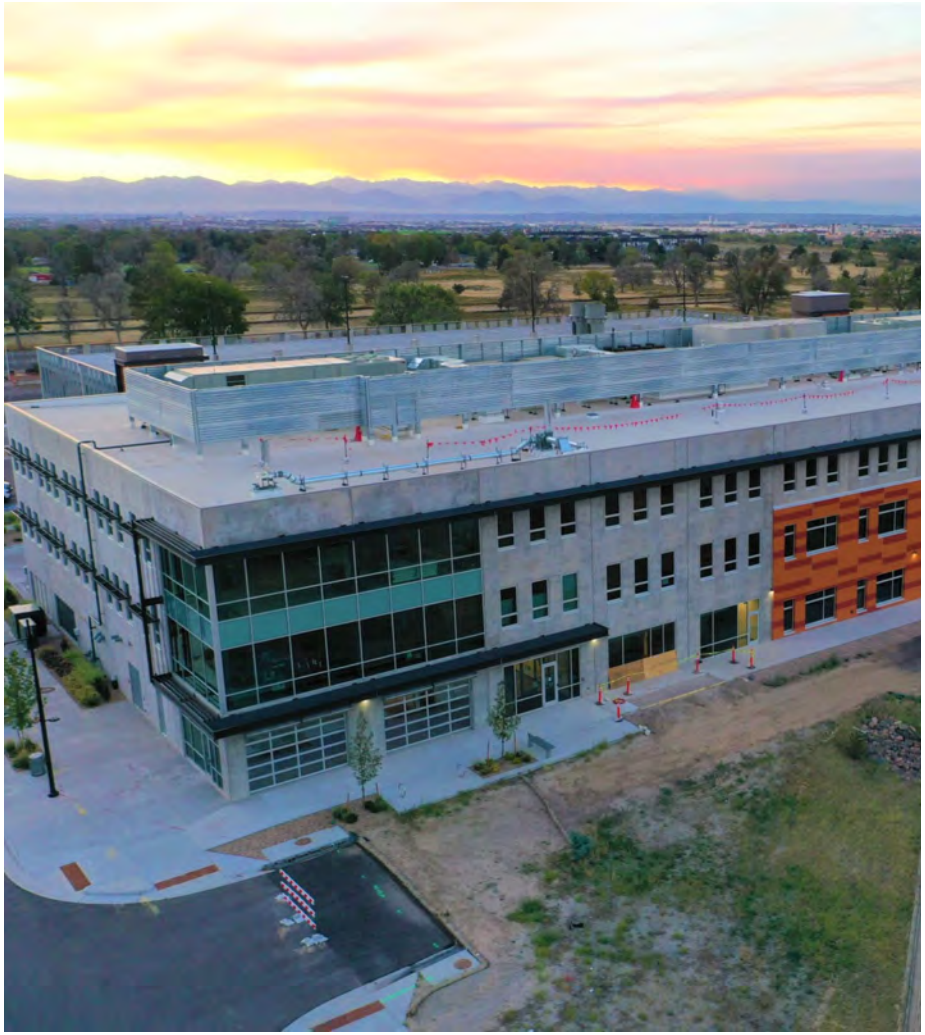
Freight-Related Policies

UNIFIED DEVELOPMENT ORDINANCE

There are several freight-related policies within the Unified Development Ordinance that dictate freight behavior. Under Section 4.11.2, diesel-powered vehicles (including trucks) are forbidden from idling for more than 15 minutes per hour within city limits, with exceptions only for safety reasons, such as freight drivers sleeping in the vehicle cab. Under Section 134-356, commercial vehicles over 6,000 lbs empty weight or 22 feet in length are prohibited from operating, stopping, standing or parking on non-designated city streets except during specified times or to reach direct destinations — using only the shortest or designated through truck routes.

TRUCK ROUTES

The city of Aurora maintains a truck route map online. This map guides through trucks away from streets that are not intended to carry heavy volumes of truck traffic.









Freight-Related Initiatives

AEROTROPOLIS REGIONAL TRANSPORTATION AUTHORITY

The Aerotropolis Regional Transportation Authority (ARTA) plans to make improvements to streets and interchanges in the northeast area of the city. These improvements spur additional investment in the area and are helping to realize the collaborative Aerotropolis vision developed with regional partners.

I-70/PICADILLY INTERCHANGE

The city has completed construction on a new diverging diamond interchange at I-70 and Picadilly Road. This investment will facilitate efficient freight movement and open new connections for employees to access key job centers in the adjacent industrial area.

BUCKLEY SPACE FORCE BASE AND COLORADO AIR AND SPACE PORT

Buckley Space Force Base and Colorado Air and Space Port are heavy vehicle generators. Buckley Space Force Base is surrounded by aerospace and defense and companies that employ talent vital to the region and Aurora. These facilities and associated companies are vital to the nation's defense. Aurora continues to partner with them to provide safe and convenient access to their facilities.

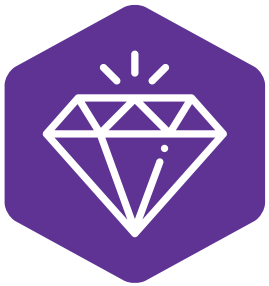
Visionary Freight Network

Designating freight routes that are compatible with adjacent land uses.

The visionary freight network will support safe and efficient movement of goods through the city on a hierarchy of designated truck routes.

Freight routes will be categorized as: **Accommodate, Emphasize and Prioritize.**

These categories will define how goods movement is integrated into the broader multimodal network, while addressing safety, efficiency and land use compatibility. By clearly identifying where freight traffic should be directed and defining how it should interact with other transportation modes, Aurora can balance its economic development goals with quality of life goals in non-industrial areas of the city.



Prioritize

These routes are prioritized for freight movement. E-470, I-70, I-225 and selected major arterials are designed for high-volume, long-distance freight traffic. Investments in these corridors will improve safety, capacity and operational reliability. Grade-separated crossings, wider lane widths and ITS support can ensure these routes function smoothly even as demand grows. With the most intense freight activity traveling on these corridors, the more sensitive parts of the transportation network are protected from truck-related impacts.



Emphasize

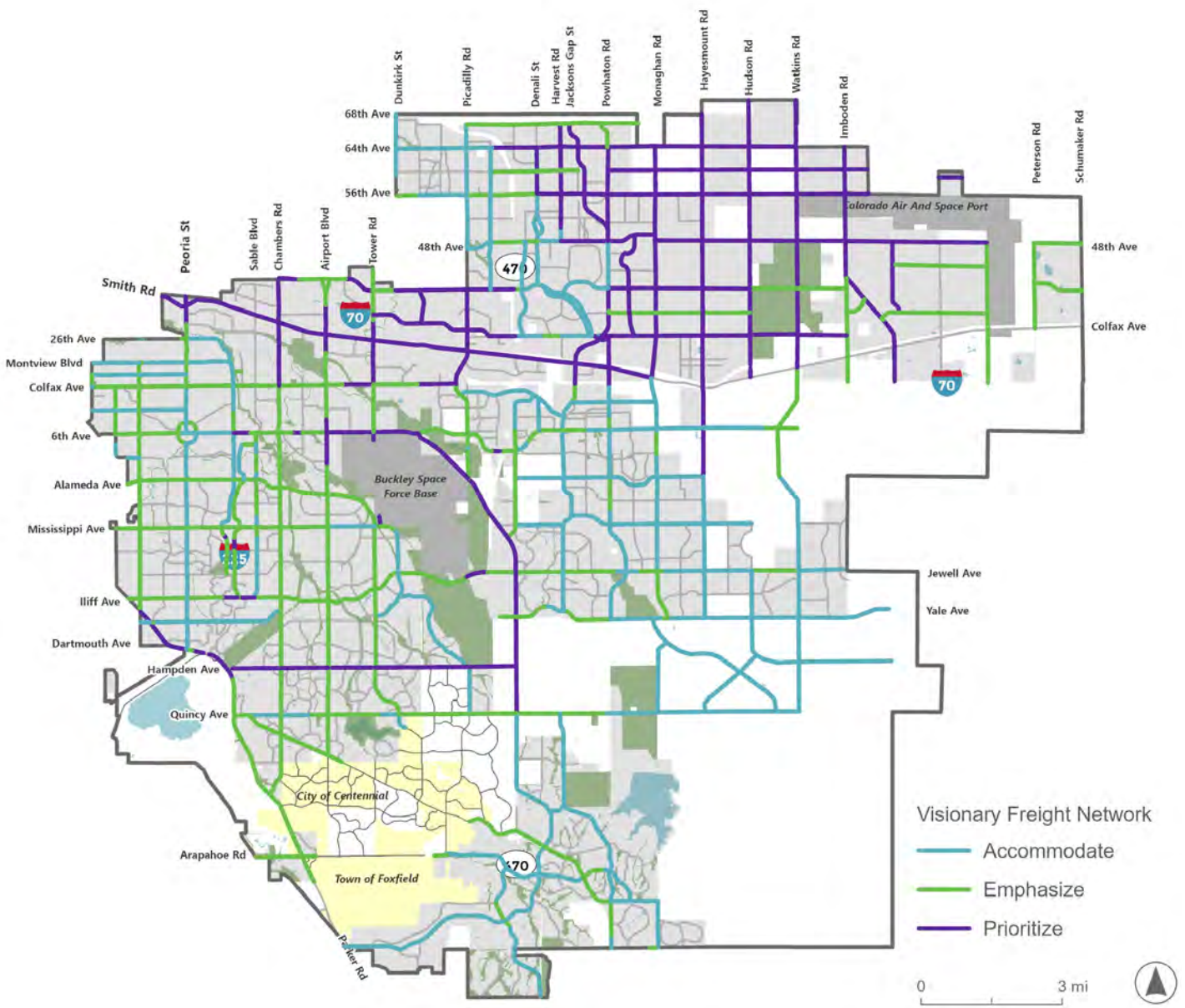
These arterials are key connections between industrial areas and commercial zones. They will carry a higher share of trucks; however, they will not be designed for trucks at the expense of other transportation modes. Types of improvements will include wider turn radii at intersections, ITS to manage traffic flow for larger vehicles and design standards for truck access for deliveries. Coordination with regional partners and CDOT will be critical for these routes to complement state-level freight strategies and infrastructure investments.



Accommodate

These routes are arterials where truck traffic is permitted but not prioritized. They typically run through areas with greater land use sensitivity, such as neighborhoods, school zones or emerging mixed-use districts. In these locations, Aurora will focus on freight-supportive design elements and wayfinding while implementing traffic calming and time-of-day delivery restrictions to reduce community impacts. Planning for last-mile delivery, such as curbside loading and micro-distribution hubs, will ensure goods movement is integrated without overwhelming sensitive areas.

Visionary Freight Network



Defining Hierarchies

The hierarchies are defined based on the placetypes in Aurora Places and projected truck volumes

The categories for the truck routes were identified based on the existing high capacity and low capacity truck volumes as a percentage of total daily traffic volumes in relation to the adjacent placetype, as identified in Aurora Places.

Arterials that already had a high share of truck volumes and were located in industrial areas were designated as Prioritized truck routes. Corridors with lower existing share of truck volumes and more sensitive land uses, such as residential and mixed use, were designated as Accommodate truck routes.

These designations will help the city identify what improvements are needed to accommodate trucks and that are appropriate for the surrounding context and use of the street. The visionary network will align truck route designations with infrastructure investments, land use planning and operational policies.

It will provide clarity for private freight operators, developers and community stakeholders so that the benefits of freight movement are shared equitably while minimizing conflicts and environmental impacts.

Achieving Our Goals

What a better freight network means for Aurorans.

The visionary freight network will improve safety along a hierarchy of freight routes that serve freight hubs and distribution centers, aligning freight movement with the city's long-term transportation and land use goals.

Aurora's visionary freight network—organized around Accommodate, Emphasize and Prioritize routes—will tailor each freight corridor's role to its surrounding land use and transportation context.

This approach will reduce truck conflicts in sensitive areas while supporting local and regional goods movement. Safety will be improved by directing heavy vehicles to appropriate routes, designing intersections for large truck turning movements and enforcing policies like speed and idling limits in residential zones.

The visionary freight network will support a connected and convenient system to transport freight. The Emphasize routes will provide efficient truck access to Aurora's business districts. The Prioritize routes like I-70, E-470 and key arterials will carry high volumes of freight traffic to and from major hubs like the Denver International Airport and distribution centers. Clear signage, signal coordination and thoughtful curbside design will improve last-mile delivery and reduce congestion. Meanwhile, integration with transit, pedestrian and bike infrastructure will allow multiple modes to safely share the street, creating a more balanced and accessible network for everyone.

Freight planning is essential to keeping Aurora economically strong and sustainable. Reliable access to industrial zones and regional corridors supports job growth and attracts logistics and manufacturing businesses.





Recommended Strategies

Taking action to designate a hierarchy of truck routes and provide more driver services.

Aurora will continue to pursue partnerships with transportation authorities, DRCOG and CDOT to create a strong network for moving goods.



Complete Streets Framework

The city of Aurora is creating the Connecting Aurora Complete Streets Framework and Design Guidelines (see Chapter 6). These guidelines will establish clear direction on context-sensitive design for truck movement.

POLICY

Elements of street design for trucks include wider lanes on heavily traveled streets and turning radius accommodations, such as truck aprons and others.

Freight-Focused Mobility Hubs with Truck Parking and Services

Mobility hubs in industrial centers could provide short-term and long-term parking, services (restrooms, convenience and grocery store options) and access to shared mobility options for drivers.

Several potential locations for these hubs are shown in the visionary freight network map.

PARTNERSHIPS

The city needs to explore opportunities to partner with private enterprise to address gaps in truck parking and driver services. Potential design elements are further described in the Complete Streets Design Guidelines.

Coordination with Regional Agencies and Developers

As a regional freight hub, the visionary freight network designations connect to existing industrial areas and a larger, regional freight movement network.

PARTNERSHIPS

Aurora will continue to partner with the Aerotropolis Regional Transportation Authority, DRCOG CDOT and developers to create a strong network for moving goods through Aurora and across the region.

Industrial Development with Adequate Parking

Truck parking can be an issue when inadequate space is provided on-site for freight-focused land uses. Trucks need short-term and long-term parking options. The city should work with developers to ensure that truck parking does not spill over onto the adjacent street network, including local and collector streets in adjacent neighborhoods.

PARTNERSHIPS

Aurora will continue to partner with developers and employers to address these needs.



Moving Forward

Investing in Aurora's Place-Oriented Future

Connecting Aurora lays out a vision for Aurora's transportation future. To realize that vision, the city of Aurora needs to act wisely in developing, designing and delivering projects and programs that will benefit most.

This chapter summarizes the strategies developed throughout the Connecting Aurora planning process, building upon input from the community and based on the data-driven analysis presented in this plan.

Connecting Aurora allows the city's policy-makers to better understand the city's long-term needs and how best to allocate funding to help the city achieve its transportation vision and goals.



Chapter 12 Highlights

FUNDING NEEDS AND PRIORITIES
Summary of the city's greatest needs and priorities for investment.

IMPLEMENTATION CONSIDERATIONS
Challenges and opportunities when investing in transportation infrastructure.

FUNDING STRATEGIES
Options to consider for transportation funding.

CAPITAL INVESTMENTS
Summary of planned capital investments.

ACTION PLAN
Key next steps for implementation of this plan.

Summary of Funding Needs and Priorities

Aurora has a funding gap to meet its future transportation needs.

Aurora has invested an average of $18 million annually in the last five years on transportation capital projects.

Investments

To realize its transportation vision, the city of Aurora will need to invest approximately $65 to $119 million annually. This represents its current funding gap.

The city historically has used a variety of funding strategies to fund transportation projects, such as metro districts, grant programs and public-private partnerships. In this spirit, the city commits to addressing its funding gap through creative strategies.

The city's CIP will be updated annually as the city completes projects and identifies potential new funding sources.

Transportation investment needs include:

- Capital improvements: Upgrades to streets, intersections, sidewalks, bikeways, trails and bus and rail lines to better connect more places.
- Existing and future systems operations: The people and tools to keep the transportation system working, as well as programs to enhance peoples' daily transportation experience.
- Maintenance of infrastructure assets: Repair and replacement of transportation infrastructure to keep the system in good working order, including street pavement maintenance, snow removal and street sweeping.

Current Funding Sources

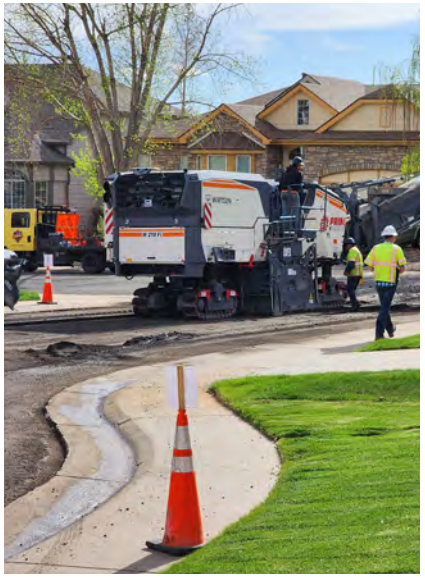
The city uses Transportation Capital Impact Fees, Transportation Maintenance Fund (TMF) and Capital Projects Fund (CPF) to fund transportation repairs and improvements. The annual TMF allocation has ranged from $25 million to $31 million in the last five years. The CPF allocation has ranged from $53 million to $61 million annually in the same time frame. The planned Public Works allocation for 2025 to 2029 ranges from $17 million to $25 million, annually.

The TMF does not include approximately $4 million in predictable annual maintenance obligations for traffic equipment, which has averaged the following amounts:

- Traffic Signals: $3.1 million.
- Street Lighting: $300,000.
- Signs and Markings: $400,000.

Generally, these maintenance activities are funded through general fund allocations.





Implementation Considerations

Taking a holistic approach to project implementation.

To sustainably build, operate and maintain the transportation system and to implement projects requires consideration of multiple factors beyond the stated project purpose.

Key Considerations

Key considerations for implementing the projects identified in Connecting Aurora include the right-of-way available for the improvement; project construction costs; city staff resources to manage and deliver a project; staff and budget for operations, maintenance, education, outreach; and key partnerships and intergovernmental coordination.

Working through these considerations will be part of conceptual project development for each project. Overall, the level of investment and types of investments that the city is planning will require additional resources to implement and maintain.





AVAILABLE RIGHT-OF-WAY

City streets are constructed generally within city-owned land, called right-of-way. This space has been set aside for streets, utilities and public amenities. Right-of-way widths for Aurora's streets vary from approximately 50 feet to 140 feet or more. In older parts of the city, the widths are narrower than in newer parts of the city. In most cases, additional right-of-way must be purchased from private land owners, which increases project costs significantly. In most cases, the city tries to avoid this additional cost and impact to the community.

PROJECT CONSTRUCTION COSTS

The need for and benefits of a project needs to be weighed against the costs to construct the project.

CITY STAFF RESOURCES

Aurora's transportation project delivery staff deliver projects working in concert with consultants, engineers and construction contractors. Every project requires some level of city staff time and effort. Delivering a program or project may require reallocation of resources within city departments or the addition of staff as needed.

OPERATIONS AND MAINTENANCE

Every new street, sidewalk, bikeway, intersection or other city asset requires operating and maintenance staff and budget for the life of the asset. This future need should be considered fully during project prioritization and development.

PARTNERSHIPS AND INTERGOVERNMENTAL COORDINATION

Opportunities to partner with adjacent or overlying agencies in project delivery, operations and maintenance may improve the city's ability to deliver a project and should be considered during project planning.

Funding Strategies

Funding transportation projects over the next 25 years to meet the city's goals will require a new approach.

Aurora's growing transportation infrastructure needs demand a sustainable and diversified financial strategy to support the city's long-term transportation objectives. The current method of funding transportation operations, maintenance and capital projects fails to address the long-term funding gap related to the scale and location of new projects or the ongoing financial responsibility to operate and maintain this new infrastructure. More information about Aurora's current funding challenges can be found in Chapter 3.

Peer cities across Colorado showcase for Aurora the innovative and diverse opportunities to enhance its long-term revenue sources for transportation infrastructure and programming.

Local Sales or Property Tax

Aurora could consider a voter-approved dedicated sales or property tax for transportation infrastructure. This option could give the city a steady revenue source for transportation that doesn't compete with other city priorities.

CITY OF COLORADO SPRINGS 2C2 ROAD TAX

When Colorado Springs voters renewed the dedicated road-repair sales tax at 0.57% (often called "2C2"), city estimates projected it would generate around $50 million annually for transportation improvements. This revenue has enabled the city to repave more than 1,600 lane miles, install over 9,400 new and retrofitted pedestrian ramps and replace nearly 306 miles of curb and gutter, along with 3.6 million square feet of sidewalk. In November 2024, residents voted to extend the tax for 10 years starting in 2026.

Expanded Impact Fees

Aurora's Transportation Capital Impact Fees are charged only on residential development projects. Aurora's impact fees are lower than surrounding areas and don't fully fund transportation expansion. Although impact fees can't cover maintenance, they would boost revenue for regional transportation capital projects, freeing other funds for upkeep. The city considered raising fees before. In 2021, Aurora estimated fees could generate around $10 million annually based on residential development trends.

CITY OF FORT COLLINS TRANSPORTATION CAPITAL EXPANSION FEE

The program, which typically raises several million dollars annually, offsets costs caused by additional traffic from new or redevelopment projects added to the existing transportation system. Fees vary by the type of development. The city revises its impact fees approximately every five years, with annual inflationary adjustments between major updates.

Transportation Utility Fees

Aurora could consider implementing a transportation utility fee to boost funding for maintenance. Transportation utility fees are usually added to city utility bills, such as water bills, and can serve as a valuable revenue source for maintenance.

CITY OF WESTMINSTER INFRASTRUCTURE CHARGE

Westminster collects a $6 per month infrastructure charge on all property in the city to pay for street lighting and sidewalk, curb and gutter replacement.

Bond Funding for Capital Projects

Aurora could issue additional certificates of participation or move forward a bond initiative to voters to fund infrastructure or rehabilitation. Bonds, which need voter approval, allow for quick funding and can bypass annual budget limits. The amount and frequency of bond issuance depend on Aurora's legal limits, tax base, political support and voter approval.

CITY OF DENVER RISE DENVER GO BOND

This $260 million bond approved by voters in 2021 funds projects in Denver, including facilities, housing, transportation and parks.

Comparative Look at Annual Revenue Versus Annual Transportation Capital Outlay and Maintenance

Aurora's transportation revenue per capita is the second lowest among peer cities, mainly due to low local revenue and fewer revenue sources.

Aurora had the lowest capital outlays and expenditures per capita and lane mile due to funding constraints and policies supporting suburban transit via metro districts. Conversely, Aurora invested most in maintenance per capita and lane mile, and second in total dollars, to address a growing backlog and a $35 million certificate of participation issued in 2023.

City	Average Annual Total Revenue	Average Annual Transportation Capital Outlay	Average Annual Transportation Maintenance
Aurora	$82,436,220	$18,822,881	$35,288,957
(Per Capita)	$213	$49	$91
(Per Lane Mile)	-	$7,356	$13,791
Colorado Springs	$187,127,830	$126,768,117	$24,080,566
(Per Capita)	$390.7	$265	$50
(Per Lane Mile)	-	$32,023	$6,083
Denver	$144,928,305	$141,348,022	$40,092,281
(Per Capita)	$202.5	$198	$56
(Per Lane Mile)	-	$33,396	$9,473
Fort Collins	$57,634,627	$30,642,092	$16,342,420
(Per Capita)	$339.4	$180	$96
(Per Lane Mile)	-	$23,644	$12,610
Thornton	$45,097,773	$25,606,929	$3,827,060
(Per Capita)	$317.9	$180	$27
(Per Lane Mile)	-	427,499	$4,110

Average annual total revenue represents a combination of each cities' local, state, federal and private revenue.

Capital Outlay are expenditures for new construction, major reconstruction and significant improvements that extend the service life or increase the capacity of the transportation network like constructing new roads or replacing bridges

Annual maintenance is routine or minor expenditures necessary to preserve existing transportation assets in serviceable condition like patching potholes.

Capital Investments

Aurora's ability to provide a transportation system that connects all people to the places they want to go depends on a continual investment in high-quality infrastructure and services.

Investment Categories

The city identified 10 key multimodal investment categories for consideration for future city funding. The categories are described below.

These investment categories were presented for public input during the spring of 2025. The city asked the community to prioritize the various types of investments it would like to see the city pursue, by asking the public to allocate a hypothetical $100 across the 10 categories.

The city used this input, as well as the existing and future conditions analyses presented in this plan, to prioritize the investments presented in this chapter.

The total estimated cost for projects and programs to realize the transportation vision is $XX billion. The short-term investment is estimated at $X billion.



Transit Service Expansion

Transit Service Expansion investments focus on increasing the reach, frequency and coverage of public transit services to improve access and connectivity for more users. These projects aim to enhance mobility options and reduce reliance on single-occupancy cars.

#1 Community Priority Ranking

$12 out of $100

PROJECT CATEGORIES

- Transit service and hubs, including microtransit zones.
- Other future service expansion will be explored through partnership with RTD.



Multimodal Corridors

Multimodal Corridors (Complete Streets) investments focus on streets that safely accommodate pedestrians, bicyclists, transit riders and drivers. These projects aim to expand multimodal facilities like transit infrastructure, new sidewalks and bikeways and streetscape improvements through innovative and creative designs.

#2 Community Priority Ranking

$12 out of $100

PROJECT CATEGORIES

- Multimodal Complete Streets .
- Bridges and interchanges.



Bikeways and Trails

Bikeway and trails investments focus on creating and improving infrastructure for bikes, e-bikes, scooters, etc. to enhance safety, connectivity and access to key destinations. These projects aim to support active transportation and recreational use.

#3 Community Priority Ranking

$11 out of $100

PROJECT CATEGORIES

- Bikeways and trails



High-Capacity Transit

High-Capacity Transit investments focus on developing and expanding transit services that can move large numbers of passengers efficiently and reliably, typically along regionally significant corridors. These projects aim to provide faster, more frequent and higher-volume transit options to reduce congestion and improve regional connectivity.

#4 Community Priority Ranking

$11 out of $100

PROJECT CATEGORIES:

- Multimodal transit corridors.



Pedestrian Improvements

Pedestrian Improvements investments focus on improving and expanding pedestrian infrastructure to enhance safety, accessibility and walkability. These projects aim to create a more connected and comfortable pedestrian network.

#5 Community Priority Ranking

$11 out of $100

PROJECT CATEGORIES

- Sidewalks.
- Bike and pedestrian crossings.
- Safety and operations improvements.



Street Capacity

Street Capacity investments focus on increasing the capacity of roadways to accommodate more cars and reduce congestion, improving overall traffic flow and shortening travel times. These projects aim to enhance the efficiency and capacity of existing streets or add new streets to support increased demand.

#6 Community Priority Ranking

$9 out of $100

PROJECT CATEGORIES

- Multimodal transit corridors.
- Street widening and traffic calming.
- Traffic signals and roundabouts.
- Bridges and interchanges



Transit Amenity Upgrades

Transit Amenity Upgrades and Personal Safety investments focus on improving the comfort, convenience and security of transit facilities and services to enhance the overall rider experience and encourage transit use. These projects aim to make transit more accessible, user-friendly and safe for all passengers.

#7 Community Priority Ranking

$9 out of $100

PROJECT CATEGORIES

- Multimodal transit corridors.
- Transit service, stops, stations and hubs.



Traffic Technology

Traffic Technology investments focus on using advanced technologies to improve traffic flow, safety and transportation network efficiency. These projects aim to optimize the performance of roadways and reduce congestion through real-time monitoring and control.

#8 Community Priority Ranking

$8 out of $100

PROJECT CATEGORIES

- Street widening and traffic calming.
- Safety and operation improvements.





Infrastructure Maintenance

Infrastructure Maintenance focuses on preserving and maintaining existing transportation infrastructure to extend its lifespan, improve safety and maintain functionality. These projects aim to prevent deterioration and reduce long-term repair costs.

Streetscape Enhancements

Streetscape Enhancements investments focus on improving the visual appeal, functionality and comfort of streets and public spaces to create more inviting and pedestrian-friendly environments. These projects aim to support vibrant, accessible and safe streetscapes.

#9 Community Priority Ranking

$8 out of $100

PROJECT CATEGORIES:

- Infrastructure maintenance.
- Bridges and interchanges.

#10 Community Priority Ranking

$7 out of $100

PROJECT CATEGORIES:

- Multimodal transit corridors.
- Sidewalks.

Strategic Investment Plan

Taking community priorities and identified transportation needs into consideration yields a strategic investment approach.

The Connecting Aurora planning process identified $1.5 billion to $2.9 billion in transportation project needs. Meeting existing and future transportation needs will require a strategic approach.

The city of Aurora plans to invest in lower-cost, higher-benefit projects to address existing needs, and to plan for higher levels of investment in higher-cost projects in the medium and long term to transform the city's transportation network.

Costs shown in this report are in 2025 dollars (not escalated for inflation).

While shown on the visionary networks, projects that will be the sole responsibility of others (agencies, developers, etc.) are not included in these projected investment timeframes. Aurora will pursue implementation of these projects through partnerships and coordination with these other entities.

Short-Term Investments (0-10 years)

Short-term investments will include continued focus on operating and maintaining the city's transportation infrastructure, addressing long-standing upgrade needs for streets that lack the multimodal capacity required to serve demand and key location improvements to the bikeway network and pedestrian network to fill critical gaps.

Summary:

- Years - 2026 through 2035.
- Capital Projects: $45 million to $65 million annually.
- Operations and Maintenance: $35-50 million annually.

Medium-Term Investments (10-15 years)

Medium-term investments will focus on enhanced multimodal access throughout the city. Adding bikeways and safer crossings, as well as investing in the most important transit corridors, will improve access to destinations. To implement these projects, the city must increase the scale of investment across most categories, leveraging partnerships and available regional, state and federal funding opportunities.

Summary:

- Years - 2036 through 2040.
- Capital Projects: $50 million to $100 million annually.
- Operations and Maintenance: $45-60 million annually.

Long-Term Investments (15-25 years)

Long-term investments will fully realize the plan's vision, and they will build upon the work from the first 15 years of implementation. These long-term investments will require continued dedication to capitalizing on partnerships and outside funding sources, but will likely also require increased local funding through bond packages, tax financing and enhanced regional authority financing.

Summary:

- Years - 2040 through 2050.
- Capital Projects: $85 million to $165 million annually.
- Operations and Maintenance: $75-100 million annually.

The city will strategically invest in its transportation networks over the next 25 years.

Project Category	Annual Investment Needed through 2050
Complete Streets	$12 million to $17 million
Safety and Operations Improvements	$2 million to $3 million
Street Widening and Traffic Calming	$6 million to $9 million
Bikeways and Trails	$14 million to $30 million
Bridges and Interchanges	$15 million to $24 million
Bike and Pedestrian Crossings	$5 million to $16 million
Sidewalks	$6 million to $11 million
Transit Service and Hubs	$4 million to $6 million
Signals and Roundabouts	$1 million to $3 million

Partnerships and cost-sharing will be pursued to deliver many of these projects.

Capital Improvement Projects

The Connecting Aurora projects are prioritized based on their ability to help Aurora achieve its transportation goals and overall vision. The projects are phased based on these needs, coupled with the city's ability to implement them within certain timeframes.

Priority

Project prioritization is based on each project's overall need. Each travel mode was evaluated using its own set of criteria aligned with Connecting Aurora's 10 goals. Projects were scored and ranked within each mode to reflect relative need and potential benefit.

Projects from different modes were not compared to one another to avoid assigning priority based solely on mode. The prioritization results were reviewed by the project team and the Technical Advisory Committee and refined to ensure consistency, accuracy, and reasonableness.

While evaluation criteria varied by travel mode, common factors included proximity to key destinations such as schools, parks, and businesses; existing infrastructure conditions; levels of traffic congestion; and transit ridership and propensity to use transit, among others.

Phasing

Each project was assigned a Planning and Design phase and a Construction phase based on the overall project priority and its implementation complexity.

- Short-term means projects start within 5 years of publication of this plan.
- Medium-term means projects start within 10 years of plan publication
- Long-term means projects start 10 years after plan publication.

Some important, high-priority projects may take a long time to plan and design, so they are on the short-term list for Planning and Design and the medium- or long-term lists for Construction.

Other projects may be high-priority and low-complexity, meaning they are on the short-term Planning and Design list and the short-term Construction list.

The maps and tables in this chapter show the short-term projects identified in Connecting Aurora. The rest of the projects can be found in Appendix A.

Action Plan

In addition to the projects listed in this plan, the city will take the following actions to turn this plan into reality



Strategy 1: Create and Amend Documents that Support Plan Implementation

Documents include: Unified Development Ordinance, Roadway Design and Construction Manual and a Complete Streets Design Guide.



Strategy 2: Create and Maintain an Online GIS System

Map networks and projects by mode and utilize in association with development proposals.



Strategy 3: Develop and Fund Multimodal Programs

The programs in this plan need consistent and reliable funding and maintenance for success.



Strategy 4: Capital Program

Devise an Investment and Funding Strategy for focused critical corridor improvements



Strategy 5: Strengthen Partnerships

Continue to foster partnerships with RTD, CDOT, State and Federal Funding Partners and Neighboring Jurisdictions



Strategy 6: Devise a System for On-Going Community Input

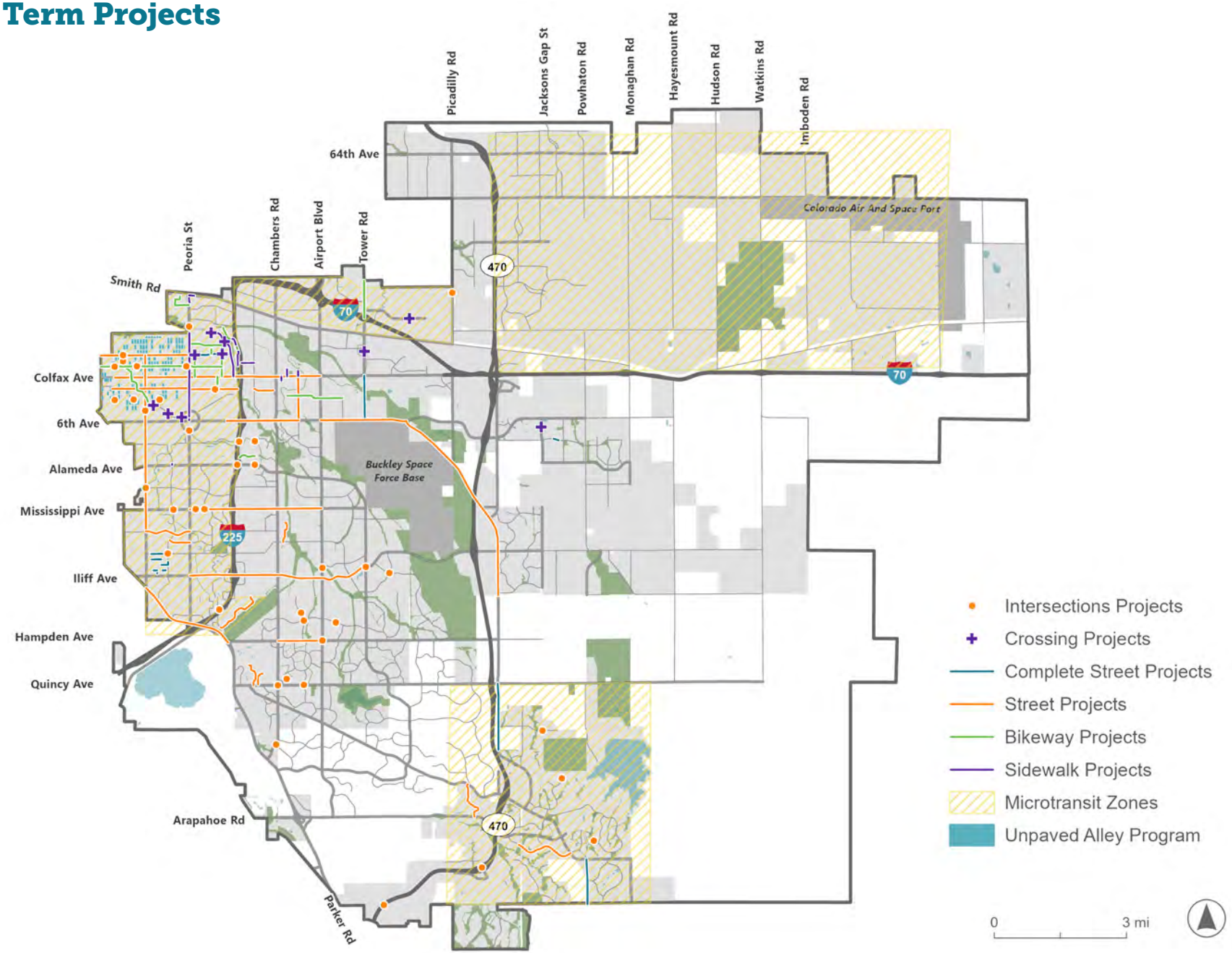
Advance our transportation system improvements through transparent and responsive public engagement.



Strategy 7: Measure Progress

Track progress towards goals and create a dashboard to report progress through annual assessments.

Short Term Projects



Short Term Projects - Streets

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
RDWY-02	RDWY-02 Street- E Montview Blvd	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Yosemite to Peoria St	$1,200,000 to $1,800,000
RDWY-03	RDWY-03 Street- Colfax Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Chester St to Airport Blvd	$3,600,000 to $5,400,000
RDWY-04	RDWY-04 Street- Peoria St	Safety and Operation Improvements	Intersection Safety Technology Upgrades	23rd Ave to 6th Ave	$1,200,000 to $1,800,000
RDWY-05	RDWY-05 Street- Havana St	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Florida Ave to Montview Blvd	$1,800,000 to $2,700,000
RDWY-06	RDWY-06 Street- 6th Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Vaughn St to Laredo St	$1,600,000 to $2,400,000
RDWY-07	RDWY-07 Street- Mississippi Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Peoria St to Airport Blvd/Buckley Rd	$2,560,000 to $3,840,000
RDWY-08	RDWY-08 Street- Iliff Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Peoria St to Tower Rd	$3,440,000 to $5,160,000
RDWY-09	RDWY-09 Street- Hampden Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Chambers Rd to Airport Blvd/Buckley Rd	$400,000 to $550,000
RDWY-10	RDWY-10 Street- Parker Rd	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Havana St to Hampden Ave	$480,000 to $720,000
RDWY-14	RDWY-14 Street- E 1st Ave	Complete Streets	Widen to 2 lanes; Construct missing sidewalk segment and ADA ramps.	Jamestown Way to Kellerman St	$1,710,000 to $2,090,000
RDWY-15	RDWY-15 Street- Gun Club Rd/SH 30/6th Ave	Street Widening	Widen to 4 lanes	Yale Ave to Airport Blvd	$109,390,000 to $148,070,000
RDWY-17	RDWY-17 Street- Powhaton Rd	Complete Streets	Roadway reconstruction: Construct the missing sidewalk segment and ADA ramps.	Smoky Hill Rd to Sampson Gulch Way/ County Line Rd	$8,460,000 to $10,340,000
RDWY-19	RDWY-19 Street- N Tower Rd	Complete Streets	New 4 lane arterial; Construct shared use paths.	6th Ave to Colfax Ave	$56,000,000 to $84,000,000
RDWY-21	RDWY-21 Street- Laredo St	Traffic Calming	Median refuges, curb extensions, and ADA upgrades	Colfax Ave to 6th Ave	$600,000 to $900,000
RDWY-22	RDWY-22 Street- Glasgow Dr	Traffic Calming	Median refuges, curb extensions, and ADA upgrades	Aurora Pkwy to Smoky Hill Rd	$600,000 to $900,000
RDWY-28	RDWY-28 Street- Joliet St	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps.	South of Warren Ave	$900,000 to $1,100,000

Short Term Projects - Streets (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
RDWY-29	RDWY-29 Street- Asbury Ave	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps.	Kenton Ct to Lima St	$765,000 to $935,000
RDWY-30	RDWY-30 Street- Evans Ave	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps.	Kingston Ct to Lima St	$559,000 to $683,000
RDWY-34	RDWY-34 Street- Jewell Ave	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps: Signal rebuild at Jewell Ave and Lima St.	Jewell Ave to Kingston St	$4,770,00 to $5,830,000
RDWY-35	RDWY-35 Street- Gun Club Rd	Complete Streets	Widen to 4 lanes; Signal rebuild and safey; Construct shared use paths.	Quincy Ave to Aurora Pkwy	$27,200,000 to $40,800,000
RDWY-40	RDWY-40 Street - Idalia St	Traffic Calming	Install speed cushions	Mexico Ave to Wyoming St	$40,000 to $80,000
RDWY-41	RDWY-41 Street - Mexico Ave	Traffic Calming	Install speed cushions	Moline St to Peoria St	$40,000 to $80,000
RDWY-42	RDWY-42 Street - Florida Ave	Traffic Calming	Median refuges, curb extensions, and ADA upgrades	Havana St to Peoria St	$100,000 to $150,000
RDWY-43	RDWY-43 Street - Heather Gardens Way	Traffic Calming	Install speed cushions	Marine Dr to Yale Ave	$40,000 to $80,000
RDWY-44	RDWY-44 Street - Dawson St/Navarro Pl	Traffic Calming	Install speed cushions	Purdue Pl to Eagle Ct	$40,000 to $80,000
RDWY-45	RDWY-45 Street - Dillon Way	Traffic Calming	Install speed cushions	Quincy Ave to Carson St	$56,000 to $84,000
RDWY-46	RDWY-46 Street - Peakview Dr	Traffic Calming	Install speed cushions	Arapahoe Rd to Smoky Hill Rd	$40,000 to $80,000
RDWY-47	RDWY-47 Street- Warren Ave	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps.	West of Lima St	$2,840,000 to $3,470,000
RDWY-48	RDWY-48 Street - Montview Blvd	Complete Streets	Roadway reconstruction; Install wider sidewalks and bike lanes; Signal rebuild and safety.	Peoria St to Fitzimons Pkwy	$35,000,000 to $43,000,000
RDWY-50	RDWY-50 Street - 13th Ave	Traffic Calming	Traffic calming and safety improvements near schools.	Yosemite St to Highline Canal	$4,800,000 to $7,200,000

Short Term Projects - Intersections

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
INT-01	INT-01 Intersection- 11th Ave and Fulton St	Safety and Operation Improvements	Minor Intersection Improvements	11th Ave and Fulton St	$500,000 to $1,500,000
INT-02	INT-02 Intersection- 11th Ave and Chester St	Safety and Operation Improvements	Minor Intersection Improvements	11th Ave and Chester St	$500,000 to $1,500,000
INT-10	INT-10 Intersection- Alameda Ave and Sable Blvd.	Safety and Operation Improvements	Minor Intersection Improvements	Alameda Ave and Sable Blvd.	$500,000 to $1,500,000
INT-13	INT-13 Intersection- 17th Ave and Galena St	Signals and Roundabouts	Complete Streets	17th Ave and Galena St	$500,000 to $1,500,000
INT-15	INT-15 Intersection- 19th Ave and Dayton St	Signals and Roundabouts	Complete Streets	19th Ave and Dayton St	$500,000 to $1,500,000
INT-16	INT-16 Intersection- 17th Ave and Chester St	Signals and Roundabouts	Complete Streets	17th Ave and Chester St	$500,000 to $1,500,000
INT-17	INT-17 Intersection- Del Mar Cir and Peoria St	Signals and Roundabouts	Signal Rebuild and Safety	Del Mar Cir and Peoria St	$800,000 to $1,200,000
INT-18	INT-18 Intersection- Montview Blvd and Dayton St	Signals and Roundabouts	Signal Rebuild and Safety	Montview Blvd and Dayton St	$800,000 to $1,200,000
INT-25	INT-25 Intersection- Gartrell Rd and E-470	Bridges and Interchanges	Minor Bridge	Gartrell Rd	$8,500,000 to $11,500,000
INT-26	INT-26 Intersection- Aurora Pkwy and E-470	Bridges and Interchanges	Major Bridge	Aurora Pkwy and E-470	$21,000,000 to $35,000,000
INT-27	INT-27 Intersection- Peoria St and Sand Creek	Bridges and Interchanges	Major Bridge	Peoria St and Sand Creek	$28,000,000 to $42,000,000
INT-28	INT-28 Intersection- Alameda Ave and I-225	Bridges and Interchanges	Interchange	Alameda Ave and I-225	$40,000,000 to $60,000,000
INT-31	INT-31 Intersection- First Creek and Picadilly Rd	Bridges and Interchanges	Major Bridge	First Creek and Picadilly Rd	$21,000,000 to $35,000,000
INT-44	INT-44 Intersection- Harvest Rd and E Belleview Ave	Signals and Roundabouts	Roundabout	Harvest Rd and E Belleview Ave	$1,600,000 to $4,000,000
INT-45	INT-45 Intersection- Powhaton Rd and Wheatlands Pkwy	Signals and Roundabouts	Roundabout	Powhaton Rd and Wheatlands Pkwy	$1,600,000 to $4,000,000
INT-47	INT-47 Intersection- Wesley Dr and Dunkirk St	Signals and Roundabouts	Roundabout	Wesley Dr and Dunkirk St	$1,600,000 to $4,000,000
INT-48	INT-48 Intersection- Mississippi Ave and Quentin St	Signals and Roundabouts	New Signal	Mississippi Ave and Quentin St	$1,600,000 to $4,000,000

Short Term Projects - Intersections (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
INT-59	INT-59 Intersection- Buckley Rd and Toll Gate Creek	Bridges and Interchanges	Major Bridge	Buckley Rd and Toll Gate Creek	$21,000,000 to $35,000,000
INT-62	INT-62 Intersection- Jewell Ave and S Old Tom Morris Rd	Signals and Roundabouts	New Signal	Jewell Ave and S Old Tom Morris Rd	$800,000 to $1,200,000
INT-63	INT-63 Intersection- 2nd Ave and Abilene St	Signals and Roundabouts	New Signal	2nd Ave and Abilene St	$800,000 to $1,200,000
INT-64	INT-64 Intersection - Chambers Rd and Quincy Ave	Safety and Operation Improvements	Signal Rebuild and Safety	Chambers Rd and Quincy Ave	$650,000 to $1,000,000
INT-65	INT-65 Intersection - Mississippi Ave and Moline St	Safety and Operation Improvements	Signal Rebuild and Safety	Mississippi Ave and Moline St	$650,000 to $1,000,000
INT-66	INT-66 Intersection - Iliff Ave and Tower Rd	Safety and Operation Improvements	Signal Rebuild and Safety	Iliff Ave and Tower Rd	$1,200,000 to $1,800,000
INT-67	INT-67 Intersection - Quincy Ave and Memphis St	Safety and Operation Improvements	Signal Rebuild and Safety	Quincy Ave and Memphis St	$1,200,000 to $1,800,000
INT-68	INT-68 Intersection - Sable Blvd and Highline Canal Trail	Safety and Operation Improvements	New Signal	Sable Blvd and Highline Canal Trail	$1,200,000 to $1,800,000
INT-69	INT-69 Intersection -17th Ave and Paris St	Safety and Operation Improvements	Signal Rebuild and Safety	17th Ave and Paris St	$800,000 to $1,200,000
INT-70	INT-70 Intersection - 13th Ave and Vaughn St	Safety and Operation Improvements	Signal Rebuild and Safety	13th Ave and Vaughn St	$800,000 to $1,200,000
INT-71	INT-71 Intersection -11th and Kenton St	Safety and Operation Improvements	Signal Rebuild and Safety	11th and Kenton St	$800,000 to $1,200,000
INT-72	INT-72 Intersection -Exposition and Highline Canal Trail	Safety and Operation Improvements	Signal Rebuild and Safety	Exposition and Highline Canal Trail	$800,000 to $1,200,000
INT-73	INT-73 Intersection -Havana St and 8th Ave	Signals and Roundabouts	Signal Rebuild and Safety	Havana St and 8th Ave	$800,000 to $1,200,000
INT-74	INT-74 Intersection - Princeton Ave and Perdue Dr	Traffic Calming	Install speed cushions	Princeton Ave and Perdue Dr	$20,000 to $30,000
INT-75	INT-75 Intersection - Xanadu Way and Wheeling Way	Traffic Calming	Install speed cushions	Xanadu Way and Wheeling Way	$40,000 to $80,000
INT-76	INT-76 Intersection - Dartmouth Ave and Laredo St	Traffic Calming	Install speed cushions	Dartmouth Ave and Laredo St	$40,000 to $80,000
INT-77	INT-77 Intersection - Dartmouth Elementary School Crossing	Traffic Calming	Signal Rebuild and Safety	Dartmouth Elementary School	$800,000 to $1,200,000

Short Term Projects - Intersections (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
INT-78	INT-78 Intersection - Dartmouth and Dalton Elementary School Crossing	Traffic Calming	Signal Rebuild and Safety	Dartmouth Elementary School	$800,000 to $1,200,000
INT-79	INT-79 Intersection - Southshore Dr and Regional Trail	Traffic Calming	Install speed cushions	Southshore Dr and Regional Trail	$160,000 to $240,000
INT-80	INT-80 Intersection - Buckley Rd and Hampden Ave	Safety and Operation Improvements	Signal Rebuild and Safety	Buckley Rd and Hampden Ave	$650,000 to $1,000,000
INT-81	INT-81 Intersection - Mississippi Ave and Troy St	Safety and Operation Improvements	Signal Rebuild and Safety	Mississippi Ave and Troy St	$1,200,000 to $1,800,000
INT-82	INT-82 Intersection - Chambers Rd and Crestline Ave	Safety and Operation Improvements	Signal Rebuild and Safety	Chambers Rd and Crestline Ave	$800,000 to $1,200,000
INT-83	INT-83 Intersection - Jewell Ave and Lima St	Signals and Roundabouts	Signal Rebuild and Safety	Jewell Ave and Lima St	$800,000 to $1,200,000

Short Term Projects - Bikeways

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
BI-01	BI-01 Bikeway- Del Mar Pkwy | Florence St BL Or BBL	Bikeways and Trails	Bike Lane or Buffered Bike Lane	17th Ave To 11th Ave	$100,000 to $220,000
BI-217	BI-217 Bikeway- Quentin St BL Or BBL	Bikeways and Trails	Bike Lane or Buffered Bike Lane	E Colfax Ave To E Montview Blvd	$50,000 to $100,000
BI-221	BI-221 Bikeway- Ursula St BL Or BBL	Bikeways and Trails	Bike Lane or Buffered Bike Lane	E Montview Blvd To E 22nd Ave	$10,000 to $20,000
BI-226	BI-226 Bikeway- Fitzsimons Way | Potomac St | Wilderman Pl BLVD	Bikeways and Trails	Bike Boulevard	E 28th Ave To E 17th Ave	$200,000 to $440,000
BI-230	BI-230 Bikeway- 10th Ave | 11th Ave BL Or BBL	Bikeways and Trails	Bike Lane or Buffered Bike Lane	High Line Canal Trail To N Telluride St	$130,000 to $270,000
BI-244	BI-244 Bikeway- Uvalda St BL Or BBL	Bikeways and Trails	Bike Lane or Buffered Bike Lane	70 To E 14th Pl	$20,000 to $40,000
BI-247	BI-247 Bikeway- Victor St BL Or BBL	Bikeways and Trails	Bike Lane or Buffered Bike Lane	Fitzsimons Pkwy To Colfax Ave	$80,000 to $170,000
BI-259	BI-259 Bikeway- 17th Ave BL Or BBL	Bikeways and Trails	Bike Lane or Buffered Bike Lane	Yosemite St To Victor St	$270,000 to $580,000
BI-260	BI-260 Bikeway- 33rd Ave | 35th Pl | Newark St BL Or BBL | Blvd	Bikeways and Trails	Bike Lane or Buffered Bike Lane | Bike Boulevard	Peoria St To Smith Rd	$120,000 to $270,000

Short Term Projects - Bikeways (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
BI-261	BI-261 Bikeway- 23rd Ave BLVD	Bikeways and Trails	Bike Boulevard	Peoria St To Victor St	$150,000 to $330,000
BI-263	BI-263 Bikeway- Bayaud Ave BL Or BBL	Bikeways and Trails	Bike Lane or Buffered Bike Lane	Abilene To Sable Blvd	$40,000 to $80,000
BI-62	BI-62 Bikeway- Tower Rd Blvd | SUP	Bikeways and Trails	Bike Boulevard |Shared Use Path	40th Ave To 6th Ave	$1,400,000 to $3,000,000
CR-02	CR-02 Crossing - Del Mar Pkwy and Moline St	Bike and Pedestrian Crossings	Bike Network Crossing	Del Mar Pkwy and Moline St	$100,000 to $800,000
CR-03	CR-03 Crossing - Del Mar Pkwy and Jamaica St	Bike and Pedestrian Crossings	Bike Network Crossing	Del Mar Pkwy and Jamaica St	$100,000 to $800,000
CR-07	CR-07 Crossing - Montview Blvd and Quentin St	Bike and Pedestrian Crossings	Bike Network Crossing	Montview Blvd and Quentin St	$100,000 to $800,000
CR-08	CR-08 Crossing - Montview Blvd and Victor St	Bike and Pedestrian Crossings	Bike Network Crossing	Montview Blvd and Victor St	$100,000 to $800,000
CR-178	CR-178 Crossing - Tower Rd and 22nd Ave/ Montview Blvd	Bike and Pedestrian Crossings	Bike Network Crossing	Tower Rd and 22nd Ave/ Montview Blvd	$100,000 to $800,000
CR-260	CR-260 Crossing - Fitzsimons Pkwy and Victor St	Bike and Pedestrian Crossings	Bike Network Crossing	Fitzsimons Pkwy and Victor St	$100,000 to $800,000
CR-265	CR-265 Crossing - Fitzsimons Pkwy and Ursula St	Bike and Pedestrian Crossings	Bike Network Crossing	Fitzsimons Pkwy and Ursula St	$100,000 to $800,000

Short Term Projects - Sidewalks

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
CR-01	CR-01 Crossing - Del Mar Cir and Del Mar Pkwy	Bike and Pedestrian Crossings	Pedestrian Crossing	Del Mar Cir and Del Mar Pkwy	$30,000 to $600,000
CR-116	CR-116 Crossing - 32nd Pkwy and Himalaya Rd	Bike and Pedestrian Crossings	Pedestrian Crossing	32nd Pkwy and Himalaya Rd	$30,000 to $600,000
CR-184	CR-184 Crossing - Harvest Rd and 4th Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Harvest Rd and 4th Pl	$30,000 to $600,000
SW-08	SW-08 Sidewalk- Peoria St	Sidewalks	Sidewalk Gaps and Widening	Fitzsimons Pkwy to 6th Ave	$3,200,000 to $6,000,000
SW-101	SW-101 Sidewalk Potomac St	Sidewalks	Sidewalk Gaps and Widening	Xanadu St to 17th Ave	$1,800,000 to $2,200,000

Short Term Projects - Sidewalks (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extent	Cost Range
SW-102	SW-102 Sidewalk Peoria St	Sidewalks	Sidewalk Gaps and Widening	33rd Ave to Smith Rd	$108,000 to $132,000
SW-103	SW-103 Sidewalk Smith Rd	Sidewalks	Sidewalk Gaps and Widening	Peoria St to Quentin St	$594,000 to $726,000
SW-104	SW-104 Sidewalk Peoria St	Sidewalks	Sidewalk Gaps and Widening	6th Ave	$36,000 to $44,000
SW-105	SW-105 Sidewalk Moline St	Sidewalks	Sidewalk Gaps and Widening	Alameda Ave	$198,000 to $242,000
SW-106	SW-106 Sidewalk Evergreen Ave	Sidewalks	Sidewalk Gaps and Widening	Sable Blvd to Billings St	$1,307,000 to $1,597,000
SW-107	SW-107 Sidewalk Helena St	Sidewalks	Sidewalk Gaps and Widening	14th Pl to Colfax Ave	$135,000 to $165,000
SW-108	SW-108 Sidewalk Fitsimons Pkwy	Sidewalks	Sidewalk Gaps and Widening	Ursula St to Colfax Ave	$513,000 to $627,000
SW-109	SW-109 Sidewalk Jasper St	Sidewalks	Sidewalk Gaps and Widening	Colfax Ave to Batavia Dr	$360,000 to $440,000
SW-85	SW-85 Sidewalk- Laredo St	Sidewalks	Sidewalk Gaps and Widening	Colfax Ave to 16th Ave	$450,000 to $550,000

Measuring Progress

To track the city's success in implementing this plan, it will measure progress toward achieving its goals through tracking key indicators.

A Transportation System Serving People



Safe

People are safe and feel safe traveling in our city.

- Percent of High Injury Network intersections improved.
- Number of Fatalities and Serious Injuries.
- Number of pedestrian and bicycle crashes.



Connected

People are well-connected to the places they want to go however they choose to move.

- Miles of new bikeways.
- Percent of schools within ¼ mile of bikeway or sidewalk.
- Percent of transit stops and stations with multimodal access upgrades.
- Percent of sidewalks meet ADA standards.



Convenient

People can move around our city efficiently and easily.

- Percent of gaps in sidewalk network filled.
- Percent of population within ½ mile of high-frequency transit service.
- Percent of population with a ½ mile of a high comfort bikeway
- Number of publicly available EV charging stations



Reliable

People can depend on all forms of transportation.

- Percent of transit routes with on-time performance.
- Percent of intersections with ITS-equipped signals
- Average citywide Pavement Condition Index.

A Transportation System Supporting Overall City Aspirations



Sustainable

Infrastructure and services can be built, operated and maintained at high levels, in a fiscally and environmentally sustainable way.

- Transit ridership per capita.
- Annual VMT per Capita.
- Percent of streetscaping with native and/or low-water plantings.



Economically Strong

The community's economic vitality is supported and enhanced by the transportation network.

- Percent of projects in economic centers or TOD areas.
- Percent of jobs within ½ mile of frequent transit service.
- Percent of jobs with ¼ mile of a bikeway.
- Average share of income spent on transportation in Aurora.



Healthy

The community is served by transportation that supports a healthy lifestyle and environment.

- Miles of off-street paths or trails built or upgraded.
- Percent of population has access to parks via walking or biking within 10 minutes.
- Percent of tree canopy coverage on arterials and collectors.
- GHG emissions per household in Aurora.
- Percent of population with an active lifestyle.

A Transportation System Strengthening Community



Authentic

Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.

- Percent of active projects with placemaking elements.
- Number of traffic calming applications mitigated.



Equitable

All people have viable transportation choices to meet their needs.

- Percent of active or completed projects in areas of persistent poverty.
- Percent of bus stops with amenities in areas of persistent poverty.



Integrated

People have easy access to a mix of places because land use and transportation are fully woven together.

- Percent of active projects that improve access to short-trip opportunity zones.
- Percent of population within ½ mile of multimodal corridors
- Number of projects coordinated with land use or development applications.
- Number of housing units within ½ mile of mobility hub.

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Building the future of
Aurora transportation together!



Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Appendix A
Detailed Project Maps

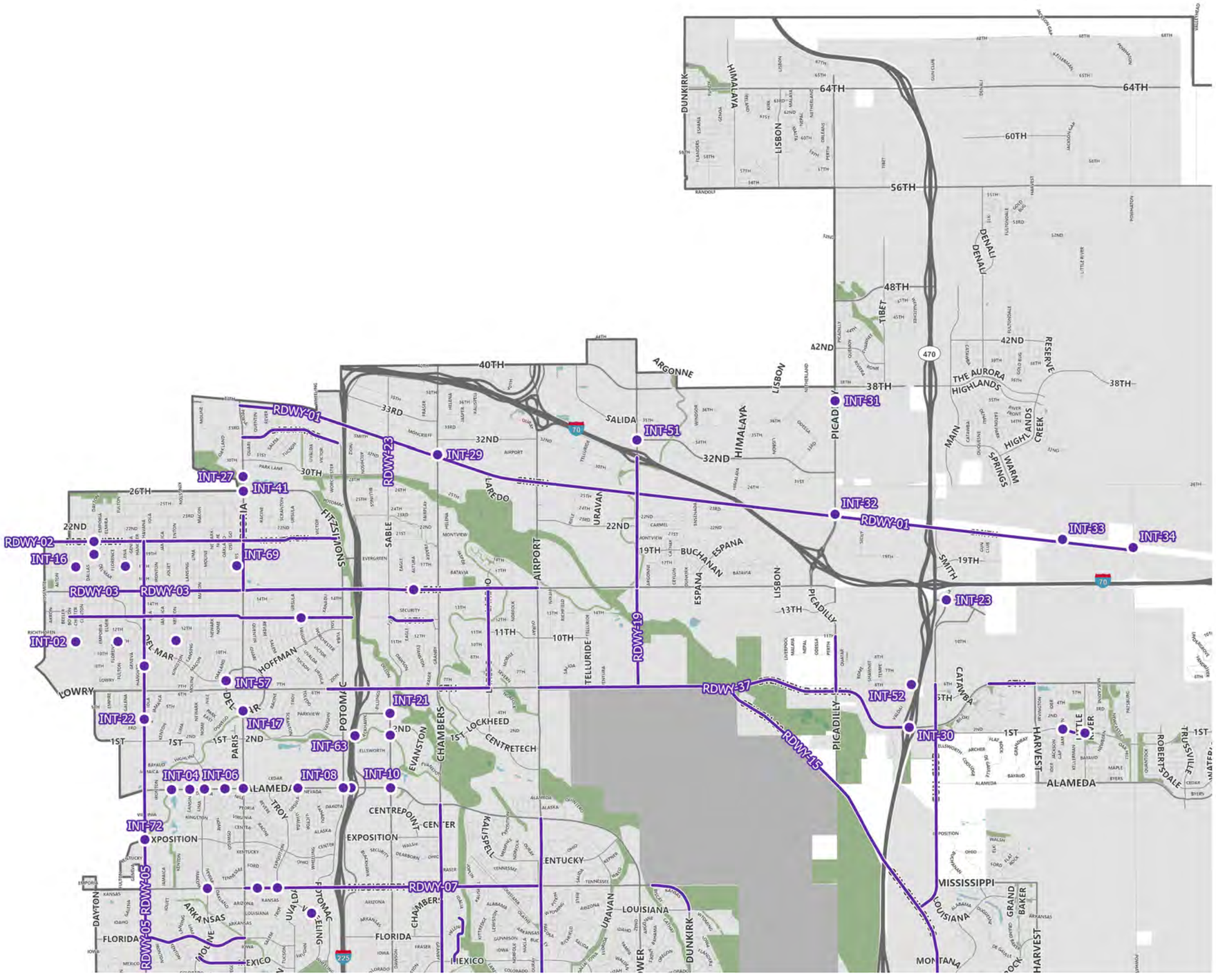
Street Projects



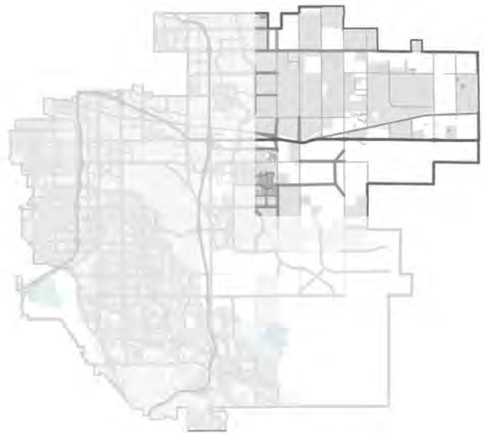
Street Project

Intersection Project

0 1 mi







Street Project

Intersection Project

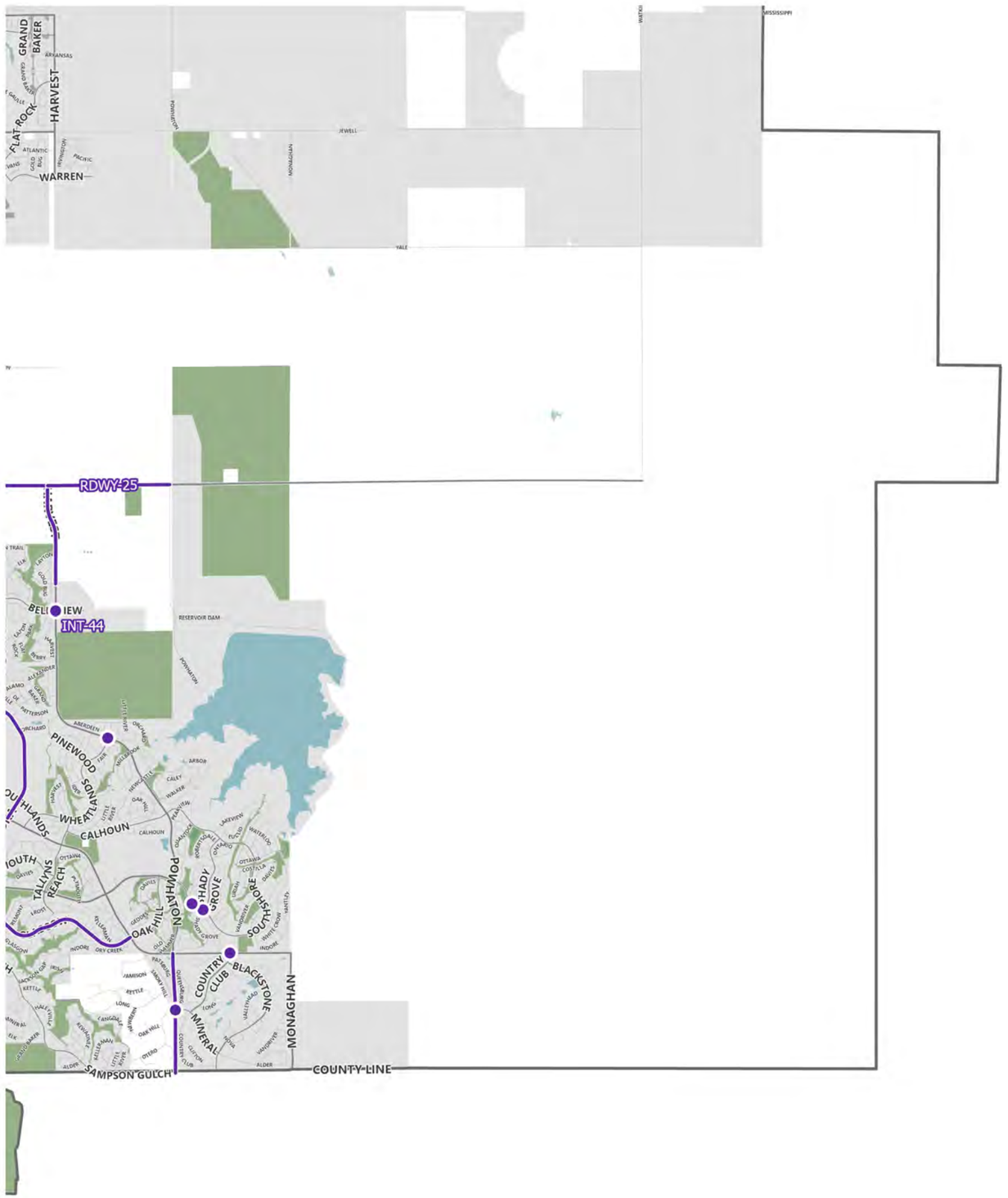
0 1 mi

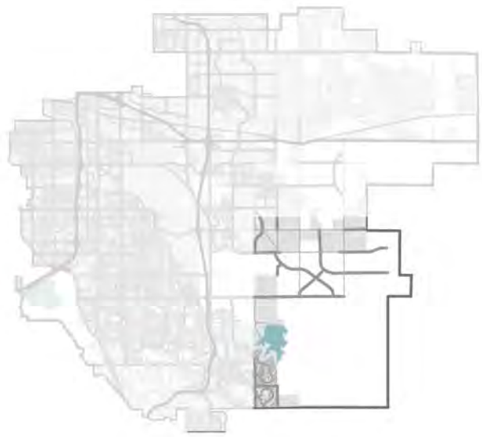


Street Project

Intersection Project

0 1 mi





Street Project

Intersection Project

0 1 mi

Street Projects

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
RDWY-01	RDWY-01 Street- E Smith Rd	Complete Streets	Widen to 4 lanes; Construct shared use paths.	Peoria St to Powhaton Rd	$95,280,000 to $128,260,000	Long
RDWY-02	RDWY-02 Street- E Montview Blvd	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Yosemite to Peoria St	$1,200,000 to $1,800,000	Short
RDWY-03	RDWY-03 Street- Colfax Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Chester St to Airport Blvd	$3,600,000 to $5,400,000	Short
RDWY-04	RDWY-04 Street- Peoria St	Safety and Operation Improvements	Intersection Safety Technology Upgrades	23rd Ave to 6th Ave	$1,2000 to $1,800,000	Short
RDWY-05	RDWY-05 Street- Havana St	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Florida Ave to Montview Blvd	$1,800,000 to $2,700,000	Short
RDWY-06	RDWY-06 Street- 6th Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Vaughn St to Laredo St	$1,600,000 to $2,400,000	Short
RDWY-07	RDWY-07 Street- Mississippi Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Peoria St to Airport Blvd/Buckley Rd	$2,560,000 to $3,840,000	Short
RDWY-08	RDWY-08 Street- Iliff Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Peoria St to Tower Rd	$3,440,000 to $5,160,000	Short
RDWY-09	RDWY-09 Street- Hampden Ave	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Chambers Rd to Airport Blvd/Buckley Rd	$400,000 to $550,000	Short
RDWY-10	RDWY-10 Street- Parker Rd	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Havana St to Hampden Ave	$480,000 to $720,000	Short
RDWY-11	RDWY-11 Street- Chambers Rd	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Iliff Ave to Alameda Ave	$1,600,000 to $2,400,000	Medium
RDWY-12	RDWY-12 Street- Airport Blvd/Buckley Rd	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Smoky Hill Rd to Alameda Ave	$2,200,000 to $3,080,000	Medium
RDWY-13	RDWY-13 Street- Aurora Pkwy	Safety and Operation Improvements	Intersection Safety Technology Upgrades	Smoky Hill Rd to Gun Club Rd	$900,000 to $1,260,000	Medium
RDWY-14	RDWY-14 Street- E 1st Ave	Complete Streets	Widen to 2 lanes; Construct missing sidewalk segment and ADA ramps.	Jamestown Way to Kellerman St	$1,710,000 to $2,090,000	Short
RDWY-15	RDWY-15 Street- Gun Club Rd/SH 30/6th Ave	Street Widening	Widen to 4 lanes	Yale Ave to Airport Blvd	$109,390,000 to $148,070,000	Short
RDWY-16	RDWY-16 Street- S Harvest Rd	Complete Streets	New 4 lane arterial; Construct shared use paths.	Whitaker Dr to Quincy Ave	$8,830,000 to $11,890,000	Long
RDWY-17	RDWY-17 Street- Powhaton Rd	Complete Streets	Roadway reconstruction: Construct the missing sidewalk segment and ADA ramps.	Smoky Hill Rd to Sampson Gulch Way/County Line Rd	$8,460,000 to $10,340,000	Short
RDWY-18	RDWY-18 Street- E 6th Pkwy	Complete Streets	Widen westbound to 2 lanes; Construct shared use path.	Harvest Rd to 6th Ave	$4,800,000 to $6,470,000	Long
RDWY-19	RDWY-19 Street- N Tower Rd	Complete Streets	New 4 lane arterial; Construct shared use paths.	6th Ave to Colfax Ave	$56,000,000 to $84,000,000	Short
RDWY-20	RDWY-20 Street- Baranmor Pkwy	Traffic Calming	Install speed cushions	Peoria St to Xanadu St	$160,000 to $240,000	Long
RDWY-21	RDWY-21 Street- Laredo St	Traffic Calming	Median refuges, curb extensions, and ADA upgrades	Colfax Ave to 6th Ave	$600,000 to $900,000	Short
RDWY-22	RDWY-22 Street- Glasgow Dr	Traffic Calming	Median refuges, curb extensions, and ADA upgrades	Aurora Pkwy to Smoky Hill Rd	$600,000 to $900,000	Short
RDWY-23	RDWY-23 Street- Sable Blvd	Complete Streets	Widen to 4 lanes; Construct shared use paths.	Smith Rd to 28th Ave	$4,680,000 to $5,720,000	Long
RDWY-24	RDWY-24 Street- Quincy Ave	Complete Streets	Widen to 4 lanes; Construct shared use paths.	Gun Club Rd to Harvest Rd	$3,890,000 to $5,240,000	Long
RDWY-25	RDWY-25 Street- Quincy Ave	Complete Streets	Widen to 4 lanes; Construct shared use paths.	Harvest Rd to Powhaton	$4,290,000 to $5,770,000	Long
RDWY-26	RDWY-26 Street- Picadilly Rd	Complete Streets	Widen to 4 lanes; Construct shared use paths.	11th Ave to Stephen D. Hogan	$3,660,000 to $4,930,000	Long
RDWY-27	RDWY-27 Street- Mississippi Ave	Complete Streets	Widen to 4 lanes; Construct shared use paths.	Aspen St to Louisiana Ave	$880,000 to $1,180,000	Long
RDWY-28	RDWY-28 Street- Joliet St	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps.	South of Warren Ave	$900,000 to $1,100,000	Short
RDWY-29	RDWY-29 Street- Asbury Ave	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps.	Kenton Ct to Lima St	$765,000 to $935,000	Short
RDWY-30	RDWY-30 Street- Evans Ave	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps.	Kingston Ct to Lima St	$559,000 to $683,000	Short
RDWY-34	RDWY-34 Street- Jewell Ave	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps: Signal rebuild at Jewell Ave and Lima St.	Jewell Ave to Kingston St	$4,770,00 to $5,830,000	Short

Street Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
RDWY-35	RDWY-35 Street- Gun Club Rd	Complete Streets	Widen to 4 lanes; Signal rebuild and safey; Construct shared use paths.	Quincy Ave to Aurora Pkwy	$27,200,000 to $40,800,000	Short
RDWY-36	RDWY-36 Street- Gun Club Rd	Street Widening	Widen to 4 lanes	SH 30 to 6th Ave	$19,760,000 to $26,600,000	Long
RDWY-37	RDWY-37 Street- E Stephen D Hogan Pkwy	Street Widening	Widen to 4 lanes; Construct shared use paths.	Hwy 30 to E-470	$22,300,000 to $30,020,000	Medium
RDWY-38	RDWY-38 Street- E Jewell Ave	Complete Streets	Widen to 4 lanes; Construct shared use paths.	Dunkirk St to Gun Club Rd	$26,910,000 to $36,220,000	Medium
RDWY-39	RDWY-39 Street- Tower Rd	Complete Streets	Widen to 4 lanes; Construct shared use paths.	Colfax Ave to I-70	$10,400,000 to $15,600,000	Long
RDWY-40	RDWY-40 Street - Idalia St	Traffic Calming	Install speed cushions	Mexico Ave to Wyoming St	$40,000 to $80,000	Short
RDWY-41	RDWY-41 Street - Mexico Ave	Traffic Calming	Install speed cushions	Moline St to Peoria St	$40,000 to $80,000	Short
RDWY-42	RDWY-42 Street - Florida Ave	Traffic Calming	Median refuges, curb extensions, and ADA upgrades	Havana St to Peoria St	$100,000 to $150,000	Short
RDWY-43	RDWY-43 Street - Heather Gardens Way	Traffic Calming	Install speed cushions	Marine Dr to Yale Ave	$40,000 to $80,000	Short
RDWY-44	RDWY-44 Street - Dawson St/Navarro Pl	Traffic Calming	Install speed cushions	Purdue Pl to Eagle Ct	$40,000 to $80,000	Short
RDWY-45	RDWY-45 Street - Dillon Way	Traffic Calming	Install speed cushions	Quincy Ave to Carson St	$56,000 to $84,000	Short
RDWY-46	RDWY-46 Street - Peakview Dr	Traffic Calming	Install speed cushions	Arapahoe Rd to Smoky Hill Rd	$40,000 to $80,000	Short
RDWY-47	RDWY-47 Street- Warren Ave	Complete Streets	Roadway reconstruction; Construct missing sidewalk segment and ADA ramps.	West of Lima St	$2,840,000 to $3,470,000	Short
RDWY-48	RDWY-48 Street - Montview Blvd	Complete Streets	Roadway reconstruction; Install wider sidewalks and bike lanes; Signal rebuild and safety	Peoria St to Fitzimons Pkwy	$35,000,000 to $43,000,000	Short
RDWY-49	RDWY-49 Street - 13th Ave	Complete Streets	Roadway reconstruction; Install wider sidewalks and bike lanes; Signal rebuild and safety	Yosemite St to Highline Canal	$20,000,000 to $30,000,000	Medium
RDWY-50	RDWY-50 Street - 13th Ave	Traffic Calming	Traffic calming and safety improvements near schools.	Yosemite St to Highline Canal	$4,800,000 to $7,200,000	Short

Intersection Projects

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
INT-01	INT-01 Intersection- 11th Ave and Fulton St	Safety and Operation Improvements	Minor Intersection Improvements	11th Ave and Fulton St	$500,000 to $1,500,000	Short
INT-02	INT-02 Intersection- 11th Ave and Chester St	Safety and Operation Improvements	Minor Intersection Improvements	11th Ave and Chester St	$500,000 to $1,500,000	Short
INT-03	INT-03 Intersection- Alameda Ave and High Line Canal Trail	Bridges and Interchanges	Minor Bridge	Alameda Ave and High Line Canal Trail	$8,500,000 to $11,500,000	Long
INT-04	INT-04 Intersection- Alameda Ave and Lansing St	Signals and Roundabouts	New Signal	Alameda Ave and Lansing St	$800,000 to $1,200,000	Long
INT-05	INT-05 Intersection- Alameda Ave and Moline St	Safety and Operation Improvements	Signal Rebuild and Safety	Alameda Ave and Moline St	$500,000 to $1,500,000	Long
INT-06	INT-06 Intersection- Alameda Ave and Nome St	Signals and Roundabouts	New Signal	Alameda Ave and Nome St	$800,000 to $1,200,000	Long
INT-07	INT-07 Intersection- Alameda Ave and Peoria St	Safety and Operation Improvements	Signal Rebuild and Safety	Alameda Ave and Peoria St	$500,000 to $1,500,000	Long
INT-08	INT-08 Intersection- Alameda Ave and Ursula Way	Signals and Roundabouts	New Signal	Alameda Ave and Ursula Way	$800,000 to $1,200,000	Long
INT-09	INT-09 Intersection- Alameda Ave and Potomac St	Safety and Operation Improvements	Minor Intersection Improvements	Alameda Ave and Potomac St	$500,000 to $1,500,000	Long
INT-10	INT-10 Intersection- Alameda Ave and Sable Blvd.	Safety and Operation Improvements	Minor Intersection Improvements	Alameda Ave and Sable Blvd.	$500,000 to $1,500,000	Short
INT-11	INT-11 Intersection- Amherst Wy and S Peoria St	Signals and Roundabouts	Signal Rebuild and Safety	Amherst Wy and S Peoria St	$800,000 to $1,200,000	Long
INT-13	INT-13 Intersection- 17th Ave and Galena St	Signals and Roundabouts	Complete Streets	17th Ave and Galena St	$500,000 to $1,500,000	Short
INT-15	INT-15 Intersection- 19th Ave and Dayton St	Signals and Roundabouts	Complete Streets	19th Ave and Dayton St	$500,000 to $1,500,000	Short
INT-16	INT-16 Intersection- 17th Ave and Chester St	Signals and Roundabouts	Complete Streets	17th Ave and Chester St	$500,000 to $1,500,000	Short
INT-17	INT-17 Intersection- Del Mar Cir and Peoria St	Signals and Roundabouts	Signal Rebuild and Safety	Del Mar Cir and Peoria St	$800,000 to $1,200,000	Short
INT-18	INT-18 Intersection- Montview Blvd and Dayton St	Signals and Roundabouts	Signal Rebuild and Safety	Montview Blvd and Dayton St	$800,000 to $1,200,000	Short
INT-19	INT-19 Intersection- Powhaton Rd and Mineral Dr	Signals and Roundabouts	New Signal	Powhaton Rd and Mineral Dr	$800,000 to $1,200,000	Long
INT-20	INT-20 Intersection- Smoky Hill Pkwy and S Country Club Pkwy	Signals and Roundabouts	New Signal	Smoky Hill Pkwy and S Country Club Pkwy	$800,000 to $1,200,000	Long
INT-21	INT-21 Intersection- E 4th Ave and Sable Blvd	Signals and Roundabouts	New Signal	4th Ave and Sable Blvd	$800,000 to $1,200,000	Long
INT-22	INT-22 Intersection- 4th Way and Havana St	Signals and Roundabouts	New Signal	4th Way and Havana St	$800,000 to $1,200,000	Long
INT-23	INT-23 Intersection- Colfax Ave and Gun Club Rd	Signals and Roundabouts	New Signal	Colfax Ave and Gun Club Rd	$800,000 to $1,200,000	Long
INT-24	INT-24 Intersection- E Colfax Ave and Altura Blvd	Signals and Roundabouts	New Signal	E Colfax Ave and Altura Blvd	$800,000 to $1,200,000	Long
INT-25	INT-25 Intersection- Gartrell Rd and E-470	Bridges and Interchanges	Minor Bridge	Gartrell Rd	$8,500,000 to $11,500,000	Short
INT-26	INT-26 Intersection- Aurora Pkwy and E-470	Bridges and Interchanges	Major Bridge	Aurora Pkwy and E-470	$21,000,000 to $35,000,000	Short
INT-27	INT-27 Intersection- Peoria St and Sand Creek	Bridges and Interchanges	Major Bridge	Peoria St and Sand Creek	$28,000,000 to $42,000,000	Short
INT-28	INT-28 Intersection- Alameda Ave and I-225	Bridges and Interchanges	Interchange	Alameda Ave and I-225	$40,000,000 to $60,000,000	Short
INT-29	INT-29 Intersection- Chambers Rd north of Smith	Bridges and Interchanges	Major Bridge	Chambers Rd north of Smith	$21,000,000 to $35,000,000	Medium
INT-30	INT-30 Intersection- 6th Pkwy and E-470	Bridges and Interchanges	Minor Bridge	6th Pkwy and E-470	$8,500,000 to $11,500,000	Medium
INT-31	INT-31 Intersection- First Creek and Picadilly Rd	Bridges and Interchanges	Major Bridge	First Creek and Picadilly Rd	$21,000,000 to $35,000,000	Short
INT-32	INT-32 Intersection- Picadilly Rd and UPRR	Bridges and Interchanges	Major Bridge	Picadilly Rd and UPRR	$21,000,000 to $35,000,000	Long
INT-33	INT-33 Intersection- Harvest Rd and Smith Rd and UPRR	Bridges and Interchanges	Major Bridge	Harvest Rd and Smith Rd and UPRR	$21,000,000 to $35,000,000	Long
INT-34	INT-34 Intersection- Powhaton Rd and UPRR	Bridges and Interchanges	Major Bridge	Powhaton Rd and UPRR	$21,000,000 to $35,000,000	Long
INT-35	INT-35 Intersection- Monaghan Rd and UPRR	Bridges and Interchanges	Major Bridge	Monaghan Rd and UPRR	$21,000,000 to $35,000,000	Long
INT-36	INT-36 Intersection- Hayesmount Rd and UPRR	Bridges and Interchanges	Major Bridge	Hayesmount Rd and UPRR	$21,000,000 to $35,000,000	Long
INT-37	INT-37 Intersection- Watkins and UPRR	Bridges and Interchanges	Major Bridge	Watkins and UPRR	$21,000,000 to $35,000,000	Long
INT-38	INT-38 Intersection- Quail Run Rd and UPRR	Bridges and Interchanges	Major Bridge	Quail Run Rd and UPRR	$21,000,000 to $35,000,000	Long
INT-39	INT-39 Intersection- Manila Rd and UPRR	Bridges and Interchanges	Major Bridge	Manila Rd and UPRR	$21,000,000 to $35,000,000	Long
INT-40	INT-40 Intersection- Schumaker Rd and UPRR	Bridges and Interchanges	Major Bridge	Schumaker Rd and UPRR	$21,000,000 to $35,000,000	Long
INT-41	INT-41 Intersection- Fitzsimons Pkwy and Peoria St	Safety and Operation Improvements	Minor Intersection Improvements	Fitzsimons Pkwy and Peoria St	$500,000 to $1,500,000	Medium
INT-42	INT-42 Intersection- Memphis St and Pheasant Run	Signals and Roundabouts	Roundabout	Memphis St and Pheasant Run	$1,600,000 to $4,000,000	Long
INT-43	INT-43 Intersection- Southside Dr and Shady Grove Way	Signals and Roundabouts	Roundabout	Southside Dr and Shady Grove Way	$1,600,000 to $4,000,000	Long
INT-44	INT-44 Intersection- Harvest Rd and E Belleview Ave	Signals and Roundabouts	Roundabout	Harvest Rd and E Belleview Ave	$1,600,000 to $4,000,000	Short
INT-45	INT-45 Intersection- Powhaton Rd and Wheatlands Pkwy	Signals and Roundabouts	Roundabout	Powhaton Rd and Wheatlands Pkwy	$1,600,000 to $4,000,000	Short
INT-46	INT-46 Intersection- Dunkirk St and Jewell Ave	Signals and Roundabouts	Signal Rebuild and Safety	Dunkirk St and Jewell Ave	$800,000 to $1,200,000	Long
INT-47	INT-47 Intersection- Wesley Dr and Dunkirk St	Signals and Roundabouts	Roundabout	Wesley Dr and Dunkirk St	$1,600,000 to $4,000,000	Short
INT-48	INT-48 Intersection- Mississippi Ave and Quentin St	Signals and Roundabouts	New Signal	Mississippi Ave and Quentin St	$1,600,000 to $4,000,000	Short
INT-49	INT-49 Intersection- Addison Ct and Aurora Pkwy	Signals and Roundabouts	New Signal	Addison Ct and Aurora Pkwy	$800,000 to $1,200,000	Medium
INT-50	INT-50 Intersection- Picadilly Road and Quemoy Way	Signals and Roundabouts	New Signal	Picadilly Road and Quemoy Way	$800,000 to $1,200,000	Medium
INT-51	INT-51 Intersection- Tower Rd and 32nd Pkwy	Safety and Operation Improvements	Minor Intersection Improvements	Tower Rd and 32nd Pkwy	$500,000 to $1,500,000	Medium
INT-52	INT-52 Intersection- Valdai Street and 6th Avenue	Signals and Roundabouts	New Signal	Valdai Street and 6th Avenue	$800,000 to $1,200,000	Long
INT-53	INT-53 Intersection- Jewell Ave and Oakland St	Signals and Roundabouts	Roundabout	Jewell Ave and Oakland St	$1,600,000 to $4,000,000	Long
INT-54	INT-54 Intersection- Yale Ave and Racine St	Signals and Roundabouts	Roundabout	Yale Ave and Racine St	$1,600,000 to $4,000,000	Long
INT-55	INT-55 Intersection- 1st Ave and Jamestown Wy	Signals and Roundabouts	Roundabout	1st Ave and Jamestown Wy	$1,600,000 to $4,000,000	Long
INT-56	INT-56 Intersection- 1st Ave and Little River St	Signals and Roundabouts	Roundabout	1st Ave and Little River St	$1,600,000 to $4,000,000	Long

Intersection Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
INT-57	INT-57 Intersection- Del Mar Pkwy and Del Mar Cir	Signals and Roundabouts	New Signal	Del Mar Pkwy and Del Mar Cir	$800,000 to $1,200,000	Long
INT-58	INT-58 Intersection- Louisiana Ave and Wheeling Way	Signals and Roundabouts	Roundabout	Louisiana Ave and Wheeling Way	$1,600,000 to $4,000,000	Medium
INT-59	INT-59 Intersection- Buckley Rd and Toll Gate Creek	Bridges and Interchanges	Major Bridge	Buckley Rd and Toll Gate Creek	$21,000,000 to $35,000,000	Short
INT-60	INT-60 Intersection- E Arapahoe Rd and Ponderosa Trl	Signals and Roundabouts	Signal Rebuild and Safety	E Arapahoe Rd and Ponderosa Trl	$800,000 to $1,200,000	Medium
INT-61	INT-61 Intersection- Arapahoe Rd and Lewiston Wy	Safety and Operation Improvements	Minor Intersection Improvements	Arapahoe Rd and Lewiston Wy	$500,000 to $1,500,000	Medium
INT-62	INT-62 Intersection- Jewell Ave and S Old Tom Morris Rd	Signals and Roundabouts	New Signal	Jewell Ave and S Old Tom Morris Rd	$800,000 to $1,200,000	Short
INT-63	INT-63 Intersection- 2nd Ave and Abilene St	Signals and Roundabouts	New Signal	2nd Ave and Abilene St	$800,000 to $1,200,000	Short
INT-64	INT-64 Intersection - Chambers Rd and Quincy Ave	Safety and Operation Improvements	Signal Rebuild and Safety	Chambers Rd and Quincy Ave	$650,000 to $1,000,000	Short
INT-65	INT-65 Intersection - Mississippi Ave and Moline St	Safety and Operation Improvements	Signal Rebuild and Safety	Mississippi Ave and Moline St	$650,000 to $1,000,000	Short
INT-66	INT-66 Intersection - Iliff Ave and Tower Rd	Safety and Operation Improvements	Signal Rebuild and Safety	Iliff Ave and Tower Rd	$1,200,000 to $1,800,000	Short
INT-67	INT-67 Intersection - Quincy Ave and Memphis St	Safety and Operation Improvements	Signal Rebuild and Safety	Quincy Ave and Memphis St	$1,200,000 to $1,800,000	Short
INT-68	INT-68 Intersection - Sable Blvd and Highline Canal Trail	Safety and Operation Improvements	New Signal	Sable Blvd and Highline Canal Trail	$1,200,000 to $1,800,000	Short
INT-69	INT-69 Intersection -17th Ave and Paris St	Safety and Operation Improvements	Signal Rebuild and Safety	17th Ave and Paris St	$800,000 to $1,200,000	Short
INT-70	INT-70 Intersection - 13th Ave and Vaughn St	Safety and Operation Improvements	Signal Rebuild and Safety	13th Ave and Vaughn St	$800,000 to $1,200,000	Short
INT-71	INT-71 Intersection -11th and Kenton St	Safety and Operation Improvements	Signal Rebuild and Safety	11th and Kenton St	$800,000 to $1,200,000	Short
INT-72	INT-72 Intersection -Exposition and Highline Canal Trail	Safety and Operation Improvements	Signal Rebuild and Safety	Exposition and Highline Canal Trail	$800,000 to $1,200,000	Short
INT-73	INT-73 Intersection -Havana St and 8th Ave	Signals and Roundabouts	Signal Rebuild and Safety	Havana St and 8th Ave	$800,000 to $1,200,000	Short
INT-74	INT-74 Intersection - Princeton Ave and Perdue Dr	Traffic Calming	Install speed cushions	Princeton Ave and Perdue Dr	$20,000 to $30,000	Short
INT-75	INT-75 Intersection - Xanadu Way and Wheeling Way	Traffic Calming	Install speed cushions	Xanadu Way and Wheeling Way	$40,000 to $80,000	Short
INT-76	INT-76 Intersection - Dartmouth Ave and Laredo St	Traffic Calming	Install speed cushions	Dartmouth Ave and Laredo St	$40,000 to $80,000	Short
INT-77	INT-77 Intersection - Dartmouth Elementary School Crossing	Traffic Calming	Signal Rebuild and Safety	Dartmouth Elementary School	$800,000 to $1,200,000	Short
INT-78	INT-78 Intersection - Dartmouth and Dalton Elementary School Crossing	Traffic Calming	Signal Rebuild and Safety	Dartmouth Elementary School	$800,000 to $1,200,000	Short
INT-79	INT-79 Intersection - Southshore Dr and Regional Trail	Traffic Calming	Install speed cushions	Southshore Dr and Regional Trail	$160,000 to $240,000	Short
INT-80	INT-80 Intersection - Buckley Rd and Hampden Ave	Safety and Operation Improvements	Signal Rebuild and Safety	Buckley Rd and Hampden Ave	$650,000 to $1,000,000	Short
INT-81	INT-81 Intersection - Mississippi Ave and Troy St	Safety and Operation Improvements	Signal Rebuild and Safety	Mississippi Ave and Troy St	$1,200,000 to $1,800,000	Short
INT-82	INT-82 Intersection - Chambers Rd and Crestline Ave	Safety and Operation Improvements	Signal Rebuild and Safety	Chambers Rd and Crestline Ave	$800,000 to $1,200,000	Short
INT-83	INT-83 Intersection - Jewell Ave and Lima St	Signals and Roundabouts	Signal Rebuild and Safety	Jewell Ave and Lima St	$800,000 to $1,200,000	Short

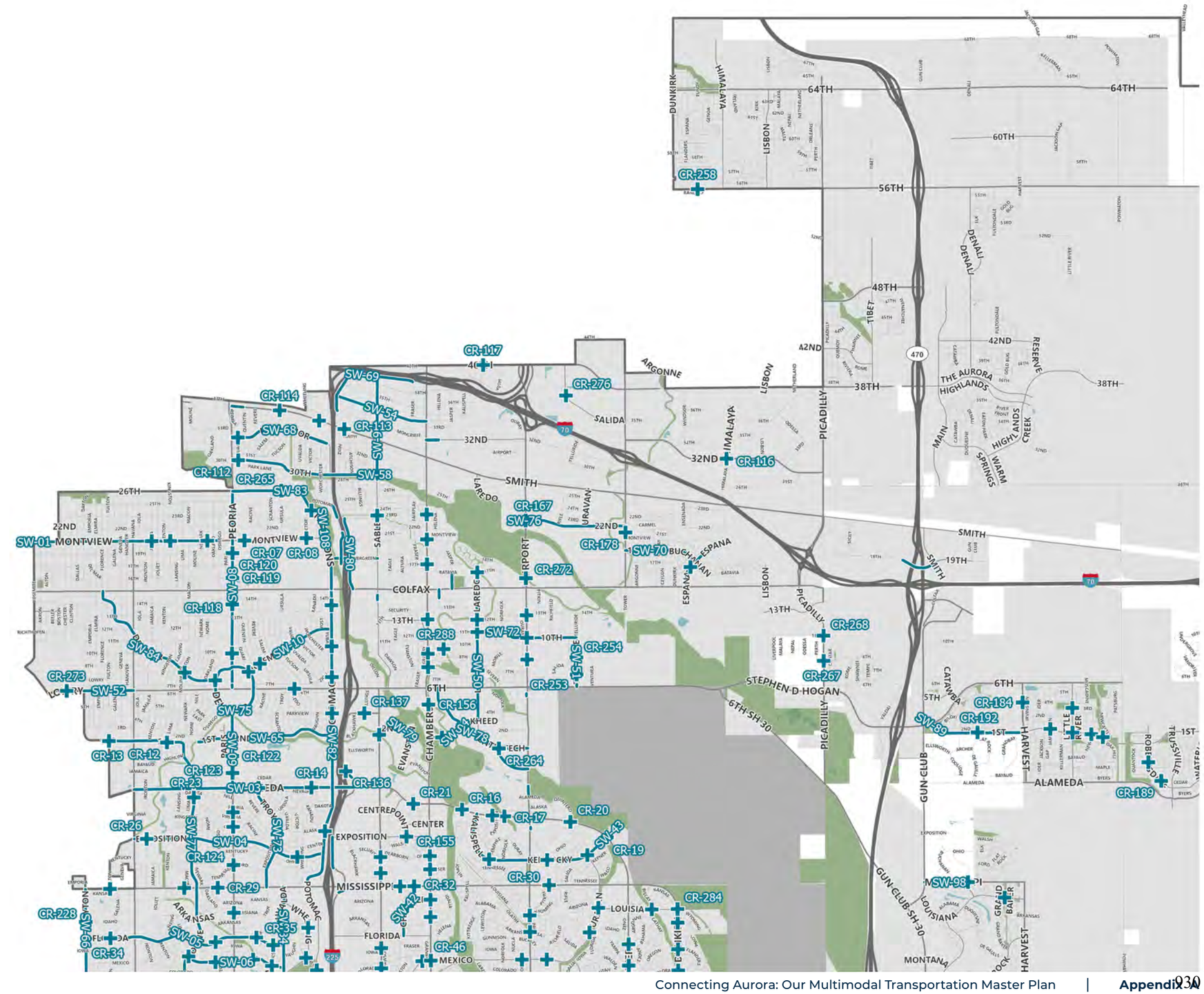
Pedestrian Projects

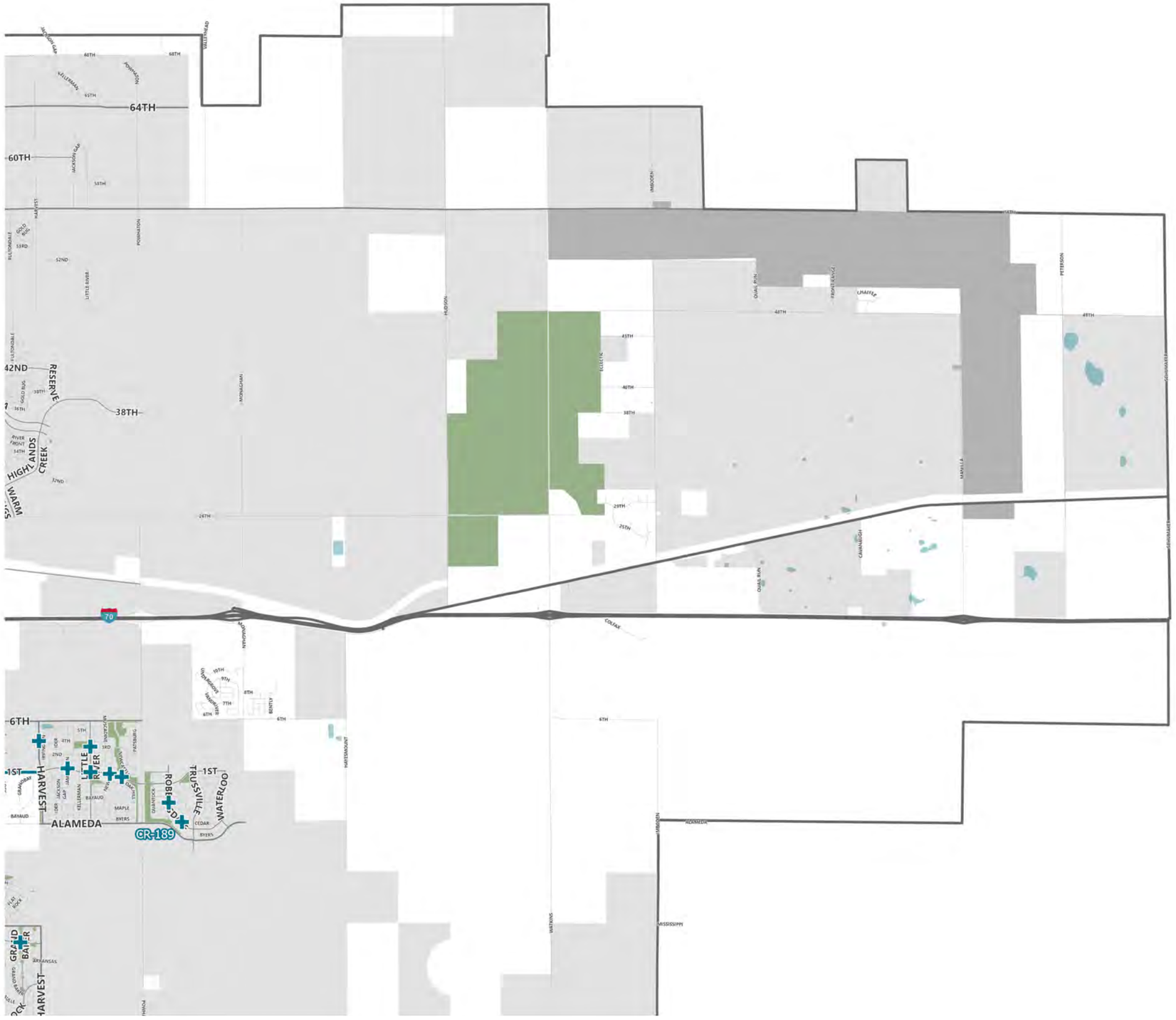


Sidewalk Projects

Crossing Project

0 1 mi



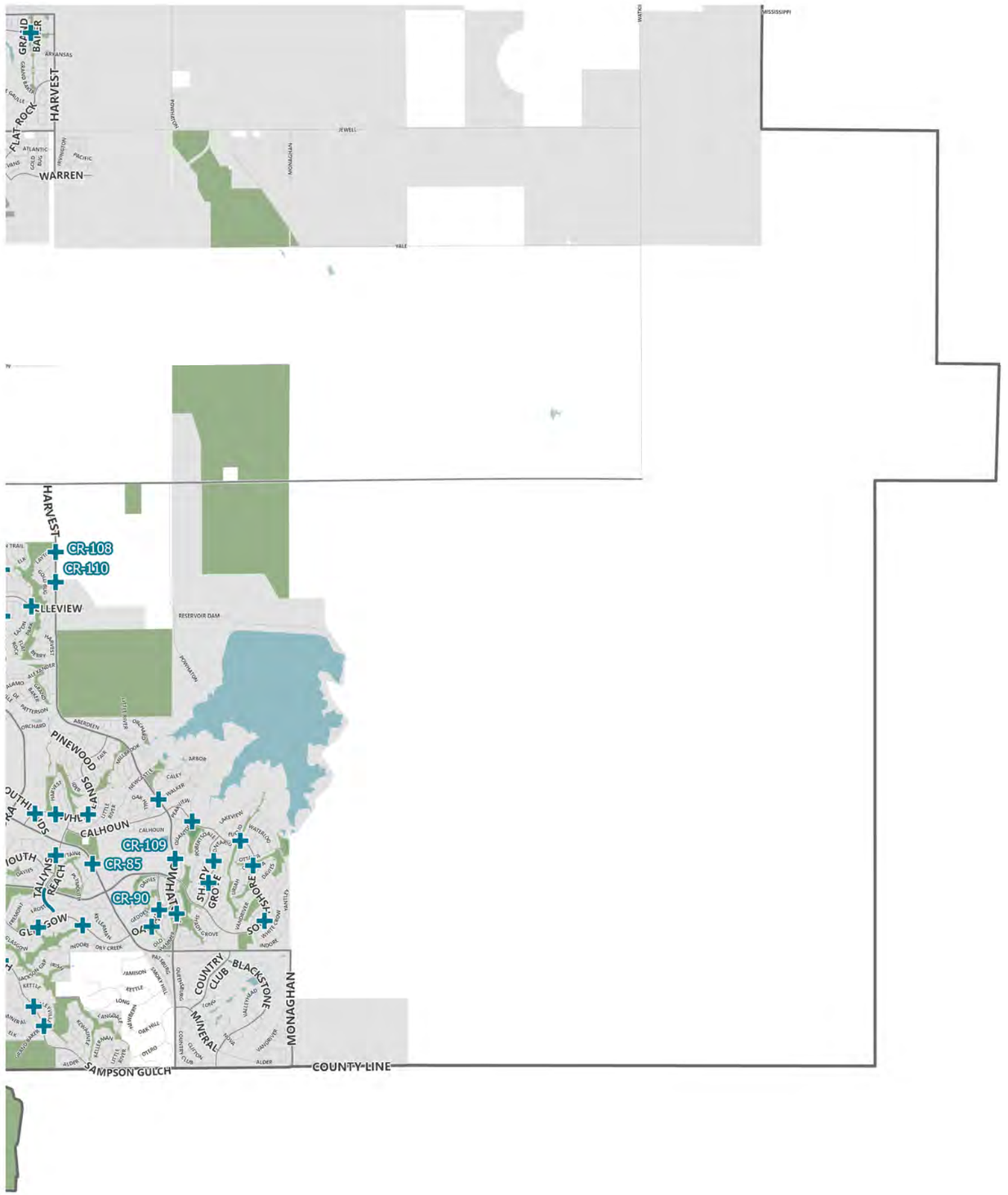

64TH
60TH
52ND
42ND
38TH
6TH
1ST
ALAMEDA
CR-189
HARVEST
RESERVE
HIGHLANDS
CREEK
WARM
TRUSSVILLE
WATERLOO
ROBERTS
LITTLE
RIVER
GRAND
BAR
70
Sidewalk Projects
Crossing Project
0
1 mi



Sidewalk Projects

Crossing Project

0 1 mi





Sidewalk Projects

Crossing Project

0 1 mi

Pedestrian Projects

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
CR-01	CR-01 Crossing - Del Mar Cir and Del Mar Pkwy	Bike and Pedestrian Crossings	Pedestrian Crossing	Del Mar Cir and Del Mar Pkwy	$30,000 to $600,000	Short
CR-04	CR-04 Crossing - Montview Blvd and Kingston St	Bike and Pedestrian Crossings	Pedestrian Crossing	Montview Blvd and Kingston St	$30,000 to $600,000	Medium
CR-05	CR-05 Crossing - Montview Blvd and Jamaica St	Bike and Pedestrian Crossings	Pedestrian Crossing	Montview Blvd and Jamaica St	$30,000 to $600,000	Medium
CR-06	CR-06 Crossing - Montview Blvd and Nome St	Bike and Pedestrian Crossings	Pedestrian Crossing	Montview Blvd and Nome St	$30,000 to $600,000	Medium
CR-14	CR-14 Crossing - Alameda Ave and Xapary St	Bike and Pedestrian Crossings	Pedestrian Crossing	Alameda Ave and Xapary St	$30,000 to $600,000	Long
CR-16	CR-16 Crossing - Alameda Pkwy and Joplin St	Bike and Pedestrian Crossings	Pedestrian Crossing	Alameda Pkwy and Joplin St	$30,000 to $600,000	Long
CR-17	CR-17 Crossing - Alameda Pkwy and Norfolk Way	Bike and Pedestrian Crossings	Underpass or Overpass	Alameda Pkwy and Norfolk Way	$9,600,000 to $20,000,000	Long
CR-18	CR-18 Crossing - Alameda Pkwy and Memphis Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Alameda Pkwy and Memphis Way	$30,000 to $600,000	Long
CR-20	CR-20 Crossing - Alameda Pkwy and Quintero Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Alameda Pkwy and Quintero Way	$30,000 to $600,000	Long
CR-28	CR-28 Crossing - Mississippi Ave and Elkhart St	Bike and Pedestrian Crossings	Pedestrian Crossing	Mississippi Ave and Elkhart St	$30,000 to $600,000	Long
CR-29	CR-29 Crossing - Mississippi Ave and Kansas Dr	Bike and Pedestrian Crossings	Pedestrian Crossing	Mississippi Ave and Kansas Dr	$30,000 to $600,000	Long
CR-30	CR-30 Crossing - Mississippi Ave and Quintero St	Bike and Pedestrian Crossings	Pedestrian Crossing	Mississippi Ave and Quintero St	$100,000 to $800,000	Long
CR-31	CR-31 Crossing - Mississippi Ave and Fulton St	Bike and Pedestrian Crossings	Pedestrian Crossing	Mississippi Ave and Fulton St	$30,000 to $600,000	Long
CR-32	CR-32 Crossing - Mississippi Ave and Elkhart St/Chambers Rd	Bike and Pedestrian Crossings	Pedestrian Crossing	Mississippi Ave and Elkhart St/Chambers Rd	$100,000 to $800,000	Long
CR-33	CR-33 Crossing - Mississippi Ave and Lima St	Bike and Pedestrian Crossings	Pedestrian Crossing	Mississippi Ave and Lima St	$30,000 to $600,000	Long
CR-49	CR-49 Crossing - Iliff Ave and Geneva St	Bike and Pedestrian Crossings	Pedestrian Crossing	Iliff Ave and Geneva St	$30,000 to $600,000	Medium
CR-50	CR-50 Crossing - Iliff Ave and Fraser St	Bike and Pedestrian Crossings	Pedestrian Crossing	Iliff Ave and Fraser St	$30,000 to $600,000	Long
CR-51	CR-51 Crossing - Iliff Ave and Waco St	Bike and Pedestrian Crossings	Pedestrian Crossing	Iliff Ave and Waco St	$30,000 to $600,000	Long
CR-53	CR-53 Crossing - Iliff Ave and Warren Dr	Bike and Pedestrian Crossings	Pedestrian Crossing	Iliff Ave and Warren Dr	$30,000 to $600,000	Long
CR-55	CR-55 Crossing - Yale Ave and Racine St	Bike and Pedestrian Crossings	Pedestrian Crossing	Yale Ave and Racine St	$30,000 to $600,000	Medium
CR-62	CR-62 Crossing - Yale Ave and West Toll Gate Creek Trail	Bike and Pedestrian Crossings	Underpass or Overpass	Yale Ave and West Toll Gate Creek Trail	$9,600,000 to $20,000,000	Long
CR-66	CR-66 Crossing - Dartmouth Ave and Kenton St	Bike and Pedestrian Crossings	Pedestrian Crossing	Dartmouth Ave and Kenton St	$30,000 to $600,000	Medium
CR-68	CR-68 Crossing - Dartmouth Ave and Jamaica Ct	Bike and Pedestrian Crossings	Pedestrian Crossing	Dartmouth Ave and Jamaica Ct	$30,000 to $600,000	Medium
CR-71	CR-71 Crossing - Quincy Ave and Fraser St	Bike and Pedestrian Crossings	Pedestrian Crossing	Quincy Ave and Fraser St	$30,000 to $600,000	Long
CR-92	CR-92 Crossing - Arapahoe Rd and Rome Ct	Bike and Pedestrian Crossings	Pedestrian Crossing	Arapahoe Rd and Rome Ct	$30,000 to $600,000	Long
CR-93	CR-93 Crossing - Arapahoe Rd and Glasgow Dr/Plymouth Dr	Bike and Pedestrian Crossings	Pedestrian Crossing	Arapahoe Rd and Glasgow Dr/Plymouth Dr	$30,000 to $600,000	Long
CR-99	CR-99 Crossing - Smoky Hill Rd and Smoky Hill Pkwy	Bike and Pedestrian Crossings	Pedestrian Crossing	Smoky Hill Rd and Smoky Hill Pkwy	$30,000 to $600,000	Long
CR-108	CR-108 Crossing - Harvest Rd and Layton Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Harvest Rd and Layton Pl	$30,000 to $600,000	Long
CR-109	CR-109 Crossing - Powhaton Rd and Oak Hill Way/Ontario Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Powhaton Rd and Oak Hill Way/Ontario Pl	$30,000 to $600,000	Long
CR-113	CR-113 Crossing - Smith Rd and Smith Dr	Bike and Pedestrian Crossings	Pedestrian Crossing	Smith Rd and Smith Dr	$30,000 to $600,000	Long
CR-114	CR-114 Crossing - Smith Rd and Scranton St	Bike and Pedestrian Crossings	Pedestrian Crossing	Smith Rd and Scranton St	$30,000 to $600,000	Long
CR-115	CR-115 Crossing - Smith Rd west of I-225	Bike and Pedestrian Crossings	Pedestrian Crossing	Smith Rd west of I-225	$30,000 to $600,000	Long
CR-116	CR-116 Crossing - 32nd Pkwy and Himalaya Rd	Bike and Pedestrian Crossings	Pedestrian Crossing	32nd Pkwy and Himalaya Rd	$30,000 to $600,000	Short
CR-117	CR-117 Crossing - 40th Ave and Lewiston St/Memphis Ct	Bike and Pedestrian Crossings	Pedestrian Crossing	40th Ave and Lewiston St/Memphis Ct	$30,000 to $600,000	Long
CR-118	CR-118 Crossing - Peoria St and 14th Ave/13th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and 14th Ave/13th Ave	$30,000 to $600,000	Long
CR-119	CR-119 Crossing - Peoria St and 16th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and 16th Ave	$30,000 to $600,000	Long
CR-120	CR-120 Crossing - Peoria St and 19th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and 19th Ave	$30,000 to $600,000	Long
CR-121	CR-121 Crossing - Peoria St and Quari Ct	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and Quari Ct	$30,000 to $600,000	Long
CR-122	CR-122 Crossing - Peoria St and Archer Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and Archer Pl	$30,000 to $600,000	Long
CR-123	CR-123 Crossing - Peoria St and Maple Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and Maple Ave	$30,000 to $600,000	Long
CR-124	CR-124 Crossing - Peoria St and Ford Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and Ford Ave	$30,000 to $600,000	Long
CR-125	CR-125 Crossing - Peoria St and Warren Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and Warren Pl	$30,000 to $600,000	Long
CR-126	CR-126 Crossing - Peoria St and Louisiana Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and Louisiana Ave	$30,000 to $600,000	Long
CR-127	CR-127 Crossing - Peoria St and Center Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and Center Ave	$30,000 to $600,000	Long
CR-128	CR-128 Crossing - Peoria St and Harvard Dr/Quentin Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Peoria St and Harvard Dr/Quentin Way	$30,000 to $600,000	Long
CR-130	CR-130 Crossing - Potomac St and 14th Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Potomac St and 14th Pl	$30,000 to $600,000	Medium
CR-131	CR-131 Crossing - Potomac St and 10th Ave/Potomac Cir	Bike and Pedestrian Crossings	Pedestrian Crossing	Potomac St and 10th Ave/Potomac Cir	$30,000 to $600,000	Medium
CR-132	CR-132 Crossing - Potomac St and 6th Ave/Potomac Cir	Bike and Pedestrian Crossings	Pedestrian Crossing	Potomac St and 6th Ave/Potomac Cir	$30,000 to $600,000	Medium
CR-137	CR-137 Crossing - 4th Ave and Billings St	Bike and Pedestrian Crossings	Pedestrian Crossing	4th Ave and Billings St	$30,000 to $600,000	Medium
CR-140	CR-140 Crossing - Sable Blvd and Colorado Dr	Bike and Pedestrian Crossings	Pedestrian Crossing	Sable Blvd and Colorado Dr	$30,000 to $600,000	Medium
CR-141	CR-141 Crossing - Sable Blvd and Hawaii Cir	Bike and Pedestrian Crossings	Pedestrian Crossing	Sable Blvd and Hawaii Cir	$30,000 to $600,000	Medium
CR-142	CR-142 Crossing - Sable Blvd and High Line Canal Trail	Bike and Pedestrian Crossings	Underpass or Overpass	Sable Blvd and High Line Canal Trail	$9,600,000 to $20,000,000	Long
CR-145	CR-145 Crossing - Chambers Rd and Oxford Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and Oxford Ave	$30,000 to $600,000	Long
CR-146	CR-146 Crossing - Chambers Rd and Chambers Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and Chambers Way	$30,000 to $600,000	Long

Pedestrian Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
CR-149	CR-149 Crossing - Chambers Rd and Hampden Cir/Fraser St	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and Hampden Cir/Fraser St	$30,000 to $600,000	Long
CR-153	CR-153 Crossing - Chambers Rd and Girard Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and Girard Ave	$30,000 to $600,000	Long
CR-154	CR-154 Crossing - Chambers Rd and Iliff Ave/Evans Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and Iliff Ave/Evans Ave	$30,000 to $600,000	Medium
CR-156	CR-156 Crossing - Chambers Rd and 5th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and 5th Ave	$30,000 to $600,000	Medium
CR-157	CR-157 Crossing - Chambers Rd and Fraser Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and Fraser Way	$30,000 to $600,000	Medium
CR-158	CR-158 Crossing - Chambers Rd and Wyoming Dr/Louisiana Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and Wyoming Dr/Louisiana Ave	$30,000 to $600,000	Medium
CR-161	CR-161 Crossing - Chambers Rd and Montview Blvd	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and Montview Blvd	$30,000 to $600,000	Medium
CR-162	CR-162 Crossing - Chambers Rd and 8th Ave/7th Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and 8th Ave/7th Pl	$30,000 to $600,000	Medium
CR-163	CR-163 Crossing - Chambers Rd and 10th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and 10th Ave	$30,000 to $600,000	Medium
CR-166	CR-166 Crossing - Airport Blvd and 8th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Airport Blvd and 8th Ave	$30,000 to $600,000	Long
CR-168	CR-168 Crossing - Airport Blvd and 13th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Airport Blvd and 13th Ave	$30,000 to $600,000	Long
CR-170	CR-170 Crossing - Buckley Rd and Asbury Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Buckley Rd and Asbury Ave	$30,000 to $600,000	Long
CR-171	CR-171 Crossing - Buckley Rd and Stanford Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Buckley Rd and Stanford Ave	$30,000 to $600,000	Long
CR-174	CR-174 Crossing - Buckley Rd and Kenyon Dr	Bike and Pedestrian Crossings	Pedestrian Crossing	Buckley Rd and Kenyon Dr	$30,000 to $600,000	Long
CR-176	CR-176 Crossing - Buckley Rd and Kent Dr	Bike and Pedestrian Crossings	Pedestrian Crossing	Buckley Rd and Kent Dr	$30,000 to $600,000	Long
CR-177	CR-177 Crossing - Buckley Rd and Harvard Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Buckley Rd and Harvard Ave	$30,000 to $600,000	Long
CR-179	CR-179 Crossing - Tower Rd and Bates Dr/Yampa Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Tower Rd and Bates Dr/Yampa Way	$30,000 to $600,000	Long
CR-181	CR-181 Crossing - Tower Rd and Dickenson Pl/Lasalle Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Tower Rd and Dickenson Pl/Lasalle Pl	$30,000 to $600,000	Long
CR-184	CR-184 Crossing - Harvest Rd and 4th Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Harvest Rd and 4th Pl	$30,000 to $600,000	Short
CR-195	CR-195 Crossing - Dunkirk St and Danube Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Dunkirk St and Danube Way	$30,000 to $600,000	Long
CR-197	CR-197 Crossing - Dunkirk St and Arkansas Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Dunkirk St and Arkansas Pl	$30,000 to $600,000	Long
CR-212	CR-212 Crossing - Tower Rd and Yampa Way/Mansfield Ave	Bike and Pedestrian Crossings	Underpass or Overpass	Tower Rd and Yampa Way/Mansfield Ave	$9,600,000 to $20,000,000	Long
CR-218	CR-218 Crossing - Reservoir Rd and Rice Dr	Bike and Pedestrian Crossings	Pedestrian Crossing	Reservoir Rd and Rice Dr	$30,000 to $600,000	Long
CR-220	CR-220 Crossing - Picadilly Rd and Oxford Ave/Quemoy Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Picadilly Rd and Oxford Ave/Quemoy Way	$100,000 to $800,000	Long
CR-235	CR-235 Crossing - Buckley Rd and Arkansas Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Buckley Rd and Arkansas Ave	$30,000 to $600,000	Long
CR-238	CR-238 Crossing - Chambers Rd and Powerline Trail	Bike and Pedestrian Crossings	Underpass or Overpass	Chambers Rd and Powerline Trail	$9,600,000 to $20,000,000	Long
CR-249	CR-249 Crossing - Belleview Ave and Belleview Dr/Elkhart St	Bike and Pedestrian Crossings	Pedestrian Crossing	Belleview Ave and Belleview Dr/Elkhart St	$30,000 to $600,000	Long
CR-257	CR-257 Crossing - Abilene St/I-225 and Jewell Ave	Bike and Pedestrian Crossings	Underpass or Overpass	Abilene St/I-225 and Jewell Ave	$9,600,000 to $20,000,000	Long
CR-258	CR-258 Crossing - 56th Ave and Genoa St	Bike and Pedestrian Crossings	Pedestrian Crossing	56th Ave and Genoa St	$30,000 to $600,000	Long
CR-262	CR-262 Crossing - Mississippi Ave and Duquesne St/Coolidge St	Bike and Pedestrian Crossings	Pedestrian Crossing	Mississippi Ave and Duquesne St/Coolidge St	$30,000 to $600,000	Long
CR-263	CR-263 Crossing - Hampden Ave and Hampden Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Hampden Ave and Hampden Pl	$30,000 to $600,000	Long
CR-266	CR-266 Crossing - Hampden Ave and Liverpool St/Conservatory Pkwy	Bike and Pedestrian Crossings	Underpass or Overpass	Hampden Ave and Liverpool St/Conservatory Pkwy	$9,600,000 to $20,000,000	Long
CR-267	CR-267 Crossing - Picadilly Rd and 8th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Picadilly Rd and 8th Ave	$30,000 to $600,000	Long
CR-268	CR-268 Crossing - Picadilly Rd and 11th Ave	Bike and Pedestrian Crossings	Pedestrian Crossing	Picadilly Rd and 11th Ave	$30,000 to $600,000	Long
CR-271	CR-271 Crossing - Chambers Rd and Cherry Creek Spillway Trail	Bike and Pedestrian Crossings	Underpass or Overpass	Chambers Rd and Cherry Creek Spillway Trail	$9,600,000 to $20,000,000	Long
CR-272	CR-272 Crossing - Airport Blvd and High Line Canal Trail	Bike and Pedestrian Crossings	Underpass or Overpass	Airport Blvd and High Line Canal Trail	$9,600,000 to $20,000,000	Long
CR-273	CR-273 Crossing - Lowry Blvd and Alton Way	Bike and Pedestrian Crossings	Pedestrian Crossing	Lowry Blvd and Alton Way	$30,000 to $600,000	Long
CR-275	CR-275 Crossing - Smoky Hill Rd and Shenandoah Way/Kalispell St	Bike and Pedestrian Crossings	Pedestrian Crossing	Smoky Hill Rd and Shenandoah Way/Kalispell St	$30,000 to $600,000	Long
CR-277	CR-277 Crossing - Quincy Ave and West Toll Gate Creek Trail	Bike and Pedestrian Crossings	Underpass or Overpass	Quincy Ave and West Toll Gate Creek Trail	$9,600,000 to $20,000,000	Long
CR-279	CR-279 Crossing - Smoky Hill Rd and Evanston St	Bike and Pedestrian Crossings	Pedestrian Crossing	Smoky Hill Rd and Evanston St	$30,000 to $600,000	Long
CR-281	CR-281 Crossing - Gun Club Rd and Lake Pl	Bike and Pedestrian Crossings	Pedestrian Crossing	Gun Club Rd and Lake Pl	$30,000 to $600,000	Medium
CR-284	CR-284 Crossing - Crossing- Pedestrian Crossing	Bike and Pedestrian Crossings	Pedestrian Crossing	Louisiana Ave and Mississippi/Dunkirk	$30,000 to $600,000	Long
CR-286	CR-286 Crossing - Crossing- Pedestrian Crossing	Bike and Pedestrian Crossings	Pedestrian Crossing	Chambers Rd and 13th Ave	$30,000 to $600,000	Long
SW-01	SW-01 Sidewalk- Montview Blvd	Sidewalks	Sidewalk Gaps and Widening	Yosemite St to Oswego St	$3,000,000 to $5,600,000	Medium
SW-03	SW-03 Sidewalk- Alameda Ave	Sidewalks	Sidewalk Gaps and Widening	Havana St to Abilene St	$3,600,000 to $6,700,000	Long
SW-04	SW-04 Sidewalk- Exposition Ave	Sidewalks	Sidewalk Gaps and Widening	Havana St to Potomac Way	$3,100,000 to $5,900,000	Long
SW-05	SW-05 Sidewalk- Florida Ave	Sidewalks	Sidewalk Gaps and Widening	Dayton St to Uvalda St	$3,300,000 to $6,200,000	Medium
SW-06	SW-06 Sidewalk- Mexico Ave/Mexico Dr	Sidewalks	Sidewalk Gaps and Widening	Moline St to Uvalda St	$1,600,000 to $3,000,000	Long
SW-07	SW-07 Sidewalk- Yale Ave	Sidewalks	Sidewalk Gaps and Widening	Havana St to Xanadu Way	$2,800,000 to $5,200,000	Medium
SW-08	SW-08 Sidewalk- Peoria St	Sidewalks	Sidewalk Gaps and Widening	Fitzsimons Pkwy to 6th Ave	$3,200,000 to $6,000,000	Short
SW-09	SW-09 Sidewalk- Peoria St	Sidewalks	Sidewalk Gaps and Widening	Del Mar Cir to Alameda Ave	$7,000,000 to $13,100,000	Long
SW-10	SW-10 Sidewalk- Hoffman Blvd	Sidewalks	Sidewalk Gaps and Widening	Del Mar Cir to Potomac St	$1,500,000 to $2,900,000	Long
SW-11	SW-11 Sidewalk- Chambers Rd	Sidewalks	Sidewalk Gaps and Widening	Iliff Ave to Belleview Ave	$5,600,000 to $10,500,000	Long
SW-13	SW-13 Sidewalk- Kalispell St	Sidewalks	Sidewalk Gaps and Widening	Hampden Ave to Mission Pkwy	$400,000 to $800,000	Long

Pedestrian Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
SW-14	SW-14 Sidewalk- Kenyon Dr	Sidewalks	Sidewalk Gaps and Widening	Mission Pkwy to Buckley Rd	$500,000 to $1,000,000	Long
SW-15	SW-15 Sidewalk- Nassau Dr	Sidewalks	Sidewalk Gaps and Widening	Mission Pkwy to Buckley Rd	$400,000 to $800,000	Long
SW-16	SW-16 Sidewalk- Marguerite Pkwy	Sidewalks	Sidewalk Gaps and Widening	Alicia Pkwy to Chambers Way	$700,000 to $1,400,000	Long
SW-17	SW-17 Sidewalk- Memphis St	Sidewalks	Sidewalk Gaps and Widening	Alicia Pkwy to Pheasant Run Pkwy	$1,200,000 to $2,300,000	Long
SW-18	SW-18 Sidewalk- Hampden Cir	Sidewalks	Sidewalk Gaps and Widening	Hampden Ave/Girard Ave to Hampden Ave/Winston St	$800,000 to $1,500,000	Long
SW-19	SW-19 Sidewalk- Mission Pkwy/Alicia Pkwy	Sidewalks	Sidewalk Gaps and Widening	Hampden Cir to Alicia Pkwy (Loop)	$2,900,000 to $5,500,000	Long
SW-20	SW-20 Sidewalk- Richfield St/Telluride St	Sidewalks	Sidewalk Gaps and Widening	Dartmouth Ave to Mansfield Ave	$1,500,000 to $2,800,000	Long
SW-21	SW-21 Sidewalk- Genoa St	Sidewalks	Sidewalk Gaps and Widening	E Princeton Dr to E Quincy Ave	$400,000 to $700,000	Long
SW-22	SW-22 Sidewalk- Uravan St	Sidewalks	Sidewalk Gaps and Widening	Mansfield Ave to Quincy Ave	$500,000 to $900,000	Long
SW-23	SW-23 Sidewalk- Jefferson Ave/Biscay St	Sidewalks	Sidewalk Gaps and Widening	Hampden Ave to Tower Rd	$600,000 to $1,200,000	Long
SW-24	SW-24 Sidewalk- Uravan St	Sidewalks	Sidewalk Gaps and Widening	Hampden Ave to Loyola Dr	$900,000 to $1,700,000	Long
SW-25	SW-25 Sidewalk- Mansfield Ave	Sidewalks	Sidewalk Gaps and Widening	Buckley Rd to Tower Rd	$1,900,000 to $3,700,000	Long
SW-26	SW-26 Sidewalk- Loyola Dr	Sidewalks	Sidewalk Gaps and Widening	Mansfield Ave to Mansfield Ave	$900,000 to $1,600,000	Long
SW-27	SW-27 Sidewalk- Dartmouth Ave/Floyd Ave	Sidewalks	Sidewalk Gaps and Widening	Chambers Rd/Floyd Ave to Telluride St	$3,900,000 to $7,400,000	Long
SW-28	SW-28 Sidewalk- Eagle St	Sidewalks	Sidewalk Gaps and Widening	Floyd Ave to Hampden Ave	$500,000 to $1,000,000	Long
SW-29	SW-29 Sidewalk- Laredo St	Sidewalks	Sidewalk Gaps and Widening	Yale Ave to Hampden Ave	$1,700,000 to $3,200,000	Long
SW-30	SW-30 Sidewalk- Pitkin St	Sidewalks	Sidewalk Gaps and Widening	Quincy Ave to Wagon Trail Pkwy	$900,000 to $1,700,000	Long
SW-31	SW-31 Sidewalk- Chenango Dr	Sidewalks	Sidewalk Gaps and Widening	Grand Cir to Himalaya St	$1,800,000 to $3,400,000	Long
SW-32	SW-32 Sidewalk- Wagon Trail Pkwy	Sidewalks	Sidewalk Gaps and Widening	Pheasant Run Pkwy to Smoky Hill Rd	$1,400,000 to $2,500,000	Long
SW-33	SW-33 Sidewalk- Blackhawk St/Evans Ave/Iliff Ave	Sidewalks	Sidewalk Gaps and Widening	Abilene St to Blackhawk St	$1,100,000 to $2,100,000	Long
SW-34	SW-34 Sidewalk- Uvalda St	Sidewalks	Sidewalk Gaps and Widening	Mississippi Ave to Wheeling Way	$1,500,000 to $2,800,000	Long
SW-35	SW-35 Sidewalk- Tucson St	Sidewalks	Sidewalk Gaps and Widening	Mexico Ave to Jewell Ave	$400,000 to $700,000	Long
SW-39	SW-39 Sidewalk- Jewell Ave	Sidewalks	Sidewalk Gaps and Widening	Havana St to Peoria St	$1,600,000 to $3,000,000	Long
SW-40	SW-40 Sidewalk- Cornell Ave/Ursula St	Sidewalks	Sidewalk Gaps and Widening	Parker Rd to Yale Ave	$2,500,000 to $4,700,000	Long
SW-41	SW-41 Sidewalk- Racine St	Sidewalks	Sidewalk Gaps and Widening	Yale Ave to Amherst Cir	$100,000 to $300,000	Long
SW-42	SW-42 Sidewalk- Chambers Cir	Sidewalks	Sidewalk Gaps and Widening	Chambers Rd to Florida Ave	$900,000 to $1,700,000	Long
SW-43	SW-43 Sidewalk- Kentucky Ave/Kalispell Way	Sidewalks	Sidewalk Gaps and Widening	Alameda Pkwy to Alameda Pkwy	$2,900,000 to $5,400,000	Long
SW-44	SW-44 Sidewalk- Vaughn Way	Sidewalks	Sidewalk Gaps and Widening	Jewell Ave to Yale Ave	$2,000,000 to $3,700,000	Long
SW-45	SW-45 Sidewalk- Wheeling Way/Xanadu Way/Asbury Dr	Sidewalks	Sidewalk Gaps and Widening	Yale Ave to Vaughn Way	$3,800,000 to $7,200,000	Long
SW-46	SW-46 Sidewalk- Floyd Ave	Sidewalks	Sidewalk Gaps and Widening	Tower Rd to Ceylon Way	$700,000 to $1,200,000	Long
SW-47	SW-47 Sidewalk- Amherst Ave/Ceylon Way/Flanders St/Ceylon St	Sidewalks	Sidewalk Gaps and Widening	Tower Rd/Hampden Ave to Villanova Pl	$3,800,000 to $7,100,000	Long
SW-48	SW-48 Sidewalk- Evans Ave	Sidewalks	Sidewalk Gaps and Widening	Buckley Rd to Tower Rd	$1,700,000 to $3,200,000	Long
SW-49	SW-49 Sidewalk- Belleview Ave	Sidewalks	Sidewalk Gaps and Widening	Parker Rd to Fairplay St	$700,000 to $1,200,000	Long
SW-50	SW-50 Sidewalk- Laredo St	Sidewalks	Sidewalk Gaps and Widening	Lockheed Dr to 17th Pl	$2,500,000 to $4,600,000	Long
SW-50	SW-50 Sidewalk- Laredo St	Sidewalks	Sidewalk Gaps and Widening	Lockheed Dr to 17th Pl	$2,500,000 to $4,600,000	Long
SW-51	SW-51 Sidewalk- Telluride St	Sidewalks	Sidewalk Gaps and Widening	6th Ave to 10th Ave	$800,000 to $1,500,000	Long
SW-52	SW-52 Sidewalk- 6th Ave	Sidewalks	Sidewalk Gaps and Widening	Dayton St to Havana St	$800,000 to $1,500,000	Long
SW-53	SW-53 Sidewalk- Parker Rd	Sidewalks	Sidewalk Gaps and Widening	Quincy Ave to Belleview Ave	$0 to $0	Long
SW-54	SW-54 Sidewalk- 33rd Pl	Sidewalks	Sidewalk Gaps and Widening	Abilene St to Chambers Rd	$1,500,000 to $2,800,000	Long
SW-55	SW-55 Sidewalk- Parker Rd	Sidewalks	Sidewalk Gaps and Widening	Havana St to Yale Ave	$0 to $0	Medium
SW-56	SW-56 Sidewalk- Tallyns Reach Pkwy	Sidewalks	Sidewalk Gaps and Widening	Arapahoe Rd to Park Crescent Dr	$300,000 to $700,000	Long
SW-57	SW-57 Sidewalk- 19th Ave	Sidewalks	Sidewalk Gaps and Widening	E470 St NB to Smith Way	$600,000 to $1,000,000	Long
SW-58	SW-58 Sidewalk- 30th Ave	Sidewalks	Sidewalk Gaps and Widening	Peoria St to Sable Blvd	$2,400,000 to $4,500,000	Long
SW-59	SW-59 Sidewalk- Lima St	Sidewalks	Sidewalk Gaps and Widening	Alameda Ave to Cedar Ave	$200,000 to $300,000	Long
SW-60	SW-60 Sidewalk- 17th Pl	Sidewalks	Sidewalk Gaps and Widening	Fitzsimons Pkwy to I-225	$300,000 to $600,000	Medium
SW-61	SW-61 Sidewalk- Princeton Dr	Sidewalks	Sidewalk Gaps and Widening	Quincy Ave to Reservoir Rd	$400,000 to $800,000	Long
SW-63	SW-63 Sidewalk- Uravan St	Sidewalks	Sidewalk Gaps and Widening	22nd Ave to Smith Rd	$600,000 to $1,100,000	Long
SW-64	SW-64 Sidewalk- 1st Ave/Lockheed Dr	Sidewalks	Sidewalk Gaps and Widening	Chambers Rd to Laredo St	$900,000 to $1,600,000	Long
SW-65	SW-65 Sidewalk- 2nd Ave/1st Ave	Sidewalks	Sidewalk Gaps and Widening	Newark St to Potomac St	$2,200,000 to $4,200,000	Medium
SW-66	SW-66 Sidewalk- Dayton St	Sidewalks	Sidewalk Gaps and Widening	Mississippi Ave to Parker Rd	$2,000,000 to $3,700,000	Long
SW-67	SW-67 Sidewalk- Hughes Dr	Sidewalks	Sidewalk Gaps and Widening	Centretech Pkwy to Airport Blvd	$700,000 to $1,200,000	Long
SW-68	SW-68 Sidewalk- Baranmor Pkwy	Sidewalks	Sidewalk Gaps and Widening	Peoria St to Xanadu St	$2,200,000 to $4,000,000	Long
SW-69	SW-69 Sidewalk- 39th Ave/Abilene St	Sidewalks	Sidewalk Gaps and Widening	Moncrieff Pl to Fraser St	$1,700,000 to $3,100,000	Long
SW-70	SW-70 Sidewalk- 19th Ave/Buchanan Pl	Sidewalks	Sidewalk Gaps and Widening	Tower Rd to Espana St	$1,200,000 to $2,300,000	Long

Pedestrian Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
SW-71	SW-71 Sidewalk- Espana St	Sidewalks	Sidewalk Gaps and Widening	Colfax Ave to Halifax St	$900,000 to $1,700,000	Long
SW-72	SW-72 Sidewalk- 11th Ave/10th Ave	Sidewalks	Sidewalk Gaps and Widening	Laredo St to Telluride St	$1,600,000 to $3,100,000	Long
SW-73	SW-73 Sidewalk- Troy St	Sidewalks	Sidewalk Gaps and Widening	Alameda Ave to Mississippi Ave	$1,700,000 to $3,300,000	Long
SW-74	SW-74 Sidewalk- Laredo St	Sidewalks	Sidewalk Gaps and Widening	Smoky Hill Rd to Crestline Ave	$1,200,000 to $2,300,000	Long
SW-75	SW-75 Sidewalk- Del Mar Cir	Sidewalks	Sidewalk Gaps and Widening	Peoria St to 6th Ave (Loop)	$2,200,000 to $4,100,000	Medium
SW-76	SW-76 Sidewalk- 22nd Ave	Sidewalks	Sidewalk Gaps and Widening	Airport Blvd to Tower Rd	$1,600,000 to $3,100,000	Long
SW-77	SW-77 Sidewalk- Moline St/Lima St/1st Ave	Sidewalks	Sidewalk Gaps and Widening	Fulton St to Yale Ave	$7,100,000 to $13,300,000	Medium
SW-78	SW-78 Sidewalk- Centretech Pkwy	Sidewalks	Sidewalk Gaps and Widening	6th Ave to Airport Blvd	$2,000,000 to $3,700,000	Long
SW-79	SW-79 Sidewalk- 2nd Ave/Evanston Way	Sidewalks	Sidewalk Gaps and Widening	Sable Blvd to Fairplay Way	$800,000 to $1,500,000	Medium
SW-80	SW-80 Sidewalk- Billings St	Sidewalks	Sidewalk Gaps and Widening	Colfax Ave to 22nd Pl	$1,200,000 to $2,200,000	Long
SW-81	SW-81 Sidewalk- Vaughn Way/Marina Dr/Heather Gardens Way	Sidewalks	Sidewalk Gaps and Widening	Cherry Creek Dam Rd to Abilene St	$3,800,000 to $7,100,000	Long
SW-82	SW-82 Sidewalk- Potomac St	Sidewalks	Sidewalk Gaps and Widening	Colfax Ave to Mississippi Ave	$4,980,000 to $9,340,000	Medium
SW-83	SW-83 Sidewalk- Fitzsimons Pkwy	Sidewalks	Sidewalk Gaps and Widening	Peoria St to Ursula St	$800,000 to $1,490,000	Medium
SW-84	SW-84 Sidewalk- Del Mar Pkwy	Sidewalks	Sidewalk Gaps and Widening	Colfax Ave to Del Mar Cir	$2,600,000 to $4,900,000	Medium
SW-85	SW-85 Sidewalk- Laredo St	Sidewalks	Sidewalk Gaps and Widening	Colfax Ave to 16th Ave	$450,000 to $550,000	Short
SW-86	SW-86 Sidewalk- Sable Blvd	Sidewalks	Sidewalk Gaps and Widening	South of Colfax Ave	$80,000 to $150,000	Medium
SW-87	SW-87 Sidewalk- Abilene St	Sidewalks	Sidewalk Gaps and Widening	Bayaud Ave to Cedar Ave	$130,000 to $240,000	Medium
SW-88	SW-88 Sidewalk- Airport Blvd	Sidewalks	Sidewalk Gaps and Widening	250' south of 6th Ave	$40,000 to $70,000	Medium
SW-89	SW-88 Sidewalk- 1st Ave	Sidewalks	Sidewalk Gaps and Widening	Biloxiw Way to Harvest Rd	$1,390,000 to $2,610,000	Medium
SW-90	SW-90 Sidewalk- Abilene St	Sidewalks	Sidewalk Gaps and Widening	Exposition Ave to south of Kentucky Ave	$500,000 to $940,000	Medium
SW-91	SW-91 Sidewalk - Buckley Rd	Sidewalks	Sidewalk Gaps and Widening	North of Exposition Dr	$40,000 to $80,000	Medium
SW-92	SW-92 Sidewalk Abilene St	Sidewalks	Sidewalk Gaps and Widening	South of Mississippi Ave	$130,000 to $250,000	Medium
SW-93	SW-93 Sidewalk Hampden Cir	Sidewalks	Sidewalk Gaps and Widening	South of Hampden St	$50,000 to $90,000	Medium
SW-94	SW-94 Sidewalk Lewiston Way	Sidewalks	Sidewalk Gaps and Widening	Lewiston Way to Arapahoe Rd	$220,000 to $410,000	Medium
SW-95	SW-95 Sidewalk Dry Creek Rd	Sidewalks	Sidewalk Gaps and Widening	East of Quatar Way	$350,000 to $660,000	Medium
SW-96	SW-96 Sidewalk Sable Blvd	Sidewalks	Sidewalk Gaps and Widening	28th Ave to 39th Ave	$1,660,000 to $3,110,000	Medium
SW-97	SW-97 Sidewalk Airport Blvd	Sidewalks	Sidewalk Gaps and Widening	Alameda Dr to Alameda Pl	$180,000 to $350,000	Medium
SW-98	SW-98 Sidewalk Mississippi Ave	Sidewalks	Sidewalk Gaps and Widening	Gun Club Rd to Duquesne St	$810,000 to $1,510,000	Medium
SW-99	SW-99 Sidewalk Sable Blvd	Sidewalks	Sidewalk Gaps and Widening	Montview Blvd to 22nd Pl	$340,000 to $630,000	Medium
SW-100	SW-100 Sidewalk 32nd Ave	Sidewalks	Sidewalk Gaps and Widening	East of Chambers	$200,000 to $380,000	Medium
SW-101	SW-101 Sidewalk Potomac St	Sidewalks	Sidewalk Gaps and Widening	Xanadu St to 17th Ave	$1,800,000 to $2,200,000	Short
SW-102	SW-102 Sidewalk Peoria St	Sidewalks	Sidewalk Gaps and Widening	33rd Ave to Smith Rd	$108,000 to $132,000	Short
SW-103	SW-103 Sidewalk Smith Rd	Sidewalks	Sidewalk Gaps and Widening	Peoria St to Quentin St	$594,000 to $726,000	Short
SW-104	SW-104 Sidewalk Peoria St	Sidewalks	Sidewalk Gaps and Widening	6th Ave	$36,000 to $44,000	Short
SW-105	SW-105 Sidewalk Moline St	Sidewalks	Sidewalk Gaps and Widening	Alameda Ave	$198,000 to $242,000	Short
SW-106	SW-106 Sidewalk Evergreen Ave	Sidewalks	Sidewalk Gaps and Widening	Sable Blvd to Billings St	$1,307,000 to $1,597,000	Short
SW-107	SW-107 Sidewalk Helena St	Sidewalks	Sidewalk Gaps and Widening	14th Pl to Colfax Ave	$135,000 to $165,000	Short
SW-108	SW-108 Sidewalk Fitsimons Pkwy	Sidewalks	Sidewalk Gaps and Widening	Ursula St to Colfax Ave	$513,000 to $627,000	Short
SW-109	SW-109 Sidewalk Jasper St	Sidewalks	Sidewalk Gaps and Widening	Colfax Ave to Batavia Dr	$360,000 to $440,000	Short

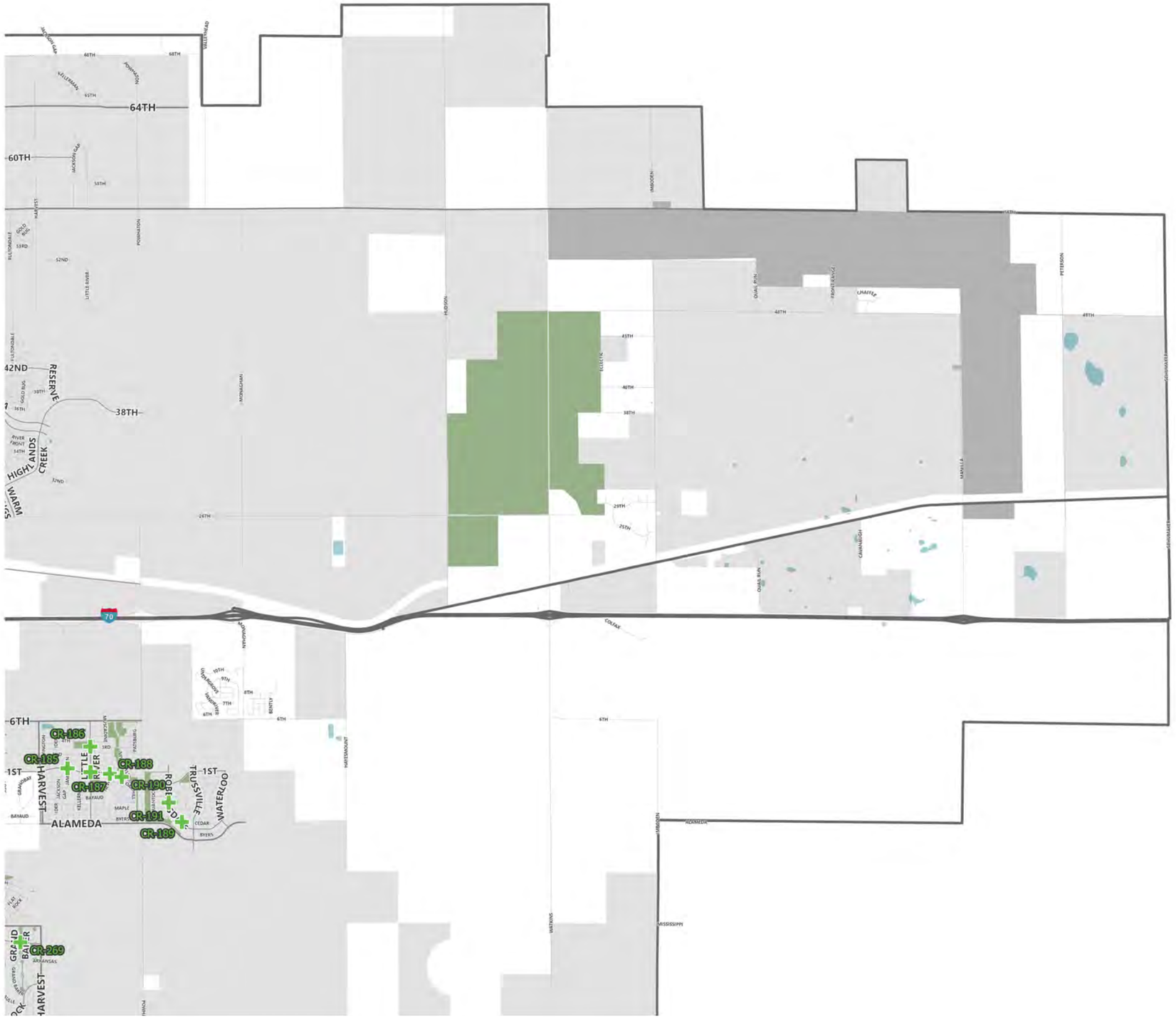
Bike Projects

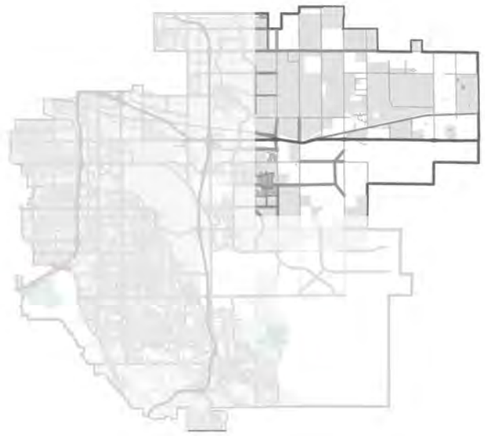


Bike Projects

Crossing Project

0 1 mi





Bike Projects

Crossing Project

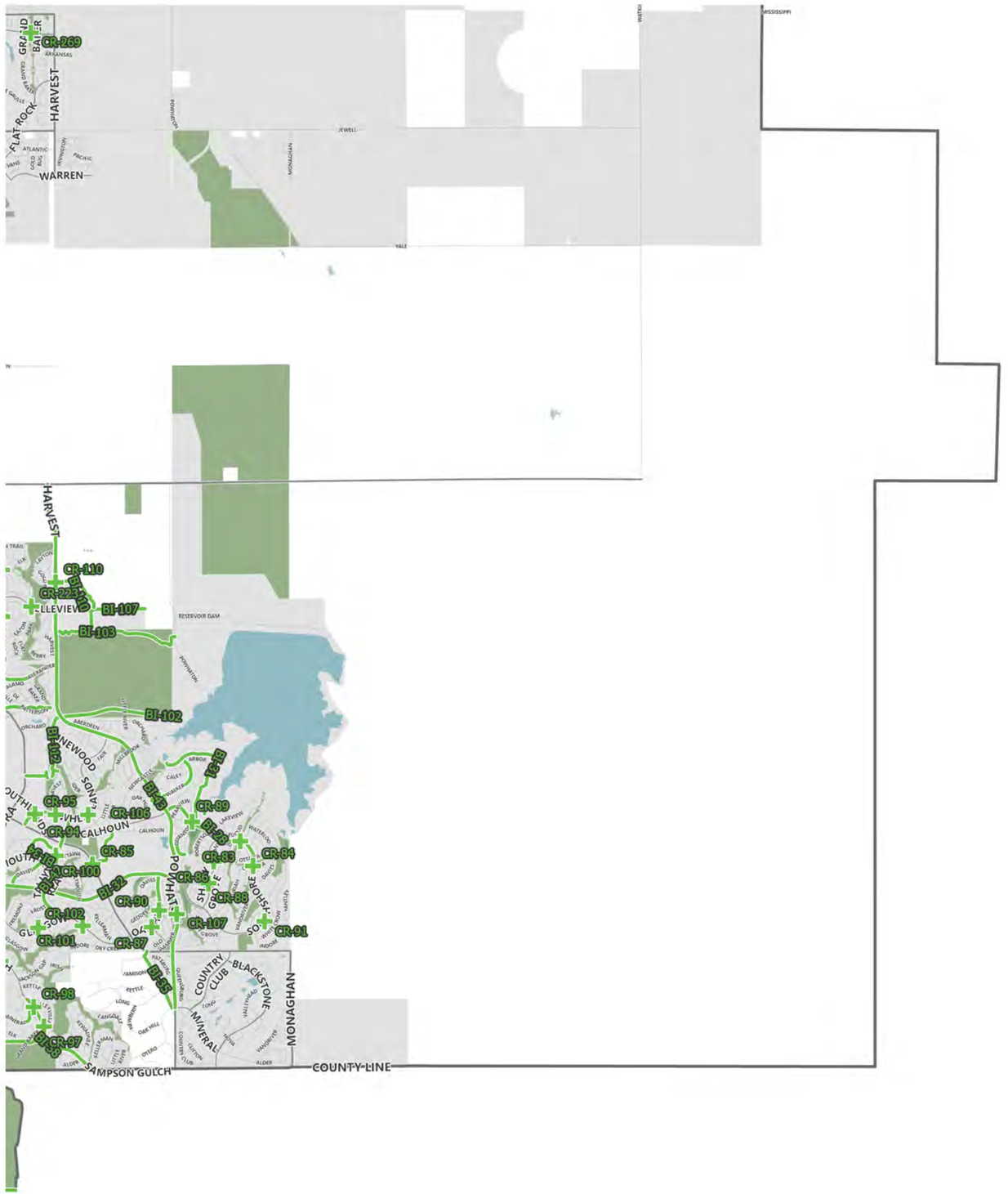
0 1 mi



Bike Projects

Crossing Project

0 1 mi





Bike Projects

Crossing Project

0 1 mi

Bikeway Projects

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
CR-02	CR-02 Crossing - Del Mar Pkwy and Moline St	Bike and Pedestrian Crossings	Bike Network Crossing	Del Mar Pkwy and Moline St	$100,000 to $800,000	Short
CR-03	CR-03 Crossing - Del Mar Pkwy and Jamaica St	Bike and Pedestrian Crossings	Bike Network Crossing	Del Mar Pkwy and Jamaica St	$100,000 to $800,000	Short
CR-07	CR-07 Crossing - Montview Blvd and Quentin St	Bike and Pedestrian Crossings	Bike Network Crossing	Montview Blvd and Quentin St	$100,000 to $800,000	Short
CR-08	CR-08 Crossing - Montview Blvd and Victor St	Bike and Pedestrian Crossings	Bike Network Crossing	Montview Blvd and Victor St	$100,000 to $800,000	Short
CR-09	CR-09 Crossing - Lima St and Warren Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Lima St and Warren Ave	$100,000 to $800,000	Medium
CR-10	CR-10 Crossing - Mexico Ave and Moline St	Bike and Pedestrian Crossings	Bike Network Crossing	Mexico Ave and Moline St	$100,000 to $800,000	Medium
CR-11	CR-11 Crossing - Lima St and Evans Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Lima St and Evans Ave	$100,000 to $800,000	Medium
CR-12	CR-12 Crossing - 1st Ave and Lima St	Bike and Pedestrian Crossings	Bike Network Crossing	1st Ave and Lima St	$100,000 to $800,000	Medium
CR-13	CR-13 Crossing - 1st Ave and Fulton St	Bike and Pedestrian Crossings	Bike Network Crossing	1st Ave and Fulton St	$100,000 to $800,000	Medium
CR-15	CR-15 Crossing - Alameda Ave and Troy St	Bike and Pedestrian Crossings	Bike Network Crossing	Alameda Ave and Troy St	$100,000 to $800,000	Long
CR-19	CR-19 Crossing - Alameda Pkwy and Kentucky Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Alameda Pkwy and Kentucky Ave	$100,000 to $800,000	Long
CR-21	CR-21 Crossing - Alameda Pkwy and Fraser Ct	Bike and Pedestrian Crossings	Bike Network Crossing	Alameda Pkwy and Fraser Ct	$100,000 to $800,000	Long
CR-22	CR-22 Crossing - Troy St and Alaska Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Troy St and Alaska Ave	$100,000 to $800,000	Medium
CR-23	CR-23 Crossing - Moline St and Alaska Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Moline St and Alaska Ave	$100,000 to $800,000	Medium
CR-24	CR-24 Crossing - Potomac St and Alaska Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Potomac St and Alaska Pl	$100,000 to $800,000	Medium
CR-25	CR-25 Crossing - Peoria St and Alaska Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Peoria St and Alaska Ave	$100,000 to $800,000	Medium
CR-26	CR-26 Crossing - Exposition Ave and Ironton St	Bike and Pedestrian Crossings	Bike Network Crossing	Exposition Ave and Ironton St	$100,000 to $800,000	Long
CR-27	CR-27 Crossing - Exposition Ave and Victor Way	Bike and Pedestrian Crossings	Bike Network Crossing	Exposition Ave and Victor Way	$100,000 to $800,000	Long
CR-34	CR-34 Crossing - Florida Ave and Fulton St	Bike and Pedestrian Crossings	Bike Network Crossing	Florida Ave and Fulton St	$100,000 to $800,000	Medium
CR-35	CR-35 Crossing - Florida Ave and Salem Cir/Salem Way	Bike and Pedestrian Crossings	Bike Network Crossing	Florida Ave and Salem Cir/Salem Way	$100,000 to $800,000	Medium
CR-36	CR-36 Crossing - Florida Ave and Oakland St	Bike and Pedestrian Crossings	Bike Network Crossing	Florida Ave and Oakland St	$100,000 to $800,000	Medium
CR-37	CR-37 Crossing - Florida Ave and Tucson St	Bike and Pedestrian Crossings	Bike Network Crossing	Florida Ave and Tucson St	$100,000 to $800,000	Medium
CR-38	CR-38 Crossing - Mexico Ave and Westerly Creek Trail	Bike and Pedestrian Crossings	Bike Network Crossing	Mexico Ave and Westerly Creek Trail	$100,000 to $800,000	Long
CR-39	CR-39 Crossing - Mexico Ave and Oakland St	Bike and Pedestrian Crossings	Bike Network Crossing	Mexico Ave and Oakland St	$100,000 to $800,000	Long
CR-40	CR-40 Crossing - Mexico Ave and Tucson St	Bike and Pedestrian Crossings	Bike Network Crossing	Mexico Ave and Tucson St	$100,000 to $800,000	Long
CR-41	CR-41 Crossing - Mexico Dr and Evanston St	Bike and Pedestrian Crossings	Bike Network Crossing	Mexico Dr and Evanston St	$100,000 to $800,000	Medium
CR-42	CR-42 Crossing - Mexico Dr and Oregon Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Mexico Dr and Oregon Dr	$100,000 to $800,000	Medium
CR-43	CR-43 Crossing - Jewell Ave and Sable Blvd/Evanston	Bike and Pedestrian Crossings	Bike Network Crossing	Jewell Ave and Sable Blvd/Evanston	$100,000 to $800,000	Medium
CR-44	CR-44 Crossing - Jewell Ave and Oakland St	Bike and Pedestrian Crossings	Bike Network Crossing	Jewell Ave and Oakland St	$100,000 to $800,000	Medium
CR-45	CR-45 Crossing - Jewell Ave and Tucson St/Vaughn Way	Bike and Pedestrian Crossings	Bike Network Crossing	Jewell Ave and Tucson St/Vaughn Way	$100,000 to $800,000	Medium
CR-46	CR-46 Crossing - Chambers Rd and Mexico Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Mexico Ave	$100,000 to $800,000	Medium
CR-47	CR-47 Crossing - Jewell Ave and Kenton St	Bike and Pedestrian Crossings	Bike Network Crossing	Jewell Ave and Kenton St	$100,000 to $800,000	Medium
CR-48	CR-48 Crossing - Iliff Ave and Oswego St	Bike and Pedestrian Crossings	Bike Network Crossing	Iliff Ave and Oswego St	$100,000 to $800,000	Medium
CR-52	CR-52 Crossing - Jewell Ave and Genoa St	Bike and Pedestrian Crossings	Bike Network Crossing	Jewell Ave and Genoa St	$100,000 to $800,000	Long
CR-54	CR-54 Crossing - Iliff Ave and Baltic Pl/Elkhart St	Bike and Pedestrian Crossings	Bike Network Crossing	Iliff Ave and Baltic Pl/Elkhart St	$100,000 to $800,000	Long
CR-56	CR-56 Crossing - Yale Ave and Anaheim St	Bike and Pedestrian Crossings	Bike Network Crossing	Yale Ave and Anaheim St	$100,000 to $800,000	Medium
CR-57	CR-57 Crossing - Yale Ave and Elkhart St	Bike and Pedestrian Crossings	Bike Network Crossing	Yale Ave and Elkhart St	$100,000 to $800,000	Medium
CR-58	CR-58 Crossing - Yale Ave and Nome St/Oakland St	Bike and Pedestrian Crossings	Bike Network Crossing	Yale Ave and Nome St/Oakland St	$100,000 to $800,000	Medium
CR-59	CR-59 Crossing - Yale Ave and Vaughn Way	Bike and Pedestrian Crossings	Bike Network Crossing	Yale Ave and Vaughn Way	$100,000 to $800,000	Medium
CR-60	CR-60 Crossing - Yale Ave and Lima St	Bike and Pedestrian Crossings	Bike Network Crossing	Yale Ave and Lima St	$100,000 to $800,000	Medium
CR-61	CR-61 Crossing - Yale Ave and Truckee St	Bike and Pedestrian Crossings	Bike Network Crossing	Yale Ave and Truckee St	$100,000 to $800,000	Long
CR-63	CR-63 Crossing - Yale Ave and Pagosa St	Bike and Pedestrian Crossings	Bike Network Crossing	Yale Ave and Pagosa St	$100,000 to $800,000	Long
CR-64	CR-64 Crossing - Yale Ave and Jasper St	Bike and Pedestrian Crossings	Bike Network Crossing	Yale Ave and Jasper St	$100,000 to $800,000	Long
CR-65	CR-65 Crossing - Dartmouth Ave and Bethany Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Dartmouth Ave and Bethany Dr	$100,000 to $800,000	Medium
CR-67	CR-67 Crossing - Cornell Ave and Cornell Cir	Bike and Pedestrian Crossings	Bike Network Crossing	Cornell Ave and Cornell Cir	$100,000 to $800,000	Medium
CR-69	CR-69 Crossing - Quincy Ave and Halifax Way	Bike and Pedestrian Crossings	Bike Network Crossing	Quincy Ave and Halifax Way	$100,000 to $800,000	Long
CR-70	CR-70 Crossing - Quincy Ave and Jasper St	Bike and Pedestrian Crossings	Bike Network Crossing	Quincy Ave and Jasper St	$100,000 to $800,000	Long
CR-72	CR-72 Crossing - Quincy Ave and Eagle Ct/Pheasant Run Pkwy	Bike and Pedestrian Crossings	Bike Network Crossing	Quincy Ave and Eagle Ct/Pheasant Run Pkwy	$100,000 to $800,000	Long
CR-73	CR-73 Crossing - Quincy Ave and Nucla St	Bike and Pedestrian Crossings	Bike Network Crossing	Quincy Ave and Nucla St	$100,000 to $800,000	Long
CR-74	CR-74 Crossing - Quincy Ave and Malta St	Bike and Pedestrian Crossings	Bike Network Crossing	Quincy Ave and Malta St	$100,000 to $800,000	Long
CR-75	CR-75 Crossing - Quincy Ave and Chambers Way	Bike and Pedestrian Crossings	Bike Network Crossing	Quincy Ave and Chambers Way	$100,000 to $800,000	Long
CR-76	CR-76 Crossing - Quincy Ave/Airline Rd and Gun Club Rd	Bike and Pedestrian Crossings	Bike Network Crossing	Quincy Ave/Airline Rd and Gun Club Rd	$100,000 to $800,000	Long
CR-77	CR-77 Crossing - Quincy Ave and Dillon Way	Bike and Pedestrian Crossings	Bike Network Crossing	Quincy Ave and Dillon Way	$100,000 to $800,000	Long

Bikeway Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
CR-78	CR-78 Crossing - Kalispell St and Pheasant Run Pkwy	Bike and Pedestrian Crossings	Bike Network Crossing	Kalispell St and Pheasant Run Pkwy	$100,000 to $800,000	Long
CR-79	CR-79 Crossing - Pheasant Run Pkwy and Temple Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Pheasant Run Pkwy and Temple Dr	$100,000 to $800,000	Long
CR-80	CR-80 Crossing - Chambers Rd and Pheasant Run Pkwy	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Pheasant Run Pkwy	$100,000 to $800,000	Long
CR-81	CR-81 Crossing - Pheasant Run Pkwy and Stanford Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Pheasant Run Pkwy and Stanford Pl	$100,000 to $800,000	Long
CR-82	CR-82 Crossing - Pheasant Run Pkwy and Wagontrail Pkwy	Bike and Pedestrian Crossings	Bike Network Crossing	Pheasant Run Pkwy and Wagontrail Pkwy	$100,000 to $800,000	Long
CR-83	CR-83 Crossing - Southshore Dr and Ottawa Dr/Uriah St	Bike and Pedestrian Crossings	Bike Network Crossing	Southshore Dr and Ottawa Dr/Uriah St	$100,000 to $800,000	Long
CR-84	CR-84 Crossing - Southshore Dr and Costilla Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Southshore Dr and Costilla Dr	$100,000 to $800,000	Long
CR-85	CR-85 Crossing - Smoky Hill Rd and Ottawa Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Smoky Hill Rd and Ottawa Pl	$100,000 to $800,000	Long
CR-86	CR-86 Crossing - Shady Grove Way and Costilla Dr/Ottawa Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Shady Grove Way and Costilla Dr/Ottawa Dr	$100,000 to $800,000	Long
CR-87	CR-87 Crossing - Oak Hill Way and Millbrook Way/Old Hammer Way	Bike and Pedestrian Crossings	Bike Network Crossing	Oak Hill Way and Millbrook Way/Old Hammer Way	$100,000 to $800,000	Long
CR-88	CR-88 Crossing - Shady Grove Way and Quarto Ave/Davies Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Shady Grove Way and Quarto Ave/Davies Ave	$100,000 to $800,000	Long
CR-89	CR-89 Crossing - Southshore Pkwy and Quantock Way	Bike and Pedestrian Crossings	Bike Network Crossing	Southshore Pkwy and Quantock Way	$100,000 to $800,000	Long
CR-90	CR-90 Crossing - Oak Hill Way and Old Hammer Way/Oak Hill Cir	Bike and Pedestrian Crossings	Bike Network Crossing	Oak Hill Way and Old Hammer Way/Oak Hill Cir	$100,000 to $800,000	Long
CR-91	CR-91 Crossing - Southshore Dr and Glasgow Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Southshore Dr and Glasgow Pl	$100,000 to $800,000	Long
CR-94	CR-94 Crossing - Wheatlands Pkwy and Harvest St	Bike and Pedestrian Crossings	Bike Network Crossing	Wheatlands Pkwy and Harvest St	$100,000 to $800,000	Long
CR-95	CR-95 Crossing - Wheatlands Pkwy and Southlands Pkwy/Euclid Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Wheatlands Pkwy and Southlands Pkwy/Euclid Pl	$100,000 to $800,000	Long
CR-95	CR-95 Crossing - Wheatlands Pkwy and Southlands Pkwy/Euclid Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Wheatlands Pkwy and Southlands Pkwy/Euclid Pl	$100,000 to $800,000	Long
CR-96	CR-96 Crossing - Irish Dr and Coolidge Way/Elk Ct	Bike and Pedestrian Crossings	Bike Network Crossing	Irish Dr and Coolidge Way/Elk Ct	$100,000 to $800,000	Long
CR-97	CR-97 Crossing - Sampson Gulch Way and Haleyville Way	Bike and Pedestrian Crossings	Bike Network Crossing	Sampson Gulch Way and Haleyville Way	$100,000 to $800,000	Long
CR-98	CR-98 Crossing - Sampson Gulch Way and Haleyville Way/Mineral Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Sampson Gulch Way and Haleyville Way/Mineral Dr	$100,000 to $800,000	Long
CR-100	CR-100 Crossing - Tallyns Reach Pkwy and Ottawa Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Tallyns Reach Pkwy and Ottawa Dr	$100,000 to $800,000	Long
CR-101	CR-101 Crossing - Glasgow Dr and Jackson Gap Way/Park Crescent Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Glasgow Dr and Jackson Gap Way/Park Crescent Dr	$100,000 to $800,000	Long
CR-102	CR-102 Crossing - Glasgow Dr and Park Crescent Dr/Park Crescent Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Glasgow Dr and Park Crescent Dr/Park Crescent Pl	$100,000 to $800,000	Long
CR-103	CR-103 Crossing - Aurora Pkwy and Briarwood Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Aurora Pkwy and Briarwood Dr	$100,000 to $800,000	Long
CR-104	CR-104 Crossing - Plymouth Dr and Arapahoe Rd/Portland Way	Bike and Pedestrian Crossings	Bike Network Crossing	Plymouth Dr and Arapahoe Rd/Portland Way	$100,000 to $800,000	Long
CR-105	CR-105 Crossing - Plymouth Dr and Buchanan St/Portland Way	Bike and Pedestrian Crossings	Bike Network Crossing	Plymouth Dr and Buchanan St/Portland Way	$100,000 to $800,000	Long
CR-106	CR-106 Crossing - Powhaton Rd and Walker Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Powhaton Rd and Walker Dr	$100,000 to $800,000	Long
CR-107	CR-107 Crossing - Powhaton Rd and Glasgow Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Powhaton Rd and Glasgow Pl	$100,000 to $800,000	Long
CR-110	CR-110 Crossing - Harvest Rd and Whitaker Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Harvest Rd and Whitaker Dr	$100,000 to $800,000	Long
CR-111	CR-111 Crossing - Baranmor Pkwy and Quari St	Bike and Pedestrian Crossings	Bike Network Crossing	Baranmor Pkwy and Quari St	$100,000 to $800,000	Medium
CR-112	CR-112 Crossing - 30th Ave and Park Lane Dr/Quari St	Bike and Pedestrian Crossings	Bike Network Crossing	30th Ave and Park Lane Dr/Quari St	$100,000 to $800,000	Medium
CR-129	CR-129 Crossing - Potomac St and Parkview Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Potomac St and Parkview Dr	$100,000 to $800,000	Medium
CR-133	CR-133 Crossing - Hoffman Blvd and Ursula St	Bike and Pedestrian Crossings	Bike Network Crossing	Hoffman Blvd and Ursula St	$100,000 to $800,000	Long
CR-134	CR-134 Crossing - Del Mar Cir and Hoffman Blvd	Bike and Pedestrian Crossings	Bike Network Crossing	Del Mar Cir and Hoffman Blvd	$100,000 to $800,000	Long
CR-135	CR-135 Crossing - Hoffman Blvd and Racine St	Bike and Pedestrian Crossings	Bike Network Crossing	Hoffman Blvd and Racine St	$100,000 to $800,000	Long
CR-136	CR-136 Crossing - Abilene St and Bayaud Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Abilene St and Bayaud Ave	$100,000 to $800,000	Medium
CR-138	CR-138 Crossing - Sable Blvd and 23rd Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Sable Blvd and 23rd Ave	$100,000 to $800,000	Medium
CR-139	CR-139 Crossing - Sable Blvd and Evans Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Sable Blvd and Evans Ave	$100,000 to $800,000	Medium
CR-143	CR-143 Crossing - Sable Blvd and Kentucky Dr/Security Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Sable Blvd and Kentucky Dr/Security Dr	$100,000 to $800,000	Medium
CR-144	CR-144 Crossing - Sable Blvd and Tennessee Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Sable Blvd and Tennessee Dr	$100,000 to $800,000	Medium
CR-147	CR-147 Crossing - Chambers Rd and Layton Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Layton Pl	$100,000 to $800,000	Long
CR-148	CR-148 Crossing - Chambers Rd and Bates Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Bates Ave	$100,000 to $800,000	Long
CR-150	CR-150 Crossing - Chambers Rd and Floyd Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Floyd Ave	$100,000 to $800,000	Long
CR-151	CR-151 Crossing - Chambers Rd and Fraser Cir	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Fraser Cir	$100,000 to $800,000	Long
CR-152	CR-152 Crossing - Chambers Rd and Nassau Ave/Nassau Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Nassau Ave/Nassau Dr	$100,000 to $800,000	Long
CR-155	CR-155 Crossing - Chambers Rd and Ohio Ave/Ada Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Ohio Ave/Ada Pl	$100,000 to $800,000	Medium

Bikeway Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
CR-159	CR-159 Crossing - Chambers Rd and Chambers Cir/Arizona Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Chambers Cir/Arizona Ave	$100,000 to $800,000	Medium
CR-160	CR-160 Crossing - Chambers Rd and 17th Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and 17th Ave	$100,000 to $800,000	Medium
CR-164	CR-164 Crossing - Chambers Rd and 23rd Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and 23rd Ave	$100,000 to $800,000	Medium
CR-165	CR-165 Crossing - Airport Blvd and 11th Ave/E 10th Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Airport Blvd and 11th Ave/E 10th Ave	$100,000 to $800,000	Long
CR-167	CR-167 Crossing - Airport Blvd and 22nd Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Airport Blvd and 22nd Ave	$100,000 to $800,000	Long
CR-169	CR-169 Crossing - Buckley Rd and Arkansas Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Buckley Rd and Arkansas Dr	$100,000 to $800,000	Long
CR-172	CR-172 Crossing - Buckley Rd and Floyd Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Buckley Rd and Floyd Ave	$100,000 to $800,000	Long
CR-173	CR-173 Crossing - Buckley Rd and Bates Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Buckley Rd and Bates Ave	$100,000 to $800,000	Long
CR-175	CR-175 Crossing - Buckley Rd and Nassau Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Buckley Rd and Nassau Dr	$100,000 to $800,000	Long
CR-178	CR-178 Crossing - Tower Rd and 22nd Ave/Montview Blvd	Bike and Pedestrian Crossings	Bike Network Crossing	Tower Rd and 22nd Ave/Montview Blvd	$100,000 to $800,000	Short
CR-180	CR-180 Crossing - Tower Rd and Andes Cir	Bike and Pedestrian Crossings	Bike Network Crossing	Tower Rd and Andes Cir	$100,000 to $800,000	Long
CR-182	CR-182 Crossing - Tower Rd and Cornell Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Tower Rd and Cornell Ave	$100,000 to $800,000	Long
CR-183	CR-183 Crossing - Tower Rd and Andes Cir/Iowa Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Tower Rd and Andes Cir/Iowa Dr	$100,000 to $800,000	Long
CR-185	CR-185 Crossing - 1st Ave and Jamestown Way	Bike and Pedestrian Crossings	Bike Network Crossing	1st Ave and Jamestown Way	$100,000 to $800,000	Long
CR-186	CR-186 Crossing - Little River St and 3rd Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Little River St and 3rd Ave	$100,000 to $800,000	Long
CR-187	CR-187 Crossing - 1st Ave and Little River St	Bike and Pedestrian Crossings	Bike Network Crossing	1st Ave and Little River St	$100,000 to $800,000	Long
CR-188	CR-188 Crossing - 1st Ave and Newbern Way	Bike and Pedestrian Crossings	Bike Network Crossing	1st Ave and Newbern Way	$100,000 to $800,000	Long
CR-189	CR-189 Crossing - Robertsdale St and Shady Grove Ct	Bike and Pedestrian Crossings	Bike Network Crossing	Robertsdale St and Shady Grove Ct	$100,000 to $800,000	Long
CR-190	CR-190 Crossing - 1st Ave and New Castle Ct	Bike and Pedestrian Crossings	Bike Network Crossing	1st Ave and New Castle Ct	$100,000 to $800,000	Long
CR-191	CR-191 Crossing - Robertsdale St and Maple Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Robertsdale St and Maple Ave	$100,000 to $800,000	Long
CR-192	CR-192 Crossing - 1st Ave and De Gaulle St/Elk Ct	Bike and Pedestrian Crossings	Bike Network Crossing	1st Ave and De Gaulle St/Elk Ct	$100,000 to $800,000	Long
CR-193	CR-193 Crossing - Wheeling Way and Idaho Pl/Wheeling Cir	Bike and Pedestrian Crossings	Bike Network Crossing	Wheeling Way and Idaho Pl/Wheeling Cir	$100,000 to $800,000	Medium
CR-194	CR-194 Crossing - Wheeling Way and Wheeling Cir	Bike and Pedestrian Crossings	Bike Network Crossing	Wheeling Way and Wheeling Cir	$100,000 to $800,000	Medium
CR-196	CR-196 Crossing - Dunkirk St and Colorado Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Dunkirk St and Colorado Dr	$100,000 to $800,000	Long
CR-198	CR-198 Crossing - Flanders St and Columbia Ave/Cornell Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Flanders St and Columbia Ave/Cornell Ave	$100,000 to $800,000	Medium
CR-199	CR-199 Crossing - Flanders St and Villanova Pl/Linvale Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Flanders St and Villanova Pl/Linvale Dr	$100,000 to $800,000	Medium
CR-200	CR-200 Crossing - Flanders St and Amherst Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Flanders St and Amherst Dr	$100,000 to $800,000	Medium
CR-201	CR-201 Crossing - Ceylon St and Flanders St	Bike and Pedestrian Crossings	Bike Network Crossing	Ceylon St and Flanders St	$100,000 to $800,000	Medium
CR-202	CR-202 Crossing - Flanders St and Floyd Ave/Greenwood Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Flanders St and Floyd Ave/Greenwood Dr	$100,000 to $800,000	Medium
CR-203	CR-203 Crossing - Amherst Ave/Ceylon Way and Bates Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Amherst Ave/Ceylon Way and Bates Ave	$100,000 to $800,000	Medium
CR-204	CR-204 Crossing - Memphis St and Rice Pl/Radcliff Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Memphis St and Rice Pl/Radcliff Pl	$100,000 to $800,000	Long
CR-205	CR-205 Crossing - Mission Pkwy and Toll Gate Creek Trail	Bike and Pedestrian Crossings	Bike Network Crossing	Mission Pkwy and Toll Gate Creek Trail	$100,000 to $800,000	Long
CR-206	CR-206 Crossing - Alicia Pkwy and Nassau Pl/Marguerite Pkwy	Bike and Pedestrian Crossings	Bike Network Crossing	Alicia Pkwy and Nassau Pl/Marguerite Pkwy	$100,000 to $800,000	Long
CR-207	CR-207 Crossing - Memphis St and Laredo Way/Mobile Cir	Bike and Pedestrian Crossings	Bike Network Crossing	Memphis St and Laredo Way/Mobile Cir	$100,000 to $800,000	Long
CR-208	CR-208 Crossing - Genoa Way and Ridgeview Greenbelt Trail	Bike and Pedestrian Crossings	Bike Network Crossing	Genoa Way and Ridgeview Greenbelt Trail	$100,000 to $800,000	Long
CR-209	CR-209 Crossing - Mansfield Ave and Richfield St	Bike and Pedestrian Crossings	Bike Network Crossing	Mansfield Ave and Richfield St	$100,000 to $800,000	Long
CR-210	CR-210 Crossing - Genoa Way and Dunkirk Way/Ceylon Way	Bike and Pedestrian Crossings	Bike Network Crossing	Genoa Way and Dunkirk Way/Ceylon Way	$100,000 to $800,000	Long
CR-211	CR-211 Crossing - Loyola Dr and Uravan St	Bike and Pedestrian Crossings	Bike Network Crossing	Loyola Dr and Uravan St	$100,000 to $800,000	Long
CR-213	CR-213 Crossing - Dartmouth Ave and Winston St	Bike and Pedestrian Crossings	Bike Network Crossing	Dartmouth Ave and Winston St	$100,000 to $800,000	Long
CR-214	CR-214 Crossing - Telluride St and Girard Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Telluride St and Girard Ave	$100,000 to $800,000	Long
CR-215	CR-215 Crossing - Laredo St and Floyd Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Laredo St and Floyd Ave	$100,000 to $800,000	Long
CR-216	CR-216 Crossing - Floyd Ave and Eagle St/Eldorado Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Floyd Ave and Eagle St/Eldorado Dr	$100,000 to $800,000	Long
CR-217	CR-217 Crossing - Chenango Dr and Grand Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Chenango Dr and Grand Ave	$100,000 to $800,000	Long
CR-219	CR-219 Crossing - Wagon Trail Cir and Union Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Wagon Trail Cir and Union Dr	$100,000 to $800,000	Long
CR-221	CR-221 Crossing - Belleview Ave and Gun Club Rd/Buchanan St	Bike and Pedestrian Crossings	Bike Network Crossing	Belleview Ave and Gun Club Rd/Buchanan St	$100,000 to $800,000	Long
CR-222	CR-222 Crossing - De Gaulle St and Tollgate Crossing Creek Path	Bike and Pedestrian Crossings	Bike Network Crossing	De Gaulle St and Tollgate Crossing Creek Path	$100,000 to $800,000	Long
CR-223	CR-223 Crossing - Belleview Ave and Bellewood Dr/Progress Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Belleview Ave and Bellewood Dr/Progress Dr	$100,000 to $800,000	Long
CR-224	CR-224 Crossing - De Gaulle St and Progress Dr	Bike and Pedestrian Crossings	Bike Network Crossing	De Gaulle St and Progress Dr	$100,000 to $800,000	Long
CR-225	CR-225 Crossing - Inspiration Ln and Ignacio Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Inspiration Ln and Ignacio Pl	$100,000 to $800,000	Long
CR-226	CR-226 Crossing - Inspiration Ln and Rockinghorse Pkwy	Bike and Pedestrian Crossings	Bike Network Crossing	Inspiration Ln and Rockinghorse Pkwy	$100,000 to $800,000	Long
CR-227	CR-227 Crossing - Potomac St and Jewell Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Potomac St and Jewell Ave	$100,000 to $800,000	Long

Bikeway Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
CR-228	CR-228 Crossing - Dayton St and Idaho Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Dayton St and Idaho Pl	$100,000 to $800,000	Medium
CR-229	CR-229 Crossing - Kentucky Ave and Uravan St	Bike and Pedestrian Crossings	Bike Network Crossing	Kentucky Ave and Uravan St	$100,000 to $800,000	Long
CR-230	CR-230 Crossing - Mexico Ave and Ouray St	Bike and Pedestrian Crossings	Bike Network Crossing	Mexico Ave and Ouray St	$100,000 to $800,000	Long
CR-231	CR-231 Crossing - Uravan St and Florida Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Uravan St and Florida Ave	$100,000 to $800,000	Long
CR-232	CR-232 Crossing - Louisiana Ave and Uravan St	Bike and Pedestrian Crossings	Bike Network Crossing	Louisiana Ave and Uravan St	$100,000 to $800,000	Long
CR-233	CR-233 Crossing - Mexico Ave and Pitkin St	Bike and Pedestrian Crossings	Bike Network Crossing	Mexico Ave and Pitkin St	$100,000 to $800,000	Long
CR-234	CR-234 Crossing - Louisiana Ave and Biscay St/Bahama St	Bike and Pedestrian Crossings	Bike Network Crossing	Louisiana Ave and Biscay St/Bahama St	$100,000 to $800,000	Long
CR-237	CR-237 Crossing - Chambers Cir and Elkhart St	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Cir and Elkhart St	$100,000 to $800,000	Long
CR-239	CR-239 Crossing - Centrepoint Dr and Exposition Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Centrepoint Dr and Exposition Ave	$100,000 to $800,000	Medium
CR-240	CR-240 Crossing - Kentucky Ave and Memphis Way	Bike and Pedestrian Crossings	Bike Network Crossing	Kentucky Ave and Memphis Way	$100,000 to $800,000	Long
CR-241	CR-241 Crossing - Kentucky Ave and Buckley Rd/Quintero Ct	Bike and Pedestrian Crossings	Bike Network Crossing	Kentucky Ave and Buckley Rd/Quintero Ct	$100,000 to $800,000	Long
CR-242	CR-242 Crossing - Sterling Hills Pkwy and Argonne St/Villanova Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Sterling Hills Pkwy and Argonne St/Villanova Pl	$100,000 to $800,000	Long
CR-243	CR-243 Crossing - Conservatory Pkwy and Greenwood Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Conservatory Pkwy and Greenwood Pl	$100,000 to $800,000	Long
CR-244	CR-244 Crossing - Floyd Ave and Biscay Way	Bike and Pedestrian Crossings	Bike Network Crossing	Floyd Ave and Biscay Way	$100,000 to $800,000	Long
CR-245	CR-245 Crossing - Telluride St and Vassar Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Telluride St and Vassar Pl	$100,000 to $800,000	Long
CR-246	CR-246 Crossing - Evans Ave and Richfield St	Bike and Pedestrian Crossings	Bike Network Crossing	Evans Ave and Richfield St	$100,000 to $800,000	Long
CR-247	CR-247 Crossing - Telluride St and Powerline Trail	Bike and Pedestrian Crossings	Bike Network Crossing	Telluride St and Powerline Trail	$100,000 to $800,000	Long
CR-248	CR-248 Crossing - Belleview Ave and Fairplay St	Bike and Pedestrian Crossings	Bike Network Crossing	Belleview Ave and Fairplay St	$100,000 to $800,000	Long
CR-250	CR-250 Crossing - Laredo St and 7th Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Laredo St and 7th Pl	$100,000 to $800,000	Long
CR-251	CR-251 Crossing - Laredo St and 11th Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Laredo St and 11th Ave	$100,000 to $800,000	Long
CR-252	CR-252 Crossing - Laredo St and High Line Canal Trail	Bike and Pedestrian Crossings	Bike Network Crossing	Laredo St and High Line Canal Trail 1	$100,000 to $800,000	Long
CR-253	CR-253 Crossing - Telluride St and 6th Ave/8th Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Telluride St and 6th Ave/8th Ave	$100,000 to $800,000	Long
CR-254	CR-254 Crossing - Telluride St and 8th Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Telluride St and 8th Ave	$100,000 to $800,000	Long
CR-255	CR-255 Crossing - 6th Ave and Toledo St	Bike and Pedestrian Crossings	Bike Network Crossing	6th Ave and Toledo St	$100,000 to $800,000	Long
CR-256	CR-256 Crossing - Aurora Pkwy and Crestline Cir/Berry Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Aurora Pkwy and Crestline Cir/Berry Ave	$100,000 to $800,000	Long
CR-259	CR-259 Crossing - Smoky Hill Rd and Fraser Way	Bike and Pedestrian Crossings	Bike Network Crossing	Smoky Hill Rd and Fraser Way	$100,000 to $800,000	Medium
CR-260	CR-260 Crossing - Fitzsimons Pkwy and Victor St	Bike and Pedestrian Crossings	Bike Network Crossing	Fitzsimons Pkwy and Victor St	$100,000 to $800,000	Short
CR-261	CR-261 Crossing - Smoky Hill Rd and Wagon Trail Pkwy	Bike and Pedestrian Crossings	Bike Network Crossing	Smoky Hill Rd and Wagon Trail Pkwy	$100,000 to $800,000	Long
CR-264	CR-264 Crossing - Centretech Pkwy and Hughes Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Centretech Pkwy and Hughes Dr	$100,000 to $800,000	Medium
CR-265	CR-265 Crossing - Fitzsimons Pkwy and Ursula St	Bike and Pedestrian Crossings	Bike Network Crossing	Fitzsimons Pkwy and Ursula St	$100,000 to $800,000	Short
CR-269	CR-269 Crossing - Louisiana Pkwy and Grand Baker St	Bike and Pedestrian Crossings	Bike Network Crossing	Louisiana Pkwy and Grand Baker St	$100,000 to $800,000	Long
CR-270	CR-270 Crossing - Espana St and Batavia Dr	Bike and Pedestrian Crossings	Bike Network Crossing	Espana St and Batavia Dr	$100,000 to $800,000	Long
CR-274	CR-274 Crossing - Hampden Ave and Eagle St/Jefferson Ave	Bike and Pedestrian Crossings	Bike Network Crossing	Hampden Ave and Eagle St/Jefferson Ave	$100,000 to $800,000	Medium
CR-276	CR-276 Crossing - Salida St and 40th Ave/Telluride St	Bike and Pedestrian Crossings	Bike Network Crossing	Salida St and 40th Ave/Telluride St	$100,000 to $800,000	Medium
CR-278	CR-278 Crossing - Hampden Ave and Biscay St	Bike and Pedestrian Crossings	Bike Network Crossing	Hampden Ave and Biscay St	$100,000 to $800,000	Long
CR-280	CR-280 Crossing - Gun Club Rd and Orchard Pl/Aberdeen Pl	Bike and Pedestrian Crossings	Bike Network Crossing	Gun Club Rd and Orchard Pl/Aberdeen Pl	$100,000 to $800,000	Medium
CR-282	CR-282 Crossing - 1st Ave and Chambers Rd/Idalia Ct	Bike and Pedestrian Crossings	Bike Network Crossing	1st Ave and Chambers Rd/Idalia Ct	$100,000 to $800,000	Medium
CR-285	CR-285 Crossing - Crossing- Bike Network Crossing	Bike and Pedestrian Crossings	Bike Network Crossing	Chambers Rd and Crestline Dr	$100,000 to $800,000	Long
CR-287	CR-287 Crossing - Crossing- Bike Network Crossing	Bike and Pedestrian Crossings	Bike Network Crossing	Laredo St and High Line Canal Trail	$100,000 to $800,000	Long
CR-288	CR-288 Crossing - Crossing- Bike Network Crossing	Bike and Pedestrian Crossings	Bike Network Crossing	10th Ave and High Line Canal Trail	$100,000 to $800,000	Long
CR-289	CR-289 Crossing - Crossing- Bike Network Crossing	Bike and Pedestrian Crossings	Bike Network Crossing	Peoria St and Cornell	$100,000 to $800,000	Long
BI-01	BI-01 Bikeway- Del Mar Pkwy | Florence St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	17th Ave To 11th Ave	$100,000 to $220,000	Short
BI-02	BI-02 Bikeway- Montview Blvd SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	Yosemite St To Oswego St	$3,010,000 to $6,580,000	Medium
BI-04	BI-04 Bikeway- 11th Ave BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Yosemite St To Vaughn St	$260,000 to $550,000	Medium
BI-05	BI-05 Bikeway- 1st Ave/Moline St | Lima St BL Or BBL | SBL Or SUP	Bikeways	Bike Lane or Buffered Bike Lane | Separated Bike Lane or Shared Use Path	Havana St To E Yale St	$6,640,000 to $14,530,000	Medium
BI-06	BI-06 Bikeway- Alameda Ave | Troy St BL Or BBL | SUP	Bikeways	Bike Lane or Buffered Bike Lane | Shared Use Path	Galena Way To Sable Blvd	$4,370,000 to $9,550,000	Long
BI-07	BI-07 Bikeway- Alameda Ave/Alameda Pkwy | Alameda Pkwy SUP	Bikeways	Shared Use Path	Sable Blvd To Mississippi Ave	$4,720,000 to $10,320,000	Long
BI-08	BI-08 Bikeway- Alaska Pl BLVD	Bikeways	Bike Boulevard	S Troy St To S Potomac Way	$100,000 to $220,000	Medium
BI-09	BI-09 Bikeway- Alaska Ave BLVD	Bikeways	Bike Boulevard	S Victor Way To S Moline St	$240,000 to $520,000	Medium
BI-10	BI-10 Bikeway- Exposition Ave BLVD | SBL Or SUP	Bikeways	Bike Boulevard	S Geneva St To S Potomac Way	$3,340,000 to $7,300,000	Long
BI-11	BI-11 Bikeway- Mississippi Ave SUP	Bikeways	Shared Use Path	Dayton St To Abilene St	$4,200,000 to $9,180,000	Long

Bikeway Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
BI-12	BI-12 Bikeway- Mississippi Ave SUP	Bikeways	Shared Use Path	E Alameda Pkwy To S Abilene St	$4,580,000 to $10,020,000	Long
BI-13	BI-13 Bikeway- Florida Ave SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	Dayton St To Jamaica St	$1,090,000 to $2,390,000	Medium
BI-14	BI-14 Bikeway- Lansing St | Mexico Ave | Mexico Dr BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	S Uvalda St To E Florida Ave	$260,000 to $570,000	Long
BI-15	BI-15 Bikeway- Jewell Ave | Mexico Ave | Mexico Dr BL Or BBL | SBL | SBL Or SUP | SUP	Bikeways	Bike Lane or Buffered Bike Lane | Separated Bike Lane | Separated Bike Lane or Shared Use Path | Shared Use Path	Dayton St To Idalia St	$4,940,000 to $10,810,000	Medium
BI-16	BI-16 Bikeway- Iliff Ave SUP	Bikeways	Shared Use Path	Parker Rd To Abilene St	$3,760,000 to $8,220,000	Medium
BI-17	BI-17 Bikeway- Iliff Ave | Jewell Ave SUP	Bikeways	Shared Use Path	I225 To Genoa St	$6,360,000 to $13,910,000	Long
BI-18	BI-18 Bikeway- Yale Ave SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	Havana St To Chambers Rd	$5,420,000 to $11,850,000	Medium
BI-19	BI-19 Bikeway- Yale Ave SUP	Bikeways	Shared Use Path	Chambers Rd To Hampden Ave	$4,280,000 to $9,360,000	Long
BI-20	BI-20 Bikeway- Bethany Dr BLVD	Bikeways	Bike Boulevard	83 To E Dartmouth Ave	$100,000 to $230,000	Medium
BI-21	BI-21 Bikeway- Cornell Ave | Dartmouth Ave BL Or BBL | SBL Or SUP	Bikeways	Bike Lane or Buffered Bike Lane | Separated Bike Lane or Shared Use Path	E Yale Ave To 30	$3,480,000 to $7,610,000	Medium
BI-22	BI-22 Bikeway- Quincy Ave SUP	Bikeways	Shared Use Path	Parker Rd To Picadilly St	$7,510,000 to $16,420,000	Long
BI-23	BI-23 Bikeway- Pheasant Run Pkwy SUP	Bikeways	Shared Use Path	E Quincy Ave To E Smoky Hill Rd	$2,820,000 to $6,160,000	Long
BI-24	BI-24 Bikeway- Evanston Way | Fraser Way BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Smoky Hill Rd To E Layton Pl	$50,000 to $110,000	Long
BI-25	BI-25 Bikeway- Fairplay St | Layton Pl BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Chambers Rd To E Belleview Ave	$50,000 to $100,000	Long
BI-26	BI-26 Bikeway- Langdale St | Ottawa Pl BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	E Calhoun Dr To E Ottawa Pl	$70,000 to $160,000	Long
BI-27	BI-27 Bikeway- Oak Hill Way BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Arapahoe Rd To S Oak Hill Way	$50,000 to $100,000	Long
BI-28	BI-28 Bikeway- Southshore Pkwy SBL	Bikeways	Separated Bike Lane	S Powhaton Rd To E Costilla Dr	$510,000 to $1,070,000	Long
BI-29	BI-29 Bikeway- Walker Dr BLVD	Bikeways	Bike Boulevard	S Powhaton Rd To E Arbor Dr	$100,000 to $210,000	Long
BI-30	BI-30 Bikeway- Quantock Way BLVD	Bikeways	Bike Boulevard	E Southshore Pkwy To S Riverwood Way	$70,000 to $160,000	Long
BI-32	BI-32 Bikeway- Arapahoe Rd SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	Liverpool St To Powhaton Rd	$5,970,000 to $13,050,000	Long
BI-33	BI-33 Bikeway- Wheatlands Pkwy BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Smoky Hill Rd To S Ider St	$40,000 to $90,000	Long
BI-34	BI-34 Bikeway- Davies Way | Ontario Dr BLVD	Bikeways	Bike Boulevard	E Arapahoe Rd To S Tallyns Reach Pkwy	$160,000 to $350,000	Long
BI-35	BI-35 Bikeway- Jamison Cir/Smoky Hill Rd | Otero Dr BLVD	Bikeways	Bike Boulevard	E Smoky Hill Pkwy To S Powhaton Rd	$120,000 to $260,000	Long
BI-36	BI-36 Bikeway- Briarwood Dr/Portland Way BLVD	Bikeways	Bike Boulevard	E Plymouth Dr To S Aurora Pkwy	$160,000 to $360,000	Long
BI-39	BI-39 Bikeway- Catawba Way/Euclid Ave BLVD	Bikeways	Bike Boulevard	E Briarwood Dr To S Aurora Pkwy	$120,000 to $260,000	Long
BI-40	BI-40 Bikeway- Addison Way/Buchanan Way/Otero Dr/Moraine Pl BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Heritage Pkwy To E Heritage Pkwy	$130,000 to $270,000	Long
BI-41	BI-41 Bikeway- Duquesne Way | Mineral Dr BLVD	Bikeways	Bike Boulevard	S Coolidge Way To S Sampson Gulch Way	$110,000 to $240,000	Long
BI-42	BI-42 Bikeway- Ider St | Tallyns Reach Pkwy BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Park Crescent Dr To E Wheatlands Pkwy	$90,000 to $180,000	Long
BI-43	BI-43 Bikeway- Harvest Rd/Powhaton Rd SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	E Otero Dr To E Quincy Ave	$8,000,000 to $17,500,000	Long
BI-47	BI-47 Bikeway- 32nd Pkwy SUP	Bikeways	Shared Use Path	Tower Rd To Picadilly Rd	$3,360,000 to $7,360,000	Long
BI-48	BI-48 Bikeway- 38th Ave/40th Ave SUP	Bikeways	Shared Use Path	Chambers Rd To Picadilly Rd	$6,540,000 to $14,320,000	Long
BI-49	BI-49 Bikeway- Peoria St Blvd | SUP	Bikeways	Bike Boulevard |Shared Use Path	Smith Rd To 6th Ave	$5,010,000 to $10,950,000	Long
BI-50	BI-50 Bikeway- Peoria St SUP	Bikeways	Shared Use Path	Alameda Ave To 83	$5,360,000 to $11,720,000	Long
BI-51	BI-51 Bikeway- Fitzsimons Pkwy | Potomac St | Hoffman Blvd | Potomac St | Potomac Way BBL | BL Or BBL | SUP	Bikeways	Bike Boulevard | Bike Lane or Buffered Bike Lane | Shared Use Path	17th Ave To Mississippi Ave	$5,390,000 to $11,790,000	Medium
BI-52	BI-52 Bikeway- Abilene St SUP	Bikeways	Shared Use Path	Sable Blvd To Iliff Ave	$6,040,000 to $13,220,000	Medium
BI-53	BI-53 Bikeway- Sable Blvd SUP	Bikeways	Shared Use Path	39th Ave To 6th Ave	$5,110,000 to $11,170,000	Medium
BI-54	BI-54 Bikeway- Sable Blvd SUP	Bikeways	Shared Use Path	6th Ave To Iliff Ave	$5,630,000 to $12,310,000	Medium
BI-55	BI-55 Bikeway- Chambers Way BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Chambers Rd To E Quincy Ave	$20,000 to $40,000	Long
BI-56	BI-56 Bikeway- Chambers Rd SUP	Bikeways	Shared Use Path	6th Ave To Iliff Ave	$5,610,000 to $12,270,000	Medium
BI-57	BI-57 Bikeway- Chambers Rd SUP	Bikeways	Shared Use Path	40th Ave To 6th Ave	$5,260,000 to $11,500,000	Medium
BI-58	BI-58 Bikeway- Airport Blvd SUP	Bikeways	Shared Use Path	I70 To 6th Ave	$4,710,000 to $10,310,000	Long
BI-59	BI-59 Bikeway- Airport Blvd SUP	Bikeways	Shared Use Path	6th Ave To Iliff Ave	$5,730,000 to $12,540,000	Long
BI-60	BI-60 Bikeway- Buckley Rd SUP	Bikeways	Shared Use Path	Quincy Ave To Smoky Hill Rd	$4,980,000 to $10,900,000	Long
BI-61	BI-61 Bikeway- Buckley Rd SUP	Bikeways	Shared Use Path	Iliff Ave To Quincy Ave	$3,880,000 to $8,490,000	Long
BI-62	BI-62 Bikeway- Tower Rd Blvd | SUP	Bikeways	Bike Boulevard |Shared Use Path	40th Ave To 6th Ave	$1,400,000 to $3,000,000	Short
BI-63	BI-63 Bikeway- Tower Rd SUP	Bikeways	Shared Use Path	Mississippi Ave To Hampden Ave	$4,800,000 to $10,510,000	Long

Bikeway Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
BI-64	BI-64 Bikeway- Dunkirk St | Mississippi Ave BL Or BBL | SUP	Bikeways	Bike Lane or Buffered Bike Lane | Shared Use Path	S Ceylon St To E Asbury Dr	$1,760,000 to $3,850,000	Long
BI-65	BI-65 Bikeway- Jasper St BLVD	Bikeways	Bike Boulevard	E Quincy Ave To Pheasant Run Pkwy	$60,000 to $140,000	Long
BI-66	BI-66 Bikeway- Layton Ave | Memphis St | Memphis St/Memphis St BL Or BBL | Blvd | SBL Or SUP	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard | Separated Bike Lane or Shared Use Path	E Smoky Hill Rd To S Alicia Pkwy	$1,780,000 to $3,890,000	Long
BI-67	BI-67 Bikeway- Stanford Pl/Temple Dr BLVD	Bikeways	Bike Boulevard	Pheasant Run Pkwy To Pheasant Run Pkwy	$170,000 to $370,000	Long
BI-69	BI-69 Bikeway- Mansfield Ave | Mercer Circle Trail | Nassau Dr Blvd | SUP	Bikeways	Bike Boulevard |Shared Use Path	S Chambers Rd To West Toll Gate Creek Trail	$540,000 to $1,190,000	Long
BI-70	BI-70 Bikeway- Mission Pkwy/Nassau Dr BBL	Bikeways	Buffered Bike Lane	S Buckley Rd To S Alicia Pkwy	$30,000 to $70,000	Long
BI-71	BI-71 Bikeway- Oxford Dr/Laredo Way BLVD	Bikeways	Bike Boulevard	E Oxford Dr To S Memphis St	$60,000 to $120,000	Long
BI-72	BI-72 Bikeway- Reservoir Rd SUP	Bikeways	Shared Use Path	Hampden Ave To Ensenada St	$3,000,000 to $6,560,000	Long
BI-73	BI-73 Bikeway- Uravan St/Uravan St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Hampden Ave To E Quincy Ave	$110,000 to $220,000	Long
BI-74	BI-74 Bikeway- Biscay St/Way | Jefferson Ave | Lehigh Ave/Bahama St BL Or BBL | Blvd	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	E Napa Dr To E Floyd Ave	$240,000 to $540,000	Long
BI-76	BI-76 Bikeway- Genoa St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Princeton Dr To E Quincy Ave	$20,000 to $50,000	Long
BI-77	BI-77 Bikeway- Hampden Run Park Connection SUP	Bikeways	Shared Use Path	S Waco Way To S Tower Rd	$540,000 to $1,180,000	Long
BI-78	BI-78 Bikeway- Mansfield Ave BBL	Bikeways	Buffered Bike Lane	S Reservoir Rd To S Buckley Rd	$120,000 to $250,000	Long
BI-79	BI-79 Bikeway- Richfield St BL Or BBL | Blvd	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	E Quincy Ave To E Hampden Ave	$230,000 to $510,000	Long
BI-80	BI-80 Bikeway- Ceylon Way | Genoa Way | Greenwood Dr BL Or BBL | Blvd | SBL Or SUP	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard | Separated Bike Lane or Shared Use Path	S Reservoir Rd To S Flanders St	$2,220,000 to $4,860,000	Long
BI-81	BI-81 Bikeway- Girard Ave/Floyd Ave/Eastman Dr/Eldorado Cir/Greenwood Cir Blvd	Bikeways	Bike Boulevard	S Buckley Rd To E Dartmouth Ave / S Telluride Ave	$240,000 to $520,000	Long
BI-82	BI-82 Bikeway- Eagle St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Hampden Ave To E Floyd Ave	$30,000 to $70,000	Long
BI-83	BI-83 Bikeway- Winston St BLVD	Bikeways	Bike Boulevard	E Hampden Ave To E Dartmouth Ave	$90,000 to $200,000	Long
BI-84	BI-84 Bikeway- Bates Ave | Jasper St | Winston St BLVD	Bikeways	Bike Boulevard	E Yale Ave To S Chambers Rd To E Dartmouth Ave	$180,000 to $400,000	Long
BI-85	BI-85 Bikeway- Pagosa St/Pagosa St/Wesley Ave BLVD	Bikeways	Bike Boulevard	S Rifle St To E Eldorado Cir	$230,000 to $510,000	Long
BI-86	BI-86 Bikeway- Rifle St BLVD	Bikeways	Bike Boulevard	E Iliff Ave To E Brown Cir	$120,000 to $260,000	Long
BI-87	BI-87 Bikeway- Cornell Ave BLVD	Bikeways	Bike Boulevard	Toll Gate Creek Trail To S Tower Rd	$50,000 to $110,000	Long
BI-88	BI-88 Bikeway- Dartmouth Ave | Floyd Ave BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Laredo St To S Idalia St	$170,000 to $350,000	Long
BI-89	BI-89 Bikeway- Columbia Ave/Bates Ave/Bates Ave/Bethany Cir/Brown Cir/Columbia Ave/Cornell Dr/Telluride St Blvd	Bikeways	Bike Boulevard	S Ventura St To S Buckley Rd To E Dartmouth Ave	$400,000 to $870,000	Long
BI-90	BI-90 Bikeway- Kittredge Way/Laredo St BLVD	Bikeways	Bike Boulevard	E Iliff Ave To E Yale Ave	$100,000 to $210,000	Long
BI-91	BI-91 Bikeway- Atchison Way BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Parker Rd To E Quincy Ave	$70,000 to $140,000	Long
BI-92	BI-92 Bikeway- Carson Way/Dawson St/Eagle Ct/Elkhart St/Jefferson Ave/Navarro Pl/Purdue Pl BLVD	Bikeways	Bike Boulevard	E Quincy Ave To E Hampden Ave	$270,000 to $590,000	Long
BI-93	BI-93 Bikeway- Carson St | Dillon Way BLVD	Bikeways	Bike Boulevard	E Quincy Ave To E Quincy Ave	$220,000 to $470,000	Long
BI-94	BI-94 Bikeway- Pitkin St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Quincy Ave To E Wagontrail Pkwy	$60,000 to $120,000	Long
BI-97	BI-97 Bikeway- Grand Ave/Grand Ave/Telluride St BLVD	Bikeways	Bike Boulevard	E Smoky Hill Rd To E Grand Ave	$40,000 to $100,000	Long
BI-98	BI-98 Bikeway- Grand Ave/Wagon Trail Pkwy | Wagon Trail Pkwy BBL | BL Or BBL | SUP	Bikeways	Bike Boulevard | Bike Lane or Buffered Bike Lane | Shared Use Path	Pheasant Run Pkwy To Smoky Hill Rd	$1,350,000 to $2,950,000	Long
BI-99	BI-99 Bikeway- Grand Ave/Grand Ave/Telluride St | Grand Ave/Wagon Trail Pkwy BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	S Tower Rd To E Wagontrail Pkwy	$160,000 to $340,000	Long
BI-100	BI-100 Bikeway- Picadilly Rd SUP	Bikeways	Shared Use Path	E Hampden Ave To E Quincy Ave	$1,600,000 to $3,510,000	Long
BI-105	BI-105 Bikeway- Alexander Dr BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Harvest Rd To S Aurora Pkwy	$80,000 to $170,000	Long
BI-106	BI-106 Bikeway- De Gaulle St SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	Harvest Trail To Degaulle East Trail	$1,920,000 to $4,200,000	Long
BI-107	BI-107 Bikeway- Belleview Ave SUP	Bikeways	Shared Use Path	Aurora Reservoir Entry Trail To Infinity Middle School	$1,030,000 to $2,250,000	Long
BI-108	BI-108 Bikeway- Aurora Pkwy SBL	Bikeways	Separated Bike Lane	S Elk Way To Degaulle East Trail	$330,000 to $690,000	Long
BI-109	BI-109 Bikeway- Southlands Pkwy BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Southlands Pkwy To Wheatlands Pkwy	$20,000 to $40,000	Long

Bikeway Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
BI-110	BI-110 Bikeway- Belleview Ave | E Whitaker Dr | Whitaker Dr BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Belleview Prvt To S Harvest Rd	$50,000 to $110,000	Long
BI-114	BI-114 Bikeway- Inspiration Dr SUP	Bikeways	Shared Use Path	Inspiration Dr To Inspiration Dr	$2,790,000 to $6,110,000	Long
BI-117	BI-117 Bikeway- Inspiration Ln SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	Inspiration Dr To S Gartrell Rd	$1,770,000 to $3,870,000	Long
BI-118	BI-118 Bikeway- Aurora Pkwy BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Quemoy Way To Eagle Bend Marketplace	$50,000 to $100,000	Long
BI-119	BI-119 Bikeway- Abilene St/Linvale Pl BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Abilene St To E Marina Dr	$40,000 to $90,000	Long
BI-120	BI-120 Bikeway- Cimarron St | Dillon St | Harvard Ave BLVD	Bikeways	Bike Boulevard	E Yale Ave To E Iliff Ave	$110,000 to $250,000	Long
BI-121	BI-121 Bikeway- Blackhawk St/Harvard Ave SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	Abilene St To Yale Ave	$1,860,000 to $4,060,000	Long
BI-122	BI-122 Bikeway- Anaheim St SUP	Bikeways	Shared Use Path	E Harvard Ave To E Yale Ave	$470,000 to $1,020,000	Long
BI-123	BI-123 Bikeway- Wesley Ave BLVD	Bikeways	Bike Boulevard	S Dillon St To S Chambers Rd	$110,000 to $250,000	Long
BI-124	BI-124 Bikeway- Evans Ave BLVD	Bikeways	Bike Boulevard	E Elkhart St To S Ivory St	$100,000 to $220,000	Long
BI-125	BI-125 Bikeway- Baltic Pl/Elkhart St/Elkhart St | Evans Ave BLVD	Bikeways	Bike Boulevard	E Yale Ave To S Sable Blvd	$210,000 to $460,000	Long
BI-126	BI-126 Bikeway- Tucson St BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	E Florida Ave To E Jewell Ave	$90,000 to $190,000	Long
BI-127	BI-127 Bikeway- Wheeling Cir/Vaughn Cir BLVD	Bikeways	Bike Boulevard	S Uvalda St To S Wheeling Way	$40,000 to $80,000	Long
BI-128	BI-128 Bikeway- Uvalda St SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	E Mississippi Ave To S Wheeling Ave	$1,470,000 to $3,220,000	Long
BI-129	BI-129 Bikeway- Louisiana Ave/Troy St/Troy St BLVD	Bikeways	Bike Boulevard	E Wyoming Cir To E Mississippi Ave	$80,000 to $170,000	Long
BI-130	BI-130 Bikeway- Louisiana Ave | Potomac St | Wheeling Way BL Or BBL | BLVD | SBL Or SUP	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard | Separated Bike Lane or Shared Use Path	Mississippi Ave To Uvalda St	$780,000 to $1,710,000	Long
BI-131	BI-131 Bikeway- Ironton St BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	E Florida Ave To E Exposition Ave	$200,000 to $440,000	Medium
BI-132	BI-132 Bikeway- Mexico Ave BLVD	Bikeways	Bike Boulevard	S Dayton St To S Moline St	$200,000 to $440,000	Medium
BI-133	BI-133 Bikeway- Arizona Pl/Kenton Way/Joliet St BLVD	Bikeways	Bike Boulevard	E Florida Ave To E Mississippi Ave	$120,000 to $270,000	Medium
BI-134	BI-134 Bikeway- Idaho Pl | Wyoming Pl BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Dayton St To S Ironton St	$60,000 to $130,000	Medium
BI-135	BI-135 Bikeway- Fulton St/S Fulton St BLVD	Bikeways	Bike Boulevard	E Florida Ave To E Jewell Ave	$100,000 to $220,000	Medium
BI-136	BI-136 Bikeway- Kenton Way/Kenton St/Kenton St/S Kenton St BLVD	Bikeways	Bike Boulevard	E Jewell Ave To E Florida Ave	$100,000 to $220,000	Medium
BI-137	BI-137 Bikeway- Galena St BLVD	Bikeways	Bike Boulevard	E Mississippi Ave To E Florida Ave	$100,000 to $220,000	Medium
BI-138	BI-138 Bikeway- Evans Ave/Evans Ave BLVD	Bikeways	Bike Boulevard	S Dayton St To S Lima St	$210,000 to $470,000	Long
BI-139	BI-139 Bikeway- Nome St/Newark Way | Warren Ave BLVD	Bikeways	Bike Boulevard	30 To E Jewell Ave	$220,000 to $490,000	Long
BI-140	BI-140 Bikeway- Joliet St BLVD	Bikeways	Bike Boulevard	E Asbury Ave To E Iliff Ave	$80,000 to $170,000	Long
BI-141	BI-141 Bikeway- Jamaica St/Wesley Ave/Wesley Ave BLVD	Bikeways	Bike Boulevard	E Iliff Ave To S Oswego St	$160,000 to $350,000	Long
BI-142	BI-142 Bikeway- Adriatic Pl | Arkansas Ave/Atlantic Ave/Oakland St/Oakland St | Oakland Way/Oswego St BLVD	Bikeways	Bike Boulevard	E Yale Ave To S Moline Ave	$440,000 to $970,000	Long
BI-143	BI-143 Bikeway- Amherst Cir/Amherst Cir/Newark Pl BLVD	Bikeways	Bike Boulevard	S Macon St To S Macon St	$70,000 to $160,000	Long
BI-144	BI-144 Bikeway- Nome St/Macon St/Paris St/Yale Way BLVD	Bikeways	Bike Boulevard	E Amherst Ct To E Bates Cir	$180,000 to $400,000	Long
BI-145	BI-145 Bikeway- Mexico Ave/Uravan St SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	S Buckley Rd To E Kentucky Ave	$2,550,000 to $5,570,000	Long
BI-147	BI-147 Bikeway- Louisiana Ave BL Or BBL | SBL Or SUP	Bikeways	Bike Lane or Buffered Bike Lane | Separated Bike Lane or Shared Use Path	S Uravan St To S Dunkirk St	$1,480,000 to $3,240,000	Long
BI-148	BI-148 Bikeway- Arizona Ave/Quintero Way/Salida Way/Truckee Way BLVD	Bikeways	Bike Boulevard	E Mexico Ave To S Uravan St	$230,000 to $500,000	Long
BI-149	BI-149 Bikeway- Andes Cir/Bahama St/Colorado Dr BLVD	Bikeways	Bike Boulevard	E Louisiana Ave To S Dunkirk St	$250,000 to $540,000	Long
BI-151	BI-151 Bikeway- Arkansas Dr BLVD	Bikeways	Bike Boulevard	E Arizona Ave To S Joplin St	$260,000 to $580,000	Long
BI-153	BI-153 Bikeway- Florida Ave/Helena St/Idalia St/Jewell Pl/Ivory Way/Pacific Pl/Helena Cir/Idalia St | Ivory St BLVD	Bikeways	Bike Boulevard	E Mississippi Ave To E Evans Ave To S Idalia St	$360,000 to $800,000	Long
BI-154	BI-154 Bikeway- Bails Pl/Florida Dr/Iowa Dr/Yampa Way/Sedalia Cir/Utah Pl/Yampa St/Yampa Way BLVD	Bikeways	Bike Boulevard	E Louisiana Ave To S Tower Rd	$480,000 to $1,050,000	Long
BI-156	BI-156 Bikeway- Oregon Dr BLVD	Bikeways	Bike Boulevard	S Sable Blvd To E Jewell Ave	$90,000 to $200,000	Long
BI-158	BI-158 Bikeway- Arizona Ave | Chambers Cir | Evanston St BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	S Idalia St To E Jewell Ave	$260,000 to $560,000	Long
BI-159	BI-159 Bikeway- Gunnison Pl BLVD	Bikeways	Bike Boulevard	S Jasper St To S Norfolk St	$80,000 to $180,000	Long
BI-160	BI-160 Bikeway- Iowa Dr BLVD	Bikeways	Bike Boulevard	E Florida Ave To S Sable Blvd	$70,000 to $160,000	Long
BI-161	BI-161 Bikeway- Iowa Ave/Laredo St/Ouray St BLVD	Bikeways	Bike Boulevard	E Mexico Ave To E Mexico Ave	$140,000 to $300,000	Long
BI-162	BI-162 Bikeway- Lewiston St BLVD	Bikeways	Bike Boulevard	E Arkansas Dr To E Mississippi Ave	$70,000 to $150,000	Long

Bikeway Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
BI-163	BI-163 Bikeway- Bails Pl/Norfolk St BLVD	Bikeways	Bike Boulevard	E Arkansas Dr To E Bails Pl	$110,000 to $250,000	Long
BI-164	BI-164 Bikeway- Blackhawk St/Blackhawk St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Exposition Ave To Mississippi Ave	$50,000 to $110,000	Medium
BI-165	BI-165 Bikeway- Kentucky Dr | Security Dr | Tennessee Ave | Tennessee Dr BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Blackhawk St To S Blackhawk St	$120,000 to $260,000	Medium
BI-166	BI-166 Bikeway- Center Ave/Center Ave/Center Ave BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Centerpoint Dr To Toll Gate Creek Trail	$40,000 to $80,000	Medium
BI-167	BI-167 Bikeway- Centrepoint Dr | Evanston St/Ohio Ave/Walsh Dr BL Or BBL | Blvd	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	S Chambers Rd To S Sable Blvd	$160,000 to $360,000	Medium
BI-168	BI-168 Bikeway- Exposition Ave SUP	Bikeways	Shared Use Path	Abilene St To Chambers Rd	$1,550,000 to $3,400,000	Medium
BI-169	BI-169 Bikeway- Fraser Ct | S Fraser Ct BLVD	Bikeways	Bike Boulevard	Alameda Pkwy To Centrepoint Dr	$40,000 to $90,000	Medium
BI-170	BI-170 Bikeway- Memphis Way/Tennessee Ave BLVD	Bikeways	Bike Boulevard	Pipeline Trail To E Kentucky Ave	$40,000 to $100,000	Long
BI-172	BI-172 Bikeway- Kalispell Way/Kentucky Ave SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	E Alameda Pkwy To E Alameda Pkwy	$2,890,000 to $6,310,000	Long
BI-173	BI-173 Bikeway- Ohio Dr/Ohio Pl/Richfield St BLVD	Bikeways	Bike Boulevard	S Buckley Rd To E Alameda Pkwy	$140,000 to $310,000	Long
BI-175	BI-175 Bikeway- Alameda Dr/Norfolk Way BLVD	Bikeways	Bike Boulevard	E Alameda Pkwy To S Airport Blvd	$100,000 to $210,000	Long
BI-176	BI-176 Bikeway- Delaney Community Farm Trail Connection | Neighborhood Trail Connection SUP	Bikeways	Shared Use Path	E Alameda Pkwy To S Evanston Way	$1,850,000 to $4,050,000	Long
BI-177	BI-177 Bikeway- Xanadu Way SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	E Yale Ave To E Asbury Dr	$2,320,000 to $5,070,000	Long
BI-178	BI-178 Bikeway- Asbury Dr/Vaughn Way/Xanadu Way BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Iliff Ave To E Jewell Ave / S Xanadu Way	$90,000 to $180,000	Long
BI-179	BI-179 Bikeway- Vaughn Way BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Iliff Ave To E Yale Ave	$60,000 to $130,000	Long
BI-182	BI-182 Bikeway- Amherst Ave | Bates Ave BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	E Amherst Dr To S Tower Rd	$120,000 to $260,000	Long
BI-184	BI-184 Bikeway- Ceylon Wy BLVD	Bikeways	Bike Boulevard	S Genoa St To S Argonne St	$170,000 to $370,000	Long
BI-186	BI-186 Bikeway- Argonne St/Villanova Pl | Flanders St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Bates Ave To E Iliff Ave	$130,000 to $270,000	Long
BI-187	BI-187 Bikeway- Asbury Pl/Quintero St/Richfield St BLVD	Bikeways	Bike Boulevard	E Iliff Ave To S Salida St	$110,000 to $230,000	Long
BI-188	BI-188 Bikeway- Evans Ave BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Buckley Rd To S Tower Rd	$110,000 to $220,000	Long
BI-189	BI-189 Bikeway- Telluride St SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	E Vassar Pl To S Sedalia Cir/E Bails Pl	$1,600,000 to $3,500,000	Long
BI-190	BI-190 Bikeway- Abilene Cir/Temple Dr/Tufts Pl BLVD	Bikeways	Bike Boulevard	S Parker Rd To E Smoky Hill Rd	$120,000 to $250,000	Long
BI-191	BI-191 Bikeway- Layton Dr/Saratoga Pl BLVD	Bikeways	Bike Boulevard	E Layton Dr To S Parker Rd	$70,000 to $150,000	Long
BI-192	BI-192 Bikeway- Belleview Ave | Carson Ct/Belleview Ave/Bellewood Dr BLVD | SBL Or SUP	Bikeways	Bike Boulevard	E Grand Ave To S Chambers Rd	$1,560,000 to $3,400,000	Long
BI-193	BI-193 Bikeway- Fulton St BLVD	Bikeways	Bike Boulevard	E 26th Ave To E17th Ave	$150,000 to $330,000	Long
BI-194	BI-194 Bikeway- Iola St BLVD	Bikeways	Bike Boulevard	E 26th Ave To E 23rd Ave	$50,000 to $110,000	Long
BI-195	BI-195 Bikeway- Dayton St SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	26th Aveto 6th Ave	$3,240,000 to $7,090,000	Long
BI-196	BI-196 Bikeway- 7th Ave/7th Ave BLVD	Bikeways	Bike Boulevard	Del Mar Cir To N Dayton St	$270,000 to $580,000	Long
BI-197	BI-197 Bikeway- 3rd Ave BLVD	Bikeways	Bike Boulevard	Fulton St To N Havana St	$50,000 to $110,000	Long
BI-198	BI-198 Bikeway- Moline St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E 26th Ave To E 2nd Ave	$250,000 to $530,000	Long
BI-199	BI-199 Bikeway- Fulton St/Elmira St BLVD	Bikeways	Bike Boulevard	70 To 1st Ave	$320,000 to $710,000	Long
BI-200	BI-200 Bikeway- Nome St BLVD	Bikeways	Bike Boulevard	E 13th Ave To E 11th Ave	$50,000 to $110,000	Long
BI-201	BI-201 Bikeway- 1st Ave | 2nd Ave | 4th Way | High Line Canal Bridge | Lima St BL Or BBL | Blvd | SUP	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard | Shared Use Path	N Havana St To Peoria St	$2,010,000 to $4,400,000	Long
BI-202	BI-202 Bikeway- Jamaica St BLVD	Bikeways	Bike Boulevard	E Colfax Ave To E 7th Ave	$190,000 to $430,000	Long
BI-203	BI-203 Bikeway- Alton St/Beeler St Alley Connection | Westerly Creek Trail SUP	Bikeways	Shared Use Path	70 To E 17th Ave	$570,000 to $1,240,000	Long
BI-205	BI-205 Bikeway- Boston St BLVD	Bikeways	Bike Boulevard	E 17th Ave To E 11th Ave	$150,000 to $330,000	Long
BI-206	BI-206 Bikeway- 5th Ave/Joliet St BLVD	Bikeways	Bike Boulevard	E 4th Way To Moline St	$90,000 to $200,000	Long
BI-207	BI-207 Bikeway- 25th Ave BLVD	Bikeways	Bike Boulevard	Peoria St To Dallas St	$310,000 to $690,000	Long
BI-208	BI-208 Bikeway- Aurora Ct | Toledo St | Ursula St Blvd | SUP	Bikeways	Bike Boulevard |Shared Use Path	E 17th Ave To High Line Canal Trail	$2,950,000 to $6,450,000	Long
BI-209	BI-209 Bikeway- Parkview Dr BLVD	Bikeways	Bike Boulevard	Del Mar Cir To Potomac St	$170,000 to $380,000	Long
BI-211	BI-211 Bikeway- 7th Ave | Vaughn St | Zion St BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	Bel Mar Cir To E 13th Ave	$300,000 to $660,000	Long
BI-212	BI-212 Bikeway- Del Mar Cir SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	E 7th Ave To E 7th Ave	$2,180,000 to $4,770,000	Long
BI-214	BI-214 Bikeway- Hampden Ave SUP	Bikeways	Shared Use Path	Tower Rd To Gun Club Rd	$4,800,000 to $10,500,000	Long
BI-215	BI-215 Bikeway- Aurora Pkwy SUP	Bikeways	Shared Use Path	S Gartrell Rd To E Arapahoe Rd	$2,230,000 to $4,870,000	Long
BI-216	BI-216 Bikeway- Lewiston Way SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	S Parker Rd To E Arapahoe Rd	$1,320,000 to $2,880,000	Long
BI-217	BI-217 Bikeway- Quentin St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Colfax Ave To E Montview Blvd	$50,000 to $100,000	Short

Bikeway Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
BI-218	BI-218 Bikeway- 28th Ave BLVD	Bikeways	Bike Boulevard	Sable Blvd To Fitzsimmons Way	$140,000 to $300,000	Long
BI-219	BI-219 Bikeway- 28th Ave | 32nd Ave | Abilene St/Moncrieff Pl | Walden St BLVD | SBL Or SUP	Bikeways	Bike Boulevard	Tower Rd To E 33rd Pl	$5,350,000 to $11,700,000	Long
BI-220	BI-220 Bikeway- 2nd Ave | Laredo St | Salida Way BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	1st Ave To 6th Ave	$2,130,000 to $4,650,000	Medium
BI-221	BI-221 Bikeway- Ursula St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Montview Blvd To E 22nd Ave	$10,000 to $20,000	Short
BI-222	BI-222 Bikeway- Crestline Ave | Laredo St BL Or BBL | SBL Or SUP	Bikeways	Bike Lane or Buffered Bike Lane | Separated Bike Lane or Shared Use Path	S Chambers Rd To E Smoky Hill Rd	$1,800,000 to $3,930,000	Long
BI-223	BI-223 Bikeway- 30th Ave | Nome St BL Or BBL | BLVD | SBL Or SUP	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard | Separated Bike Lane or Shared Use Path	E 33rd St To Wheeling St	$2,280,000 to $4,990,000	Medium
BI-224	BI-224 Bikeway- 11th Ave | Fraser St BLVD	Bikeways	Bike Boulevard	E 6th Ave To Sable Blvd	$170,000 to $380,000	Medium
BI-225	BI-225 Bikeway- Hoover Dr/Peakview Dr/Quemoy Way/Saddle Rock Trl BLVD	Bikeways	Bike Boulevard	E Smoky Hill Rd To S Riviera Way To E Arapahoe Rd	$300,000 to $660,000	Long
BI-226	BI-226 Bikeway- Fitzsimons Way | Potomac St | Wilderman Pl BLVD	Bikeways	Bike Boulevard	E 28th Ave To E 17th Ave	$200,000 to $440,000	Short
BI-227	BI-227 Bikeway- Ursula St BLVD	Bikeways	Bike Boulevard	E Alameda Ave To E Cedar Ave	$20,000 to $50,000	Long
BI-228	BI-228 Bikeway- Altura Blvd | 17th Ave BLVD	Bikeways	Bike Boulevard	N Chambers Rd To E Colfax Ave	$100,000 to $220,000	Medium
BI-229	BI-229 Bikeway- Orchard Rd | Ponderosa Trl | Versailles Pkwy BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Gun Club Rd To Smoky Hill Rd	$170,000 to $360,000	Medium
BI-230	BI-230 Bikeway- 10th Ave | 11th Ave BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	High Line Canal Trail To N Telluride St	$130,000 to $270,000	Short
BI-233	BI-233 Bikeway- Dunkirk Ct | Dunkirk St/Dunkirk St/Espana Way/Espana Way/Montview BLVD | Sports Park Cir BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	E Sports Park Dr To Montview Blvd	$160,000 to $350,000	Medium
BI-234	BI-234 Bikeway- Gartrell Rd SBL Or SUP	Bikeways	Separated Bike Lane or Shared Use Path	E Arapahoe Rd To E Rockinghorse Pkwy	$3,800,000 to $8,310,000	Long
BI-235	BI-235 Bikeway- Chambers Way BLVD	Bikeways	Bike Boulevard	E Arapahoe Rd To E Briarwood Cir	$20,000 to $50,000	Medium
BI-236	BI-236 Bikeway- Baranmor Pkwy SUP	Bikeways	Shared Use Path	E 30th St Baranmor Pkwy	$530,000 to $1,170,000	Long
BI-237	BI-237 Bikeway- 17th Ave | Jasper St BLVD	Bikeways	Bike Boulevard	N Chambers Rd To E Colfax Ave	$100,000 to $220,000	Medium
BI-238	BI-238 Bikeway- 23rd Ave BLVD	Bikeways	Bike Boulevard	N Chambers Rd To 225	$170,000 to $380,000	Long
BI-239	BI-239 Bikeway- Smoky Hill Rd SUP	Bikeways	Shared Use Path	Tower Rd To E470	$5,760,000 to $12,590,000	Long
BI-240	BI-240 Bikeway- Centretech Pkwy BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	E Hughes Dr To E 6th Ave	$90,000 to $190,000	Medium
BI-241	BI-241 Bikeway- 1st Ave | Granby Way BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	High Line Canal Trail To Granby Way	$50,000 to $100,000	Long
BI-243	BI-243 Bikeway- Victor Way BLVD	Bikeways	Bike Boulevard	S Mississippi Way To E Alaska Pl	$110,000 to $250,000	Medium
BI-244	BI-244 Bikeway- Uvalda St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	70 To E 14th Pl	$20,000 to $40,000	Short
BI-245	BI-245 Bikeway- Wheeling St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Parker East Trail To S Heather Gardens Way	$10,000 to $10,000	Long
BI-246	BI-246 Bikeway- Dunkirk St/Dunkirk St/Espana Way/Espana Way/Montview Blvd	Bikeways	Bike Boulevard	Tower Rd To Espana St	$170,000 to $360,000	Medium
BI-247	BI-247 Bikeway- Victor St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Fitzsimons Pkwy To Colfax Ave	$80,000 to $170,000	Short
BI-248	BI-248 Bikeway- Dallas St BLVD	Bikeways	Bike Boulevard	E Jefferson Pl To S Dallas St	$90,000 to $210,000	Medium
BI-249	BI-249 Bikeway- Dry Creek Rd BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Ireland Way To Liberty Middle School Parking Lot	$50,000 to $100,000	Long
BI-250	BI-250 Bikeway- Hampden Cir BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	S Chambers Rd To S Mission Pkwy	$10,000 to $20,000	Long
BI-251	BI-251 Bikeway- Hampden Ave SUP	Bikeways	Shared Use Path	Parker Rd To Tower Rd	$5,030,000 to $11,000,000	Long
BI-252	BI-252 Bikeway- Smoky Hill Rd SUP	Bikeways	Shared Use Path	Quincy Ave To Tower Rd	$4,790,000 to $10,470,000	Medium
BI-253	BI-253 Bikeway- Chambers Rd | Granby Way Blvd | SUP	Bikeways	Bike Boulevard |Shared Use Path	Iliff Ave To Parker Rd	$6,880,000 to $15,050,000	Medium
BI-254	BI-254 Bikeway- Himalaya Way/Ireland Way/Ireland Way BLVD	Bikeways	Bike Boulevard	E Arapahoe Rd To E Otero Pkwy	$500,000 to $1,090,000	Long
BI-255	BI-255 Bikeway- Crestline Dr | Joplin Way BL Or BBL | BLVD	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	S Parker Rd To Chambers	$250,000 to $560,000	Long
BI-257	BI-257 Bikeway- 22nd Ave BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Airport Blvd To 32	$100,000 to $210,000	Medium
BI-259	BI-259 Bikeway- 17th Ave BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Yosemite St To Victor St	$270,000 to $580,000	Short
BI-260	BI-260 Bikeway- 33rd Ave | 35th Pl | Newark St BL Or BBL | Blvd	Bikeways	Bike Lane or Buffered Bike Lane | Bike Boulevard	Peoria St To Smith Rd	$120,000 to $270,000	Short
BI-261	BI-261 Bikeway- 23rd Ave BLVD	Bikeways	Bike Boulevard	Peoria St To Victor St	$150,000 to $330,000	Short
BI-262	BI-262 Bikeway- Salida St SUP	Bikeways	Shared Use Path	E 40th St To E 37th St	$500,000 to $1,100,000	Long
BI-263	BI-263 Bikeway- Bayaud Ave BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Abilene To Sable Blvd	$40,000 to $80,000	Short
BI-264	BI-264 Bikeway- E 15th Pl | E 16th Ave | Lisbon St | N Lisbon St BL Or BBL	Bikeways	Bike Lane or Buffered Bike Lane	Espana St To E 13th Ave	$120,000 to $250,000	Medium

Transit Projects



Transit Projects

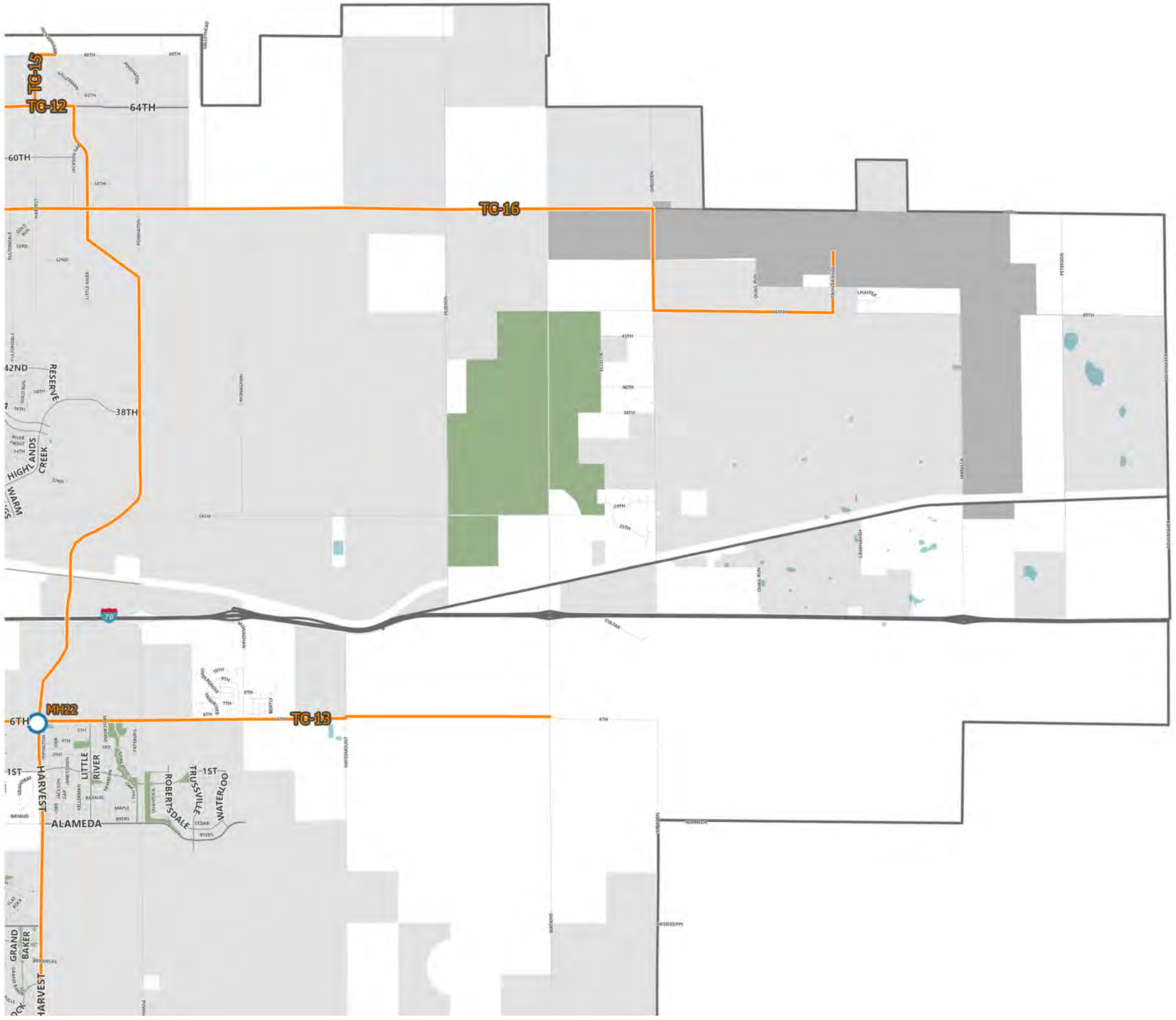
Microtransit Service Area

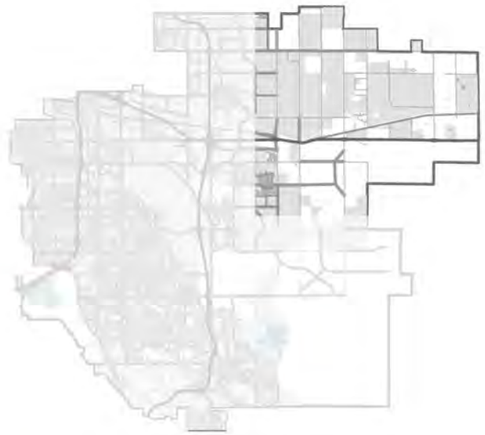
MobilityHub_Projects_202603

Mobility Hub by Level of Investment

- Mini
- Mini
- Mid
- Mini
- Minor

0 1 mi





Transit Projects

Microtransit Service Area

MobilityHub_Projects_202603

Mobility Hub by Level of Investment

- Mini
- Mini
- Mid
- Mini
- Minor

0 1 mi



Transit Projects

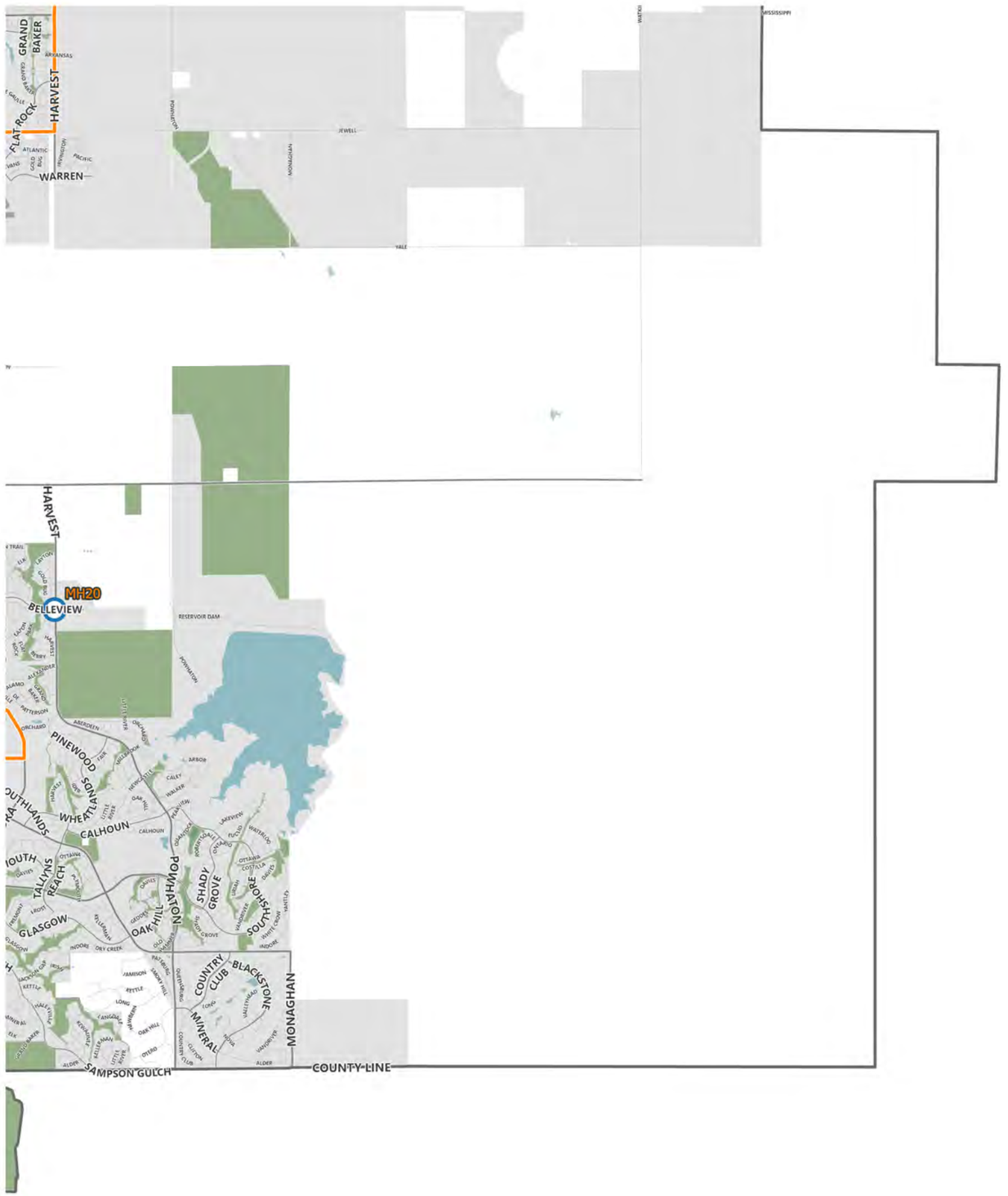
Microtransit Service Area

MobilityHub_Projects_202603

Mobility Hub by Level of Investment

- Mini
- Mini
- Mid
- Mini
- Minor

0 1 mi





Transit Projects

Microtransit Service Area

MobilityHub_Projects_202603

Mobility Hub by Level of Investment

- Mini
- Mini
- Mid
- Mini
- Minor

0 1 mi

Transit Projects

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
MH-01	Mobility Hub Anschutz	Transit Service and Hubs	Major Mobility Hub	Anschutz Campus	$12,800,000 to $17,300,000	Long
MH-02	Mobility Hub Southlands	Transit Service and Hubs	Major Mobility Hub	Southlands	$12,800,000 to $17,300,000	Long
MH-03	Mobility Hub Town Center	Transit Service and Hubs	Major Mobility Hub	City Center	$12,800,000 to $17,300,000	Long
MH-04	Florida Station	Transit Service and Hubs	Major Mobility Hub	Florida Station	$12,800,000 to $17,300,000	Long
MH-05	Peoria Station	Transit Service and Hubs	Major Mobility Hub	Peoria Station	$12,800,000 to $17,300,000	Long
MH-06	Colfax/Dayton Station	Transit Service and Hubs	Mid Mobility Hub	Colfax/Dayton Station	$5,100,000 to $6,900,000	Long
MH-07	Aurora CC	Transit Service and Hubs	Mid Mobility Hub	Aurora Community College	$5,100,000 to $6,900,000	Long
MH-08	Iliff Station	Transit Service and Hubs	Mid Mobility Hub	Iliff Station	$5,100,000 to $6,900,000	Long
MH-09	Jewell/470	Transit Service and Hubs	Mid Mobility Hub	Jewell470	$5,100,000 to $6,900,000	Long
MH-10	Parker/Arapahoe	Transit Service and Hubs	Mid Mobility Hub	Parker/Arapahoe	$5,100,000 to $6,900,000	Long
MH-11	Havana/Alameda	Transit Service and Hubs	Mid Mobility Hub	Havana/Alameda	$5,100,000 to $6,900,000	Long
MH-12	Tower Industrial Area	Transit Service and Hubs	Mid Mobility Hub	Tower Industrial Area	$5,100,000 to $6,900,000	Long
MH-13	Nine Mile Station	Transit Service and Hubs	Minor Mobility Hub	Nine Mile Station	$1,300,000 to $1,700,000	Long
MH-14	Parker/Iliff/Havana	Transit Service and Hubs	Minor Mobility Hub	Parker/Iliff/Havana	$1,300,000 to $1,700,000	Long
MH-15	Gaylord Area	Transit Service and Hubs	Minor Mobility Hub	Gaylord Area	$1,300,000 to $1,700,000	Long
MH-18	Colfax/Airport	Transit Service and Hubs	Minor Mobility Hub	Colfax/Airport	$1,300,000 to $1,700,000	Long
MH-19	Colfax/Picadilly	Transit Service and Hubs	Minor Mobility Hub	Colfax/Picadilly	$1,300,000 to $1,700,000	Long
MH-20	Bellview/Harvest	Transit Service and Hubs	Mini Mobility Hub	Bellview/Harvest	$100,000 to $200,000	Long
MH-21	Mississippi/Gun Club	Transit Service and Hubs	Mini Mobility Hub	Mississippi/Gun Club	$100,000 to $200,000	Long
MH-22	6th/Harvest	Transit Service and Hubs	Mini Mobility Hub	6th/Harvest	$100,000 to $200,000	Long
MH-23	GVR/HLC	Transit Service and Hubs	Mini Mobility Hub	Green Valley Ranch/HLC	$100,000 to $200,000	Long
MH-24	Montview Plaza	Transit Service and Hubs	Mini Mobility Hub	Montview Plaza	$100,000 to $200,000	Long
MH-25	Del Mar Rec Center	Transit Service and Hubs	Mini Mobility Hub	Del Mar Rec Center	$100,000 to $200,000	Long
MH-26	Tucson/Jewell	Transit Service and Hubs	Mini Mobility Hub	Tucson/Jewell	$100,000 to $200,000	Long
MH-27	Mission Viejo Park	Transit Service and Hubs	Mini Mobility Hub	Mission Viejo Park	$100,000 to $200,000	Long
MH-28	Iliff/Buckley/Riffle	Transit Service and Hubs	Mini Mobility Hub	Iliff/Buckley/Riffle	$100,000 to $200,000	Long
MH-29	Eagle Bend	Transit Service and Hubs	Mini Mobility Hub	Eagle Bend	$100,000 to $200,000	Long
MT-01	Microtransit 1	Transit Service and Hubs	Microtransit	Northeast	$2,500,000 to $10,000,000	Short
MT-02	Microtransit 2	Transit Service and Hubs	Microtransit	North Central	$1,300,000 to $5,000,000	Short
MT-03	Microtransit 3	Transit Service and Hubs	Microtransit	Southeast	$2,500,000 to $10,000,000	Short
MT-04	Microtransit 4	Transit Service and Hubs	Microtransit	Northwest	$1,300,000 to $5,000,000	Short
TC-01	Transit- Peoria	Transit Service and Hubs	High Investment (BRT)	Parker Rd to Smith Rd	$182,900,000 to $274,400,000	Long
TC-02	Transit- Havana	Transit Service and Hubs	High Investment (BRT)	Dartmouth Ave to Montview Blvd	$169,000,000 to $253,500,000	Long
TC-03	Transit- Sable	Transit Service and Hubs	High Investment (BRT)	Mississippi Ave to Colfax Ave	$55,500,000 to $83,200,000	Long
TC-04	Transit- S Sable	Transit Service and Hubs	Low Investment (Enhanced Bus)	Iliff Ave to Mississippi Ave	$10,300,000 to $15,500,000	Long
TC-05	Transit- N Tower / Airport	Transit Service and Hubs	Medium Investment (Rapid bus to full BRT)	72nd Ave to 56th Ave	$211,500,000 to $317,200,000	Long
TC-06	Transit- Chambers	Transit Service and Hubs	Medium Investment (Rapid bus to full BRT)	Parker Rd to Colfax Ave	$215,000,000 to $322,500,000	Long
TC-07	Transit- Alameda Ave	Transit Service and Hubs	High Investment (BRT)	Havana St to Sable Blvd	$66,200,000 to $99,400,000	Long
TC-08	Transit- Mississippi Ave	Transit Service and Hubs	Low Investment (Enhanced Bus)	Sable Blvd to Tower Rd	$24,200,000 to $36,300,000	Long
TC-09	Transit- 6th	Transit Service and Hubs	Low Investment (Enhanced Bus)	I-225 to E-470	$39,800,000 to $59,700,000	Long
TC-10	Transit- Iliff	Transit Service and Hubs	High Investment (BRT)	Parker Rd to E-470	$205,300,000 to $307,900,000	Long
TC-11	Transit- E-470	Transit Service and Hubs	Future Transit Corridor	Citywide	$350,400,000 to $525,600,000	Long
TC-12	Transit- Aerotropolis	Transit Service and Hubs	Medium Investment (Rapid bus to full BRT)	Jewell Ave to 64th Ave	$235,000,000 to $352,600,000	Long
TC-13	Transit- E 6th	Transit Service and Hubs	Medium Investment (Rapid bus to full BRT)	Dayton St to I-225	$27,200,000 to $40,800,000	Long
TC-14	Transit- Hampden	Transit Service and Hubs	Medium Investment (Rapid bus to full BRT)	Parker Rd To Picadilly St	$100,800,000 to $151,300,000	Long
TC-15	Transit- 40th	Transit Service and Hubs	Low Investment (Enhanced Bus)	40th/Pena to Gun Club Rd	$37,600,000 to $56,400,000	Long
TC-16	Transit- 56th	Transit Service and Hubs	Low Investment (Enhanced Bus)	City Limits to Colorado Air and Space Port	$56,200,000 to $84,300,000	Long
TC-17	Transit- E Colfax BRT Next	Transit Service and Hubs	High Investment (BRT)	E Colfax BRT Next	$146,700,000 to $220,100,000	Medium
TC-19	Transit- H Line	Transit Service and Hubs	Rail Extension	Aurora Metro Center to Smith/Peoria	$0 to $0	Long
TC-20	Transit- 11th Ave	Transit Service and Hubs	Low Investment (Enhanced Bus)	Yosemite St to Peoria St	$8,800,000 to $13,200,000	Long
TC-21	Transit- Smoky Hill	Transit Service and Hubs	High Investment (BRT)	Quincy Ave to Aurora Pkwy	$225,600,000 to $338,400,000	Long
TC-22	Transit- Quincy Ave	Transit Service and Hubs	Low Investment (Enhanced Bus)	Parker Rd to Gun Club Rd	$38,200,000 to $57,300,000	Long
TC-23	Transit- E Alameda / S Tower	Transit Service and Hubs	Medium Investment (Rapid bus to full BRT)	Sable Blvd to Hampden Ave	$40,900,000 to $61,400,000	Long
TC-24	Transit- Picadilly	Transit Service and Hubs	Low Investment (Enhanced Bus)	SH 30 to 56th Ave	$52,600,000 to $78,800,000	Long

Transit Projects (cont'd)

ID	Project Name	Project Category	Recommendation	Location-Extents	Cost Range	Construction Phase
TC-25	Transit- Parker Rd	Transit Service and Hubs	High Investment (BRT)	Iliff Ave To Quincy Ave	$48,400,000 to $72,700,000	Long

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Appendix B
State of the System Report

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

STATE OF THE SYSTEM

January 2025

Prepared by:

Contents

Acronyms and Abbreviations I

1 Introduction 1-1

2 Learning from Aurora's Past Planning 2-1
2.1 Common Themes 2-1
2.2 Shared Values 2-1
2.3 Summarized Goals 2-2
2.4 Recurring Recommendations 2-3
2.5 What Makes a Plan Successful 2-3
2.6 Insights & Opportunities 2-4

3 Who Aurora Is Today 3-1
3.1 Overview of Aurora Community 3-1
3.2 Social Vulnerability Analysis 3-10
3.3 Economy 3-29
3.4 Aurora's Places 3-32
3.5 Placetypes and Mobility Networks 3-33
3.6 Development patterns and trends 3-43

4 Automobile System Overview 4-1
4.1 Street Network 4-1
4.2 Travel Times 4-14
4.3 Estimated Total Delay at Bottleneck Locations 4-23
4.4 Future Congested Corridors 4-25

5 Freight System Overview 5-1
5.1 Freight by Truck 5-3
5.2 Freight by Rail 5-8
5.3 Freight and Equity 5-10

6 Public Transportation Overview 6-1
6.1 Planned Transit 6-3
6.2 Transit Infrastructure 6-7
6.3 Transit Demand 6-22
6.4 Transit Propensity 6-26
6.5 Low-Income Jobs 6-27
6.6 Transit Access to Destinations 6-27
6.7 Transit Service Gap Analysis 6-35
6.8 Citywide Bus Delay 6-41
6.9 Corridor Bus Delay 6-53

7 Active Transportation Overview 7-1
7.1 Moving on Foot or with mobility device 7-9
7.2 Moving by bicycle or other active mode 7-24
7.3 Bicycle Access & Barriers to Key Destinations 7-28

8 Moving Around Aurora 8-1
8.1 Regional and Local Movements 8-1
8.2 Trips by Select Demographics 8-7
8.3 Commuting 8-14
8.5 Travel by Mode 8-19
8.6 Travel Time Modal Comparison 8-23

9 Safety 9-1
9.1 The Safe Systems Approach 9-1

9.2 Crash Data 9-1
9.3 Fatal and Serious Injury Crash Summary 9-2
9.4 Regional High Injury Network 9-6
9.5 Transit Safety 9-6

10 Next Steps 10-1

Figures

Figure 2-1. Summary of Common Themes 2-1
Figure 3-1. Age Distribution, Aurora and Denver Metro, 2022 3-3
Figure 3-3. Population over 65 years old, 2022 3-5
Figure 3-4. Housing by Units in Structure, Aurora and Denver Metro, 2022 3-6
Figure 3-5. Housing by Year Built, 2022 3-7
Figure 3-6. Renter Occupied Housing, 2022 3-9
Figure 3-7. Households by Limited English-Speaking Status, Aurora, 2022 3-11
Figure 3-8. Population by English Proficiency, 2022 3-11
Figure 3-9. Race and Ethnicity, 2022 3-12
Figure 3-10. Population by Place of Birth, 2022 3-13
Figure 3-11. Vehicle Availability, 2022 3-14
Figure 3-12. Zero Vehicle Households, 2022 3-15
Figure 3-13. Household Income, 2022 3-16
Figure 3-14. Median Household Income, 2022 3-17
Figure 3-15. Housing Cost Burden for Owners and Renters, 2022 3-19
Figure 3-16. City of Aurora's Housing + Transportation % Income, 2019 3-20
Figure 3-17. CDC/ATSDR Environmental Justice Index Indicators 3-22
Figure 3-18. Social Vulnerability Ranking, 2022 3-24
Figure 3-19. Environmental Burden Ranking, 2022 3-26
Figure 3-20. Health Vulnerability Ranking, 2022 3-27
Figure 3-21. Environmental Justice Index, Overall Ranking, 2022 3-28
Figure 3-22. Aurora Industries by Employment, 2022 3-31
Figure 3-23. Aurora's Character Areas 3-32
Figure 3-24: Aurora Placetypes Map 3-34
Figure 3-25: Existing Urban District 3-35
Figure 3-26: Existing Innovation District 3-36
Figure 3-27: Existing Industry Hub 3-37
Figure 3-28: Typical Local Street/Original Aurora 3-38
Figure 3-29: Existing Established Neighborhood 3-39
Figure 3-30: Existing Emerging Neighborhood 3-40
Figure 3-31: Existing Commercial Hub 3-41
Figure 3-32: Existing City Corridor 3-42
Figure 3-33. Certificates of Occupancy Issued since 2010 (Single-Family Residential) 3-44
Figure 3-34. Apartment Buildings Constructed after 2010 3-46
Figure 3-35. Office Space Built After 2010 3-48
Figure 3-36. Industrial Space Built After 2010 3-50
Figure 3-37. Retail Space Built After 2010 3-52
Figure 4-1. Aurora Roadway Classification 4-2
Figure 4-2. Six Lane Arterial Cross Section 4-3
Figure 4-3. Four Lane Arterial: Painted Median 4-4
Figure 4-4. Three Lane Collector 4-4
Figure 4-5. Segment Level of Service Definitions 4-6
Figure 4-6. Arterial Recommended Level of Service Thresholds based on Vehicles per Day 4-7
Figure 4-7. Collector Recommended Level of Service Thresholds based on Vehicles per Day 4-8
Figure 4-8. Intersections Operating at LOS A-C (AM Peak) 4-10
Figure 4-9. Intersections Operating at LOS D-F (AM Peak) 4-11
Figure 4-10. Intersections Operating at LOS A-C (PM Peak) 4-12
Figure 4-11. Intersections Operating at LOS D-F (PM Peak) 4-13
Figure 4-12. Average Travel Times for Major Arterials: Average Time and Planning Time by Year and Peak Hour 4-15
Figure 4-13. High Planning Time Corridors (Poor Reliability) 4-17
Figure 4-14. High Average Travel Time Corridors (Worse Congestion) 4-18

Figure 4-15 . 2023 AM Peak Hour Travel Time in Minutes per Mile 4-19
Figure 4-16. PM Peak Hour Travel Time in Minutes per Mile 4-20
Figure 4-17. 2023 AM Peak Hour Travel Time Index and Planning Time Index 4-21
Figure 4-18. 2023 PM Peak Hour Travel Time Index and Planning Time Index 4-22
Figure 4-19. Locations with High Total Delay 4-24
Figure 4-20. DRCOG Congested Corridors (2050) 4-26
Figure 5-1. Aurora Freight Network 5-2
Figure 5-2. Annual Average Daily Truck Traffic, 2023 Modeled—Planning Area 5-4
Figure 5-3. Truck Traffic Percent of Total Traffic, 2023 Modeled—Planning Area 5-5
Figure 5-4. Truck Crash Locations, 2014-2023 5-7
Figure 5-5. Rail Crossings and Incidents, 2014-2023 5-9
Figure 5-6. Disadvantaged Communities, 2023 5-11
Figure 6-1: RTD Transit Routes in Aurora by Weekday Peak Frequency 6-2
Figure 6-2: Transit in Aurora, Today 6-3
Figure 6-3: Rail Service and Planned and Programmed BRT in Aurora 6-5
Figure 6-4: System Optimization Plan Routes by Frequency in Aurora 6-6
Figure 6-5. Transit Stops and Stations and Amenities 6-9
Figure 6-6: Stop shelter and bench maintenance 6-10
Figure 6-7: Transit Stops and Stations Lighting 6-12
Figure 6-8: Average Parking Utilization at RTD PNR Facilities in 2023 6-14
Figure 6-9: Bus Boardings Ridership in Aurora 6-15
Figure 6-10: Daily Ridership by Route 6-16
Figure 6-11: Boardings per Revenue Hour 6-17
Figure 6-12. Average Daily Boardings per Trip by Time of Day (60 minute routes) 6-18
Figure 6-13. Average Daily Boardings per Trip by Time of Day (30 minute routes) 6-19
Figure 6-14: Average Daily Boardings per Trip by Time of Day (Rail) 6-19
Figure 6-15. Average Daily Boardings per Trip by Time of Day (15 minute routes) 6-20
Figure 6-16. Weekday Daily Boardings by Stop 6-21
Figure 6-17: Stops with 100 daily riders or more 6-23
Figure 6-18. Composite Transit Demand in Aurora 6-24
Figure 6-19: Future Composite Transit Demand in Aurora 6-25
Figure 6-20. Transit Propensity in Aurora 6-28
Figure 6-21: Locations of Low-Income Jobs 6-29
Figure 6-22: Access to Hospitals via Transit within 60 minutes at 5pm on a Weekday 6-30
Figure 6-23: Access to Supermarket and Grocery Stores via Transit within 60 minutes at 5pm on a Weekday 6-32
Figure 6-24: Access to Colleges and Universities via Transit within 60 minutes at 5pm on a Weekday 6-33
Figure 6-25: Access to Essential Jobs via Transit within 60 minutes at 5pm on a Weekday 6-34
Figure 6-26: 5-minute and 10-minute walk to transit in Aurora 6-36
Figure 6-27: Transit Supply Score Results 6-38
Figure 6-28: Transit Demand Score Results 6-39
Figure 6-29: Transit Gaps Analysis Results 6-40
Figure 6-30: Passenger Delay Explanation 6-42
Figure 6-31: Passenger Hours of Delay sized by Daily Load, Fall 2023 6-43
Figure 6-32: Top Locations of Passenger Hours Delay, Fall 2023 6-45
Figure 6-33: Segment Hours of Delay, Fall 2023 6-46
Figure 6-34: Top Locations of Segment Hours Delay, Fall 2023 6-47
Figure 6-35: Average Bus Speeds (20th Percentile) 6-49
Figure 6-36: Average Bus Speeds (80th Percentile) 6-50
Figure 6-37: Segment Hours Delay per Trip, Fall 2023 6-51
Figure 6-38: Travel Time Reliability, Fall 2023 6-52
Figure 6-39: Colfax Avenue Corridor Passenger Delay 6-53
Figure 6-40: Colfax Avenue Average Weekday Hours of Passenger Delay per mile by direction 6-53
Figure 6-41: Colfax Avenue Average Weekday Hours of Segment Delay per mile by direction 6-54

Figure 6-42: Colfax Avenue Average Weekday Boardings by direction 6-54
Figure 6-43: Colfax Avenue Travel Time in Minutes (20th and 80th Percentile) by Time of Day 6-54
Figure 6-44: Havana Street Corridor Passenger Delay 6-55
Figure 6-45: Havana Street Average Weekday Hours of Passenger Delay per mile by direction 6-55
Figure 6-46: Havana Street Average Weekday Hours of Segment Delay per mile by direction 6-56
Figure 6-47: Havana Street Average Weekday Boardings by direction 6-56
Figure 6-48: Havana Street Travel Time in Minutes (20th and 80th Percentile) by Time of Day 6-56
Figure 6-49: Peoria Street Corridor Passenger Delay 6-57
Figure 6-50: Peoria Street Average Weekday Hours of Passenger Delay per mile by direction 6-57
Figure 6-51: Peoria Street Average Weekday Hours of Segment Delay per mile by direction 6-58
Figure 6-52: Peoria Street Average Weekday Boardings by direction 6-58
Figure 6-53: Peoria Street Travel Time in Minutes (20th and 80th Percentile) by Time of Day 6-58
Figure 6-54: Chambers Road Corridor Passenger Delay 6-59
Figure 6-55: Chambers Road Average Weekday Hours of Passenger Delay per mile by direction 6-59
Figure 6-56: Chambers Road Average Weekday Hours of Segment Delay per mile by direction 6-60
Figure 6-57: Chambers Road Average Weekday Boardings by direction 6-60
Figure 6-58: Chambers Road Travel Time in Minutes (20th and 80th Percentile) by Time of Day 6-60
Figure 6-59: Sable Boulevard Corridor Passenger Delay 6-61
Figure 6-60: Sable Boulevard Average Weekday Hours of Passenger Delay per mile by direction 6-61
Figure 6-61: Sable Boulevard Average Weekday Hours of Segment Delay per mile by direction 6-62
Figure 6-62: Sable Boulevard Average Weekday Boardings by direction 6-62
Figure 6-63: Sable Boulevard Travel Time in Minutes (20th and 80th Percentile) by Time of Day 6-62
Figure 7-1: Rectangular Rapid Flashing Beacon (RRFB) 7-2
Figure 7-2: High Intensity Activated Crosswalk (HAWK) at Iliff & Vaughn 7-2
Figure 7-3: Aurora Pedestrian Infrastructure 7-3
Figure 7-4: Aurora Bike Infrastructure 7-6
Figure 7-5: Barriers to Connectivity 7-8
Figure 7-6. Short Pedestrian Trip Opportunities 7-10
Figure 7-7. Pedestrian Segment Level of Traffic Stress (PLTS) 7-12
Figure 7-8. Crossing Level of Traffic Stress (Crossing LTS) 7-13
Figure 7-9. Pedestrian Access and Barriers to Elementary Schools (City of Aurora, 2024) 7-15
Figure 7-10. Pedestrian Access and Barriers to Middle Schools (City of Aurora, 2024) 7-16
Figure 7-11. Pedestrian Access and Barriers to High Schools (City of Aurora, 2024) 7-17
Figure 7-12. Pedestrian Access and Barriers to Schools Inset (Aurora Central High School) 7-18
Figure 7-13. Pedestrian Access and Barriers to Schools Inset (Mrachek Middle School and Rangeview High School) 7-19
Figure 7-14. Pedestrian Access and Barriers to Transit (RTD, 2023) 7-20
Figure 7-15. Pedestrian Access and Barriers to Parks (City of Aurora, 2024) 7-21
Figure 7-16. Pedestrian Access and Barriers to Cultural/Recreation Destinations (City of Aurora, 2024) 7-22
Figure 7-17. Pedestrian Access & Barriers to Grocery Stores (City of Aurora, 2024) 7-23
Figure 7-18. Short Bicycle Trip Opportunities 7-25
Figure 7-19. Bicycle Level of Traffic Stress (BLTS) 7-27
Figure 7-20. Bicycle Access & Barriers to Elementary Schools (City of Aurora, 2024) 7-29
Figure 7-21. Bicycle Access & Barriers to Middle Schools (City of Aurora, 2024) 7-30
Figure 7-22. Bicycle Access & Barriers to High Schools (City of Aurora, 2024) 7-31
Figure 7-23. Bicycle Access and Barriers to Schools Inset (Aurora Central High School) 7-32
Figure 7-24. Bicycle Access and Barriers to Schools Inset (Mrachek Middle School and Rangeview High School) 7-33
Figure 7-25. Bicycle Access & Barriers to Transit (RTD, 2023) 7-34
Figure 7-26. Bicycle Access & Barriers to Parks (City of Aurora, 2024) 7-36
Figure 7-27. Bicycle Access & Barriers to Cultural/Recreation Destinations (City of Aurora, 2024) 7-37
Figure 7-28. Bicycle Access & Barriers to Grocery Stores (City of Aurora, 2024) 7-38
Figure 8-1. Aurora Trip Desire Lines 8-4
Figure 8-2. City Council Ward Boundaries 8-5

Figure 8-3. Commuter Inflow and Outflow 8-6
Figure 8-4: Density of All Trips, Replica (Winter 2024) 8-8
Figure 8-5: Density of Trips Made by People Under 18 Years Old, Replica (2024) 8-9
Figure 8-6: Density of Trips Made by People 65 Years Old or Older, Replica (2024) 8-10
Figure 8-7: Density of Trips Made by People Who Live in No-Car Households, Replica (2024) 8-11
Figure 8-8: Density of Trips Made by People Who Live in Low-Income Households, Replica (2024) 8-12
Figure 8-9: Density of Trips Made by BIPOC, Replica (2024) 8-13
Figure 8-10. Average Commute Time by Residence, 2022 8-14
Figure 8-11. Non-auto Commute Mode Shares Across Denver Region, 2022 8-15
Figure 8-12. Non-auto Commute Mode Shares, for Aurora residents, 2022 8-15
Figure 8-13. Transit Commute Mode Shares (ACS 2022 5-year data) 8-16
Figure 8-14. Commute Mode Share over Time, for Aurora residents, 2022 8-17
Figure 8-15: Density of Trips Under 1 Mile, Replica (2024) 8-20
Figure 8-16: Density or Trips Under 3 Miles, Replica (2024) 8-20
Figure 8-17. Travel Time Destinations 8-21
Figure 9-1. Crash Heat Map (2018 to 2022) 9-3
Figure 9-2. Total Traffic Related Deaths and Deaths per 100,000 in Aurora (2018 – 2022) 9-4
Figure 9-3. Aurora Serious Injury Crashes (2018-2022) 9-4
Figure 9-4. Aurora Fatal Crashes by Type (2018-2022) 9-5
Figure 9-5: DRCOG HIN Network 9-7
Figure 9-6. RTD Community and Customer Survey 2023: Safety 9-8

Tables

Table 2-1. Relevant Plans & Document Review 2-1
Table 2-2. Plans by Shared Value 2-2
Table 3-1. Population and Households, 2010-2022 3-2
Table 3-2. Age Distribution, Aurora, Change from 2012-2022 3-4
Table 3-3. Age Distribution by Ward 3-4
Table 3-4. Housing Summary, 2022 3-8
Table 3-5. Housing Tenure by Ward 3-8
Table 3-6. Race and Ethnicity by Ward 3-13
Table 3-7. Median Income by Ward 3-16
Table 3-8. Employment by Industry, Aurora, 2010-2022 3-29
Table 3-9. Share of Adams County & Arapahoe County Employment 3-30
Table 3-10. Certificates of Occupancy Issued in Aurora, 2010-2023 3-43
Table 3-11. Multifamily Inventory, Aurora, 2010-2024 3-45
Table 3-12. Office Inventory, Aurora, 2010-Q1 2024 3-47
Table 3-13. Denver Metro Area Industrial Inventory, 2010-Q1 2024 3-49
Table 3-14. Retail Inventory, Aurora, 2010-Q1 2024 3-51
Table 4-1. Level of Service and Motor Vehicle Delay 4-9
Table 4-2. Intersection Level of Service 4-9
Table 4-3. Travel Time Segments 4-15
Table 4-4. Top 20 Locations with Highest Estimated Total Delay (2023) 4-23
Table 6-1: RTD Transit Routes in Aurora Weekday Peak Service Characteristics 6-1
Table 6-2. Existing Bus Stop Amenities 6-8
Table 6-3. Inventory of Transit Facilities in Aurora 6-13
Table 6-4. Relative Transit Propensity 6-26
Table 7-1: Separated bicycle facilities 7-5
Table 8-1. Average weekday daily trips (year 2023) within Aurora among City Council Wards 8-2
Table 8-2. Average Trip Length Between Wards (Miles) 8-2
Table 8-3. Commuter flows in Aurora and neighboring cities 8-6

Table 8-4. Usual Means to Work, by Household Income, for Aurora Residents (ACS 2022 5-year data) 8-18
Table 8-5. Usual Means to Work, by Race/Ethnicity, for Aurora Residents (ACS 2022 5-year data) 8-18
Table 8-6. Travel Time Comparison (Minutes) 8-23
Table 9-1. Fatal Crash Demographics (2018—2022) 9-5

ACRONYMNS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic
ACS	Census Bureau's American Community Survey
ACSAP	Adams County Safety Action Plan
ADAS	Advanced Driver Assistance Systems
AI	Artificial Intelligence
AVs	Autonomous Vehicles
BEVs	Battery Electric Vehicles
BIPOC	Black, Indigenous, and People of Color
BLTS	Bicycle Level of Traffic Stress
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
Colorado DRIVES	Driver License, Record, Identification and Vehicle Enterprise Solution
CVs	Connected Vehicles
DOR	Department of Revenue
DRCOG	Denver Regional Council of Governments
EVs	Electric Vehicles
FARS	Fatality Analysis Reporting System
GI	Green Infrastructure
GPS	Global Positioning System
HEVs	Hybrid Electric Vehicles
HIN	High Injury Network
ICE	Internal Combustion Engine
IOT	Internet of Things
ITS	Intelligent Transportation Systems
KSI	Killed and Serious Injury
LEHD	Longitudinal Employer-Household Dynamics
Lidar	Light Detection and Ranging
LODES	LEHD Origin-Destination Employment Statistics
LOS	Level of Service
Maas	Mobility as a Service
NACTO	National Association of City Transportation Officials
NHTSA	National Highway Traffic Safety Administration
OIM	CDOT's Office of Innovative Mobility
PHB	Pedestrian Hybrid Beacons
PHEVs	Plug-In Hybrid Electric Vehicles
PLTS	Pedestrian Level of Traffic Stress
RRFB	Rapid Rectangular Flashing Beacons
RTD	Regional Transportation District
SAE	Society of Automotive Engineers
SOP	System Optimization Plan
TNCs	Transportation Network Companies
UDO	Unified Development Ordinance
USDOT	United States Department of Transportation
V2I	Vehicle-To-Infrastructure
V2V	Vehicle-To-Vehicle
V2X	Vehicle-To-Everything
WZDX	Work Zone Data Exchange
ZEV	Zero Emission Vehicle

1 Introduction

The State of the System report provides an overview of the existing transportation network within the City of Aurora. The State of the System report is an appendix to Connecting Aurora, the city's first multimodal transportation master plan. As a multimodal plan, the report includes a detailed assessment of all major transportation modes: vehicles, freight, bicycles, walking, using mobility devices, and transit. This report also examines the city's demographic makeup and builds a shared understanding of how people from different backgrounds navigate the city.

Ultimately, this report establishes a critical baseline understanding of the existing transportation system, including its operation, usage, and relationship with surrounding land uses. The findings of this report will inform the development of the Multimodal Transportation Master Plan by identifying gaps and inefficiencies of the network and being responsive to the current and projected needs of Aurora. Capital projects and policies determined through the planning process will be based on a thorough understanding of the existing system and support the vision, mission and goals of the Connecting Aurora plan.

2 Learning from Aurora's Past Planning

While the City of Aurora does not currently have a stand-alone transportation plan, it has led numerous planning efforts over the years that have worked to improve its local transportation system. Most notably, the city's recent 2018 comprehensive plan, Aurora Places, specified "easy mobility and active transportation" as a key community principle.

Easy Mobility and Active Transportation

Principle: "An easy-to-use transportation network with multiple travel choices supports a strong economy, healthy community and flourishing environment"

(Aurora Places, 2018)

This section describes the relevant plans developed at the city, county, and regional levels that will help inform the goals, objectives, policies, and recommendations of this planning effort. The intent of this review is to:

- Build on work that has already been done to identify past successes, key ideas to leverage, and opportunities for efficient development of Connecting Aurora
- Identify synergy between completed plans to inform the development of Connecting Aurora's vision, mission, goals, and recommendations.
- Highlight gaps in previous planning efforts that may inform areas of high priority for Connecting Aurora to address and develop meaningful approaches to improving transportation systems.
- Communicate that Connecting Aurora is not starting from scratch. Rather, key takeaways from prior efforts will be used as the starting point for the plan. Planning expertise and public input from prior efforts will inform our approach, effectively leveraging the work and input provided by others.

Table 2-1 summarizes the plans and documents that were reviewed.

Table 2-1. Relevant Plans & Document Review

Scale	Plan Code	Document Title	Year	Document Description
City	A.1	Aurora Comprehensive Plan	2018	Presents a vision for the future of the City of Aurora, with recommended actions to reach long-range goals. This plan covers land use, transportation, housing, economic development, natural resources, parks and open space, and community identity.
	A.2	City of Aurora Unified Development Code	2019	Presents guidelines to ensure that all development in the City of Aurora is consistent with plans and policies adopted by City Council.
	A.3	City of Aurora Capital Improvement Plan	2024	Provides an overview of how the City of Aurora's existing funds and projected revenues should be allocated for projects of $25,000 or more and a long-term benefit of at least five years.
	A.4	Northeast Area Transportation Study	2018	Identifies the transportation facilities needed to serve the growing northeast area of the City of

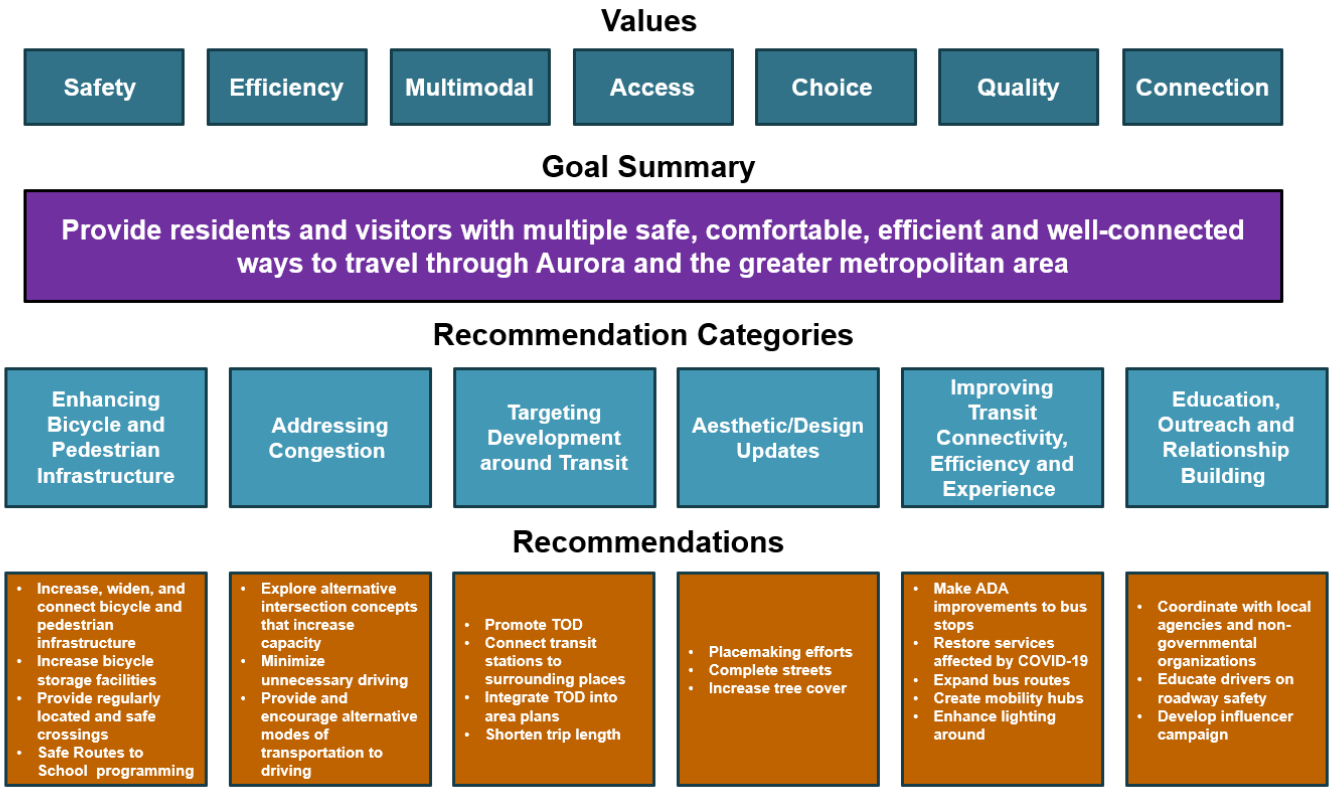
Scale	Plan Code	Document Title	Year	Document Description
				Aurora. This study includes a timeline and the magnitude and intensity of likely multimodal transportation improvements.
	A.5	Southeast Area Transportation Study	2007	Identifies the corridors, alignments, and interconnections in need of improvements to meet long-term transportation goals. This study includes existing and future land use projects and travel demand levels for 2030.
	A.6	City of Aurora Bicycle and Pedestrian Master Plan	2012	Provides a roadmap for the city to complement, extend, and improve safety of bicycle and trail facilities.
	A.7	Northwest Aurora Mobility Study	2018	Identifies short-term and mid-term opportunities to enhance connectivity, safety and system performance
	A.8	Who is Aurora?	2022	Presents a detailed and thorough analysis of the 2020 U.S. Census data and the updated American Community Survey.
	A.9	Havana Street Corridor Study	2023	Identifies short-term and long-term vision and improvement strategies for the corridor.
	A.10	13th Avenue Multimodal Corridor Study	2023	Presents pedestrian and bicycle facility improvements for 13th Avenue that reflect the priorities of Aurora residents.
	A.11	64th Avenue Multimodal Transportation and Urban Design Study	2020	Identifies multimodal transportation improvements and presents urban design visions for 64th Avenue between E-470 and Himalaya Avenue.
	A.12	Our Parks, Our Places: A Plan for Aurora's Parks, Recreation and Open Space	2023	Serve as a guide for decision-makers to ensure that the parks, recreation, and open spaces system in Aurora grows in accordance with the short-term, mid-term and long-term community vision.
	A.13	Public Works Strategic Asset Management Plan	2024	Outlines the Public Works Department's plan for managing Aurora's assets and maximizing their value over time.
County	C.1	Arapahoe County Bicycle and Pedestrian Master Plan	2017	Proposes policies and recommendations for creating a comprehensive bicycle and pedestrian system.
	C.2	2040 Transportation Master Plan for Arapahoe County	2021	Presents pathways to promoting an efficient and balanced transportation system in Arapahoe County by promoting alternative transportation solutions and coordinating land use to complement transportation system.
	C.3	Adams County Transportation Master Plan	2022	Identifies long-term vision and recommendations to improve the transportation experience for people, walking, biking, driving, and taking transit.
	C.4	Douglas County Transportation Plan	2019	Defines a long-range vision for a multimodal transportation system that ensures safety, public good and economic growth.
Region	R.1	DRCOG Adopted Transportation Improvement Program	2023	Identifies federal and state-funded transportation projects that align with the vision and goals of the greater region.

Scale	Plan Code	Document Title	Year	Document Description
	R.2	2050 Metro Vision Regional Transportation Plan	2021	Presents a long-range vision and investment framework for the region's multimodal transportation system.
	R.3	DRCOG Complete Streets Toolkit	2021	Presents design guidelines that create safe, context-sensitive, inclusive, equitable, and flexible streets for all right-of-way users.
	R.4	DRCOG Multimodal Freight Plan	2020	Provides a shared vision, action plan and strategic guide to improve the movement of freight and goods more efficiently through the region.
	R.5	Denver Regional Active Transportation Plan	2019	Envisions a pedestrian and cyclist friendly and provides strategies to improve active transportation across the region
	R.6	Reimagine RTD	2022	Evaluates and forecasts the mobility needs within RTD's operating area. Includes a System Optimization Plan that proposes near-term modifications to RTD's fixed route services and a Mobility Plan for the Future that addresses industry advancements that can be incorporated into RTD's future operation.

2.1 Common Themes

The common themes identified across the plans and policies are summarized in Figure 2-1. Because Connecting Aurora is a mobility-focused plan, only the values, goals, and recommendations related to mobility from the above plans have been included in this summary.

Figure 2-1. Summary of Common Themes



2.2 Shared Values

Many of Aurora's past plans shared similar values and guiding principles that could be condensed into a single statement. Table 2-2 highlights the shared values among the plans reviewed and the statement below summarizes those values.

Shared Value Statement

The City of Aurora strives to provide residents and visitors with multiple safe, comfortable, efficient, and well-connected ways to travel through Aurora and the metropolitan area.

Table 2-2. Plans by Shared Value

Plan Value	Plan	Plan Value	Plan
Ease/Easy	A.1, A.6, A.9, C.1, R.2, R.6	**Predictable/Simple**	A.2, R.2, R.5
Choice	A.1, A.6, A.9, R.2, R.5	**Convenient**	A.2, A.9, A.10
Safe/Safety	A.1, A.2, A.3, A.6, A.7, A.9, , A.12, C.1, C.4, R.1, R.2, R.5,	**Comfort**	A.1, A.10, C.1
Connection	A.1, A.2, A.3, A.6, A.7, A.9, A.10, A.12, C.1,9, R.2, R.5	**Accessible**	A.3, A.12, C.1
Strong Economy	A.1, A.2, A.9, A.13, C.1, C.4, R.2, R.5,	Quality	A.2, A.6, A.7, A.12, A.13, C.1, R.1, R.2, R.6, C.4
Efficient	A.2, A.9, C.2, C.4, R.2, R.5, R.6,	**Multimodal**	A.1, A.2, A.4, A.7, A.9, A.10, A.11, C.3, R.2, R.5,
Access to Resources/ Services/Etc.	A.1, A.2, A.3, A.6, A.9, A.12, C.1, C.4R.2, R.5,	**Prosper/Prosperity**	C.1, R.2, R.5
Consistent/Consistency	A.2, A.9, R.1		

While the values conveyed in Connecting Aurora will ultimately be dictated by feedback sourced from Aurora residents, the values listed above provide a foundation for understanding what has been emphasized in past planning efforts.

2.3 Summarized Goals

"Goals" refer to the services and conditions that local agencies and organizations aim to improve or change. There are several recurring/common themes within the goals of the documents reviewed:

1) Establish and maintain a complete, connected and convenient transportation system for all modes.
2) Create and prioritize pedestrian and bicycle facilities that are accessible to the city's diverse population.
3) Reach the highest level of safety for all users of the transportation system.
4) Organize the transportation system to complement and support the local economy and accommodate future growth.
5) Design and implement mobility solutions that meet the unique needs of the city's diverse population.
6) Ensure that the transportation system provides users with easy access to the places and resources they need and want to reach.
7) Reduce travel time and congestion.
8) Establish and maintain an integrated multimodal transportation system.

The identified goals emphasize the common components that many of the plans share, and which resonate across the different demographics and geographic areas of Aurora. These commonalities can help inform the goal development process of Connecting Aurora. This review can help the project team understand where goals may differ or how new goals can be generated to meet future city needs.

2.4 Recurring Recommendations

Recurring recommendations are more detailed strategies or potential projects developed for local agencies and organizations to facilitate implementation and meet established goals. Key recommendations can be organized into six categories:

1) Enhancing bicycle and pedestrian infrastructure
2) Improving safety for all users of the street network
3) Targeting development around transit
4) Improving transit connectivity, efficiency, reliability and experience
5) Addressing congestion
6) Placemaking to highlight and support community cohesion and sense of belonging
7) Conducting community engagement through relationship building and public engagement

There is significant overlap and reinforcement in some of the recurring recommendation categories, highlighting where priorities have been focused. The identified recommendations highlight the need to incorporate the local context and consider trade-offs in the development of recommendations, which will enable Aurora to move as many projects into implementation with support as possible.

2.5 What Makes a Plan Successful

While a significant number of plans have been developed within and around Aurora, some have been more successful than others in facilitating change and directing investment. Based on this review, three primary themes that contribute to a plan's success were identified.

- The plan **leverages a process-based, authentic assessment, engages people where they are, and facilitates momentum for action**. The process of developing a plan is the first step toward creating a meaningful, actionable, and useful tool for city staff, as well as stakeholders and community partners. A well-developed and executed process will ensure that the plan considers who the various users of the document will be and how to effectively communicate the plan's results to them. Additionally, it is an opportunity to inform the public about the benefits and tradeoffs of identified projects and foster meaningful dialogue on project outcomes. The 13th Avenue Multimodal Mobility Study exemplifies a planning process that was authentic to the community and communicated tradeoffs, resulting in a community-supported plan and project.
- The plan **effectively communicates to various audiences** and can be leveraged as a tool for the city. While plans must contain sufficient technical information to spur action and outcomes, they must also be easy to understand for multiple audiences. Some plans leverage visuals, succinct summaries, or tailor information to different audiences to help people in the community and other organizations easily digest key information and pick out what is most useful for them to know about the plan. Aurora Places is an example of how information is visually presented to multiple audiences, enabling them to easily understand complex technical information.
- The plan **provides the right level of specificity, details, and information** that can be leveraged by the city to effectively communicate with stakeholders, developers, the community, and potential funding partners. For plans to be successful, they must contain the appropriate context for audiences to understand how they can also apply the plan. For example, the NEATS plan provided a

high level of specificity that could be used for the city to point to when working with developers, so they understood the expectations for future development.

- The plan is **aligned with past efforts and is context sensitive** to appropriately integrate various areas and typologies within the community. For Connecting Aurora, integrating projects and recommendations to align with the UDO and Aurora Places will be essential and can facilitate effective coordination with the community, stakeholders, and other departments within the city.

2.6 Insights & Opportunities

This review yielded numerous insights and opportunities, as documented below, that should be explored throughout the Connecting Aurora planning process.

- Prior plans should help inform the Connecting Aurora planning process and provide further context on the community's vision for its future mobility needs.
- Multimodal options are very important to the city and community.
- With significant growth and a long list of projects/needs, Connecting Aurora will need to set priorities to ensure action and implementation.
- Some forms of transportation have disproportionately benefited from investment and attention compared to others. While non-vehicular travel modes, such as biking, walking, and taking transit, are a high priority for Aurora, there has been less investment in their implementation compared to automobiles. New technologies, such as congestion control and freight, are identified less frequently. Connecting Aurora will help address these gaps as a comprehensive mobility plan.
- Aurora's Unified Development Ordinance (UDO) is aligned with the city's comprehensive plan (Aurora Places). There is an opportunity to identify updates in the Comprehensive Plan and UDO that will likely better support the stated goals, recommendations, and intended outcomes of Connecting Aurora.
- Some recommendations may conflict with each other depending on the local context. For example, enhancing bicycle and pedestrian infrastructure could conflict with addressing auto congestion on a particular corridor if vehicle volumes are high and the right-of-way is extremely constrained. The policy framework in the Comprehensive Plan, then codified in the UDO and supporting policy documents, provides a meaningful and effective connection to guide Connecting Aurora.
- With a significant amount of previous planning work completed, it is important that Connecting Aurora reinforces or refines prior plans where there is an obvious need and alignment. Alignment with the comprehensive plan, including the placetypes designations, would strengthen and integrate the city's long-range land use plans and mobility systems.
- Connecting Aurora must reflect the diverse community needs and provide safe transportation options for residents, businesses, and visitors across the city with differing demographic backgrounds, economic circumstances, and mobility needs. This plan will address both immediate and long-term needs for Aurora as they evolve over time.

3 Who Aurora Is Today

3.1 Overview of Aurora Community

This Chapter summarizes demographic, socioeconomic, economic, and real estate market trends in the City of Aurora and compares them to those of Metro Denver, providing a critical foundation for developing Aurora's multimodal transportation master plan. Demographic changes—such as population growth, aging residents, or shifts in household composition—can alter the demand for different types of transportation. Similarly, socioeconomic factors, including income disparities and employment patterns, influence how people access and afford transportation. Real estate market dynamics, whether characterized by urban densification or suburban expansion, impact land use, travel distances, and mobility patterns. The relationship between these factors and Aurora's transportation network is further explored in the modal sections of this report.

By assessing these interconnected trends, Aurora can design a transportation system that meets current demands while adapting to future changes, ensuring sustainable and equitable access for all residents. Below summarizes the key trends identified in this chapter.

- The highest concentrations of vulnerable populations (low incomes, renters, low/no car ownership, etc.) are in an area referred to as Central and Original Aurora. The Central and Original Aurora area is defined in this report (note that this is not an official City of Aurora designation) as the area approximately between Airport Road and Chambers Road on the east, I-70 on the north, Iliff Avenue to Mississippi Avenue on the south, and Yosemite Street on the West. The Central and Original Aurora area roughly overlaps with Wards I and III.
- Currently, the largest industry in Aurora is retail trade, reflecting the characteristics of a largely suburban city. In contrast, the fastest growing industries are healthcare, wholesale trade, and warehousing and distribution. The Colorado Anschutz Medical Campus, Fitzsimons Innovation Community, and VA Hospital areas, along East Colfax Avenue, are large job centers that generate economic and housing demand impacts nearby. Large available development sites and e-commerce demand are driving the growth of warehousing and distribution centers on the East I-70 corridor and south of Denver International Airport.
- Single-family homes in Aurora's original residential neighborhoods were mainly constructed in the 1950s through the 1980s. Now, single-family development is moving to the eastern and southern areas of the city. While multifamily development has occurred across the city, greater emphasis has been placed on constructing multifamily housing near transit stations and employment hubs to encourage medium to high-density development and more supportive land uses.
- Industrial development is increasing at a much faster rate than other commercial markets in Aurora, such as office and retail. The city's industrial inventory has doubled since 2010, growing from 22.9 million square feet to nearly 46 million square feet, and recent industrial growth is concentrated in northern Aurora near Denver International Airport.

It is worth noting that the metrics are reported as a percentage of the total population. In areas with low population density and large Census tracts, the visual presentation of the data can skew the interpretation, leading one to think that the conditions affect a large number of people. Generally, east of E-470 and Buckley Space Force Base, population densities are much lower than in Central and Original Aurora.

Population

In 2024, Aurora's population is 404,219, a 77,800 increase from 326,419 residents in 2010. From 2010 to 2022, Aurora's average annual population growth rate was 1.5 percent, as shown in Table 3-1. This population growth rate is slightly higher than that of the Denver Metro area overall (defined in this table as Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson Counties), which has seen an average annual growth rate of 1.3 percent.

Similar to the population growth rate between 2010 and 2022, Aurora experienced an annual average household growth rate of 1.6 percent, which translates to 2,161 additional households per year. This is the same rate of household growth as the Denver Metro. Notably, a higher percentage of the Denver Metro's population growth in 2022 was in Aurora (14.3 percent) compared to households (10.9 percent), indicating that, on average, household sizes are larger in Aurora than in the metro area.

As Aurora continues to grow in population and household, this places additional pressures and strains on the transportation infrastructure and services. To accommodate the travel needs of new residents and visitors, Aurora will need to consider new and innovative land use and transportation policies, improvement strategies, and mobility options.

Table 3-1. Population and Households, 2010-2022

	2010	2022	2010-2022		
			Total	Annual Average Change	Annual Growth Rate
Population					
Aurora	326,419	391,281	64,862	5,405	1.5%
Denver Metro	2,797,896	3,251,694	453,798	37,817	1.3%
Aurora % of Denver Metro	*11.7%*	*12.0%*	*14.3%*		
Households					
Aurora	119,559	145,493	25,934	2,161	1.6%
Denver Metro	1,097,558	1,334,590	237,032	19,753	1.6%
Aurora % of Denver Metro	*10.9%*	*10.9%*	*10.9%*		

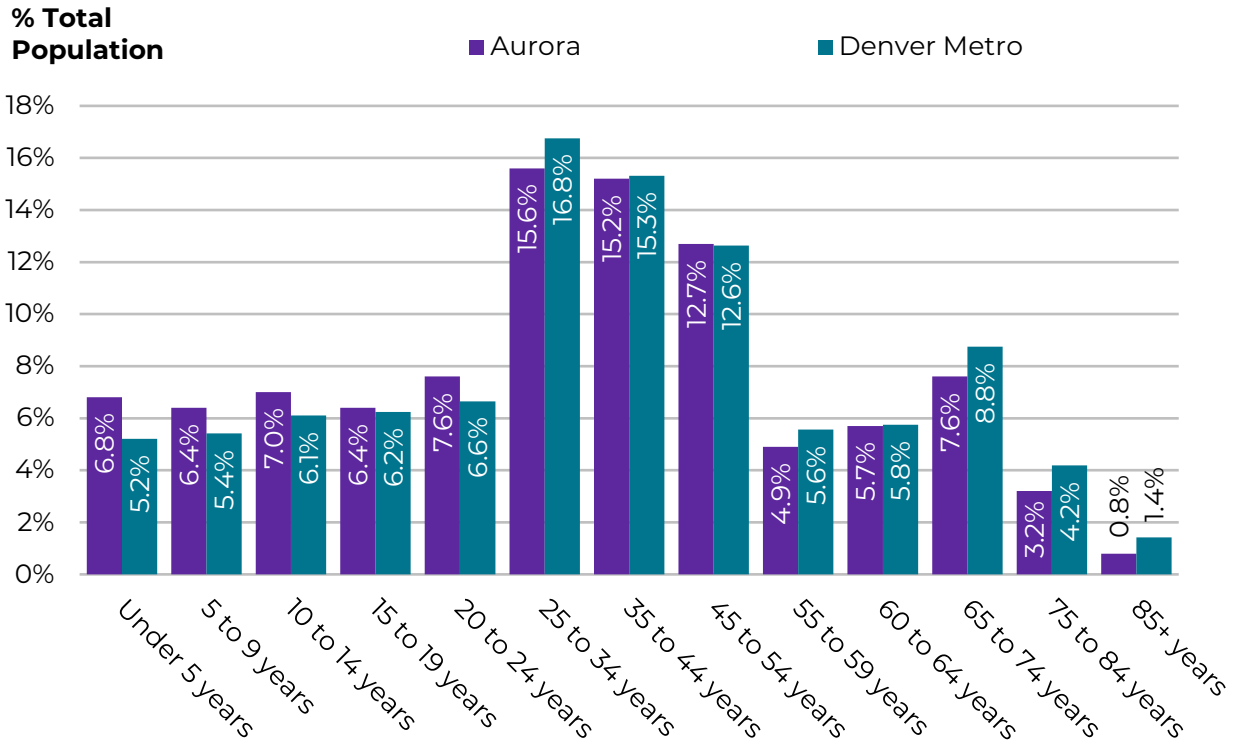
Source: City of Aurora; Colorado Dept. of Local Affairs; U.S. Census; Economic & Planning Systems

Age

Age is an important factor to consider in a multimodal transportation plan, as different age groups have varying mobility needs and preferences. For instance, teenagers or young people may not have access to a vehicle and rely on public transportation to get to school or participate in extracurricular activities. Similarly, older adults, particularly seniors, may rely more on accessible transit options, such as paratransit services or pedestrian-friendly infrastructure, as driving becomes more challenging with age. These transit options help seniors maintain their independence and access to essential services, such as healthcare.

Figure 3-1 shows the age distribution in Aurora compared to the Denver Metro area overall. Aurora has a higher share of residents in every age cohort under the age of 24 compared to the Denver metro area, indicating that Aurora's population is younger than the metro area.

Figure 3-1. Age Distribution, Aurora and Denver Metro, 2022



Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

Population growth in Aurora is concentrated in two broad age ranges - those aged 10 to 24 and those over 60. The growth in younger people reflects numerous factors, including the availability of comparatively more affordable housing, a large immigrant population, and growth in first-career job sectors. The aging population includes individuals aging in place in housing built in the 1970s and 1980s, as well as the ex-military population surrounding Buckley Space Force Base.

Since 2012, Aurora has experienced the most significant increase in residents in the 60- to 84-year-old cohort, demonstrating that while Aurora's population has a lower median age than the Denver Metro area as a whole, the city's population is aging. From 2012 to 2022, the median age of Aurora's residents increased by two years, from 33.5 to 35.1 years old. Additionally, the city has experienced a decrease between 2012 and 2022 in the proportion of children ages 5 to 9, as shown in Table 3-2.

Table 3-2. Age Distribution, Aurora, Change from 2012-2022

	2012		2022		2012-2022		
	Total	% Total	Total	% Total	Total	Annual Average Change	% Change
Aurora							
Under 5 years	25,379	8.9%	26,840	6.8%	1,461	122	5.8%
5 to 9 years	27,777	8.4%	25,122	6.4%	-2,655	-221	-9.6%
10 to 14 years	23,957	7.1%	27,643	7.0%	3,686	307	15.4%
15 to 19 years	23,142	6.6%	25,211	6.4%	2,069	172	8.9%
20 to 24 years	22,975	6.4%	29,816	7.6%	6,841	570	29.8%
25 to 34 years	54,083	16.0%	61,542	15.6%	7,459	622	13.8%
35 to 44 years	47,613	14.4%	59,679	15.2%	12,066	1,006	25.3%
45 to 54 years	43,070	13.4%	50,073	12.7%	7,003	584	16.3%
55 to 59 years	20,166	6.0%	19,179	4.9%	-987	-82	-4.9%
60 to 64 years	17,151	4.4%	22,447	5.7%	5,296	441	30.9%
65 to 74 years	19,873	5.1%	30,063	7.6%	10,190	849	51.3%
75 to 84 years	9,643	2.5%	12,540	3.2%	2,897	241	30.0%
85+ years	4,006	1.0%	3,164	0.8%	-842	-70	-21.0%

Source: U.S. Census; Economic & Planning Systems

Age groups are generally distributed equally across city wards, as demonstrated in Table 3-3. Several exceptions include Ward III, which contains a higher percentage of young adults between the ages of 18 and 24, and Ward IV and V, which have a higher share of residents over 65.

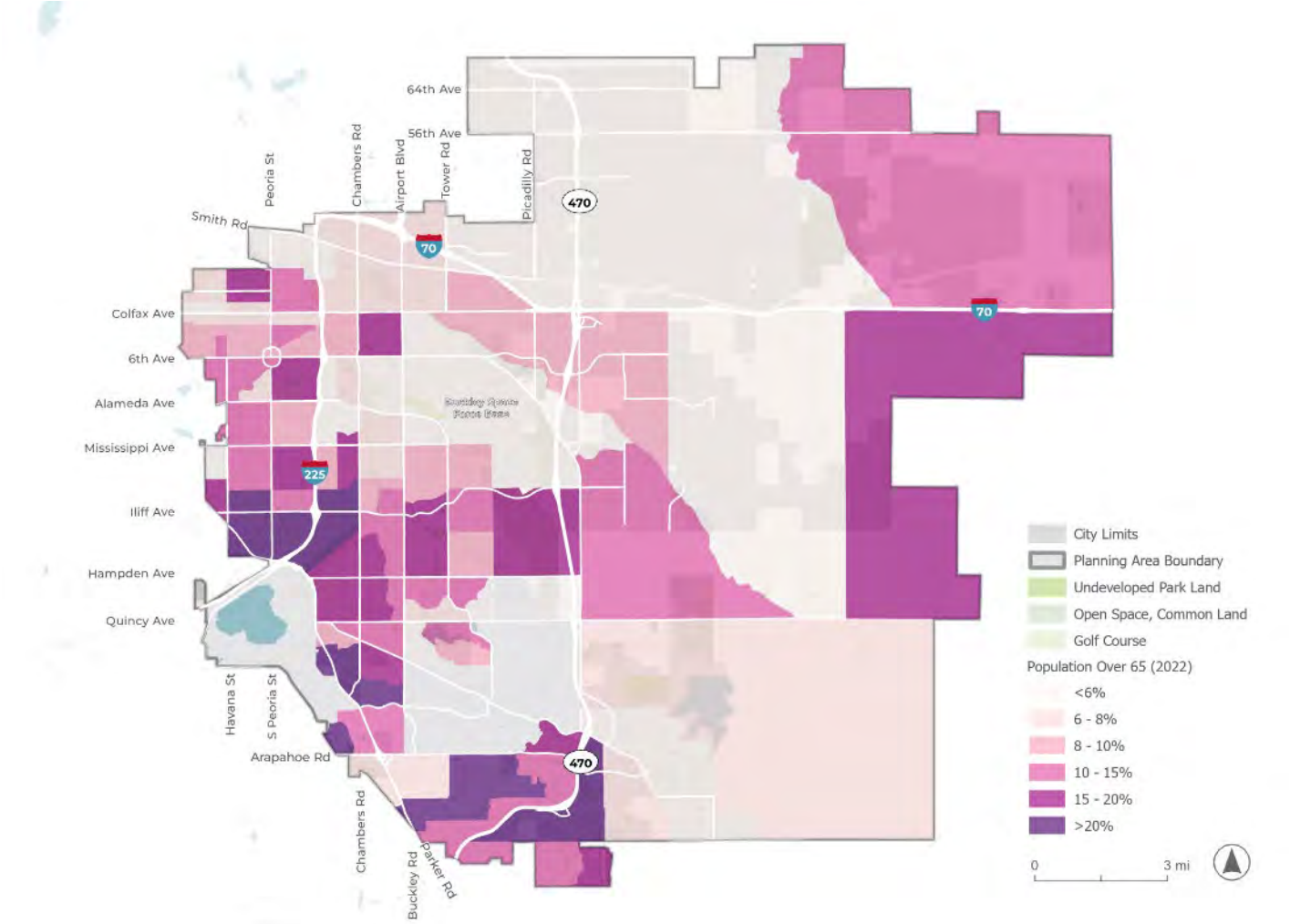
Table 3-3. Age Distribution by Ward

Age	Ward I	Ward II	Ward III	Ward IV	Ward V	Ward VI
Under 18	28%	24%	23%	23%	21%	28%
18 to 24	10%	9%	13%	8%	8%	7%
25 to 64	53%	56%	55%	54%	53%	54%
Over 65	8%	10%	9%	15%	17%	11%

Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

Census tracts with a higher percentage of residents over the age of 65 are shown in Figure 3-2. As of 2022, these areas are primarily located west of I-225 and south of Iliff Avenue and Jewell Avenue, and in housing built during the early waves of suburban development in Aurora during the 1960s and 1970s.

Figure 3-2. Population over 65 years old, 2022



Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

Housing Characteristics

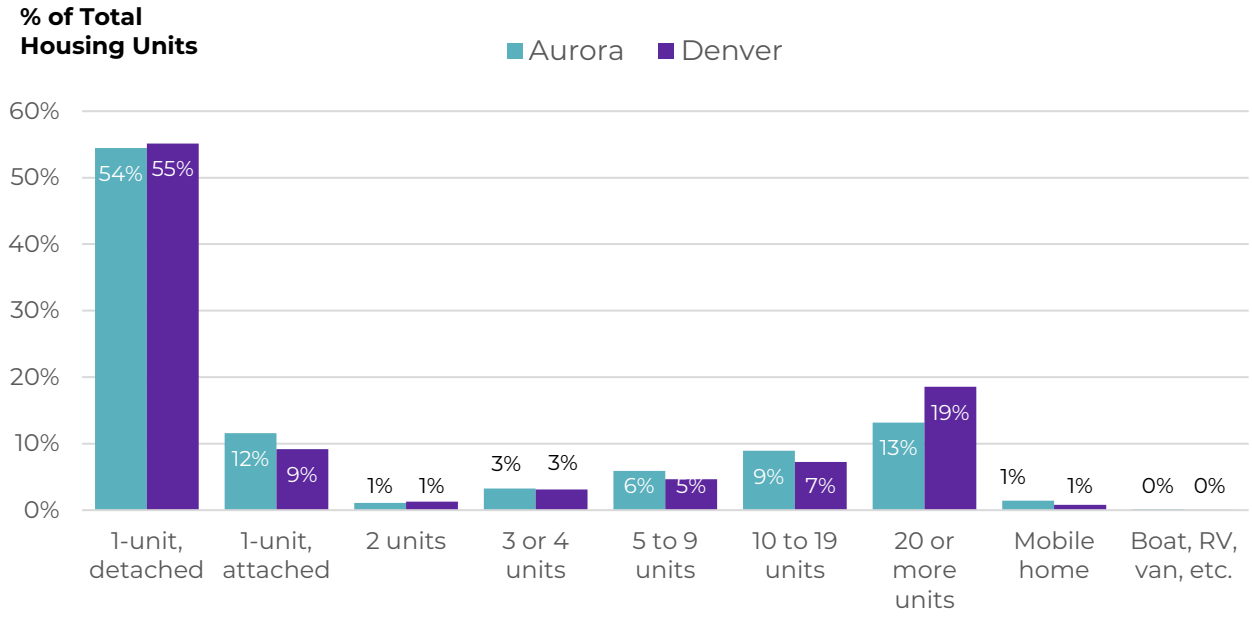
Housing typology directly influences people's travel behaviors and demand for transit services. Different housing types—such as single-family homes, multi-family units, or mixed-use developments—create distinct transportation needs and challenges. For instance, suburban areas with predominantly single-family homes are more likely to generate more car trips due to greater distances between homes, jobs, and services. Conversely, dense multifamily or mixed-use developments are better suited to support public transit, biking, and walking due to high transit ridership potential and proximity to employment and services. A better understanding of Aurora's housing distribution will help align the current and future transportation network with the housing landscape.

Aurora's mix of housing typologies and tenures is generally aligned with that of the Denver Metro area. Most of the city's housing was constructed during a period of significant population growth that began in the 1970s. In recent years, the construction of multifamily housing has accelerated. However, as the city's population continues to grow, impacting housing prices and demand, its housing stock needs to evolve to continue serving the community's needs.

3.1.1.1 Housing Typology

Consistent with the Denver Metro area, Aurora's housing inventory primarily consists of single-family detached housing, representing 54.4 percent of the city's housing stock in 2022 (Figure 3-3). The City of Aurora has a lower percentage of large, multifamily housing structures than the Denver Metro overall, with 13.2 percent of housing structures with 20 or more units (compared to 18.5 percent in the overall metro area). As previously mentioned, multifamily housing increases population density, and when located near well-planned transit systems, can increase transit ridership and reduce dependency on single-occupancy vehicles. The relationship between transit and population density is explored further in Section 6.

Figure 3-3. Housing by Units in Structure, Aurora and Denver Metro, 2022



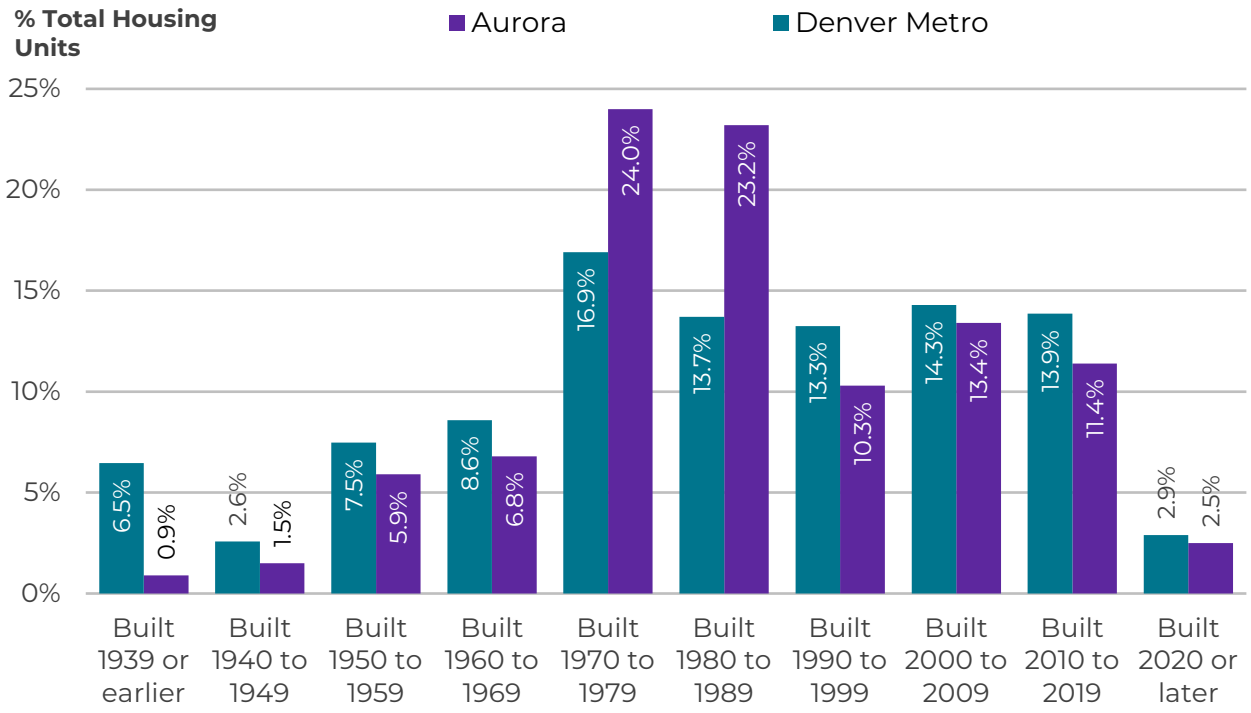
Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

3.1.1.2 Year Built

The year a home or neighborhood was built often reflects the era's transportation preferences. Neighborhoods constructed before the dominance of the car are more likely to feature pedestrian-friendly infrastructure such as sidewalks, narrow streets, and nearby transit stations. Neighborhoods built after World War II were often designed around the car, featuring wider streets, larger lots, and fewer pedestrian and transit connections. Understanding the age of the housing stock enables more targeted investment in transportation infrastructure.

Nearly half of Aurora's existing housing stock was built in the 1970s and 1980s, as shown in Figure 3-5. Most of these neighborhoods were constructed on a curvilinear street network facing away from major roadways. Connectivity from within these neighborhoods is limited due to winding roadways and cul-de-sacs. The Denver metro area has a higher share of both older (built before 1970) and newer housing (built after 1990) than the City of Aurora.

Figure 3-4. Housing by Year Built, 2022



Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

3.1.1.3 Tenure

Housing Tenure, whether residents rent or own, influences mobility patterns and travel choice. Often, renters are more likely to rely on public transit compared to homeowners. Renters are more likely to live in denser environments where transit options, walking, or biking are more accessible and convenient and parking is limited. Additionally, renters with lower incomes may not have access to a vehicle, making other mobility options essential for daily travel.

As shown in Table 3-4, in 2022 approximately 62.1 percent of occupied housing units in Aurora were owner-occupied and 37.9 percent were renter-occupied, nearly the same breakdown as the Denver metro area.

Table 3-4. Housing Summary, 2022

	Aurora		Denver Metro	
	Total	% Total	Total	% Total
Total Housing Units	**150,920**		**1,205,949**	
Occupied housing units	145,493	96.4%	1,143,943	94.9%
Vacant housing units	5,427	3.6%	62,006	5.1%
Tenure				
Owner-occupied	90,322	62.1%	717,288	62.7%
Renter-occupied	55,171	37.9%	426,655	37.3%

Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

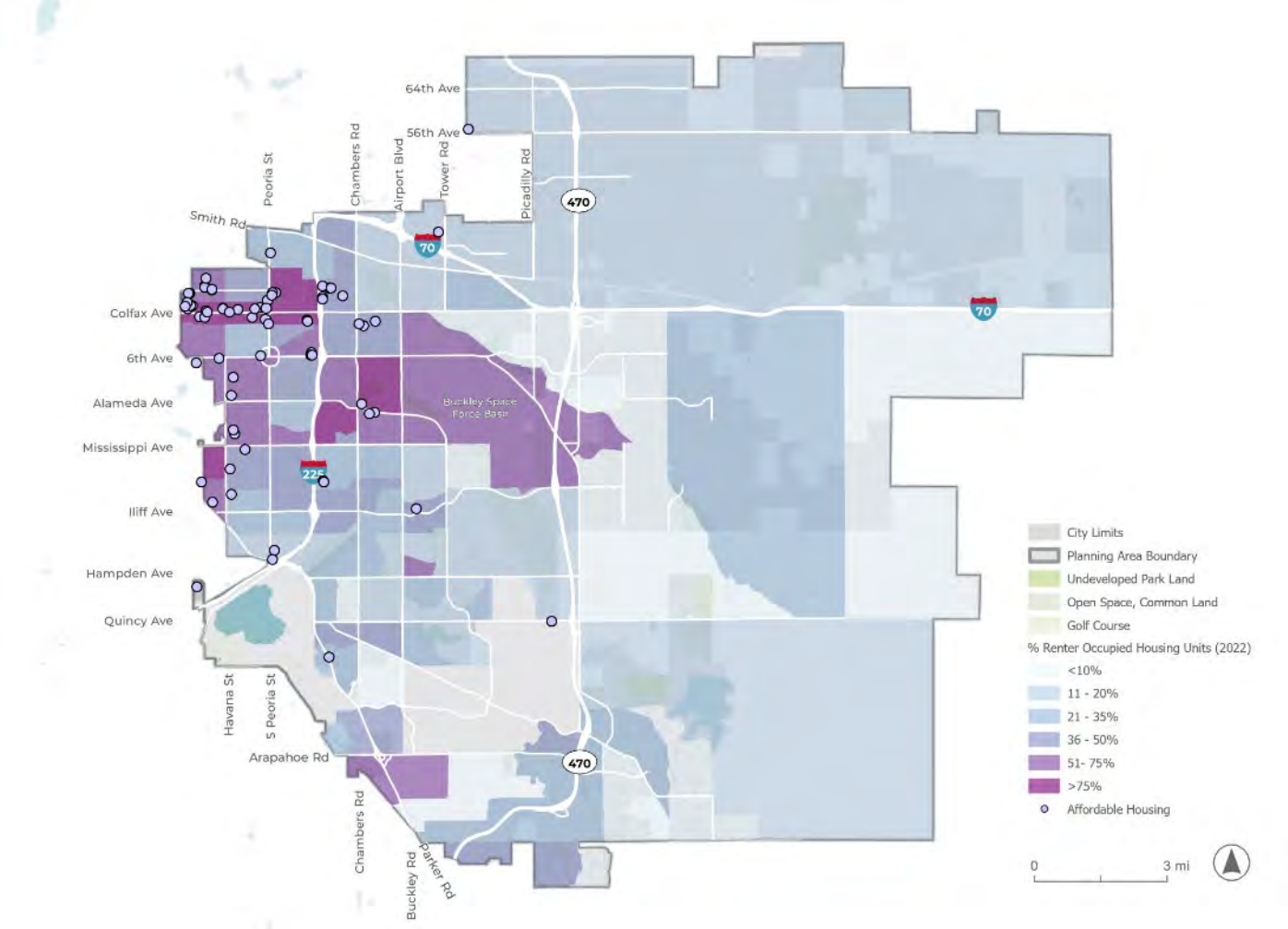
Table 3-5. Housing Tenure by Ward

Tenure	Ward I	Ward II	Ward III	Ward IV	Ward V	Ward VI
Rent	57%	20%	56%	39%	26%	19%
Own	43%	80%	44%	61%	74%	81%

Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

Table 3-5 reveals that higher concentrations of renter-occupied housing are in Wards I and III. Figure 3-5 highlights that concentrations are clustered along Colfax Avenue, Havana Street, and Chambers Road. Affordable housing is concentrated along Colfax Avenue in Original Aurora, with a smaller distribution throughout the rest of the city. In Figure 3-6 (below), the dark purple represents areas with more than 75 percent of housing units occupied by renters. These areas have more than double the proportion of renters as Aurora on average. Areas with a higher share of renters and affordable housing complexes, such as Ward I and Ward III, should prioritize multimodal transportation investments, including bike lanes and transit, to enhance access to jobs and services.

Figure 3-5. Renter Occupied Housing, 2022



Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

3.2 Social Vulnerability Analysis

Understanding where vulnerable people and communities are concentrated can help prioritize investment in areas where people face greater transportation challenges and inequities. Socially vulnerable populations often include low-income households, seniors, people with a disability, people with limited English proficiency and communities of color. These groups are more likely to be affected by poor transit connectivity, unsafe infrastructure, and long commutes that can limit access to opportunities such as jobs, education, and essential services.

This section provides a spatial analysis (mapping) of concentrations of people with social, economic, and environmental vulnerabilities. Individual metrics on language spoken, race and ethnicity, car ownership, and household income were analyzed and are discussed in the following sections.

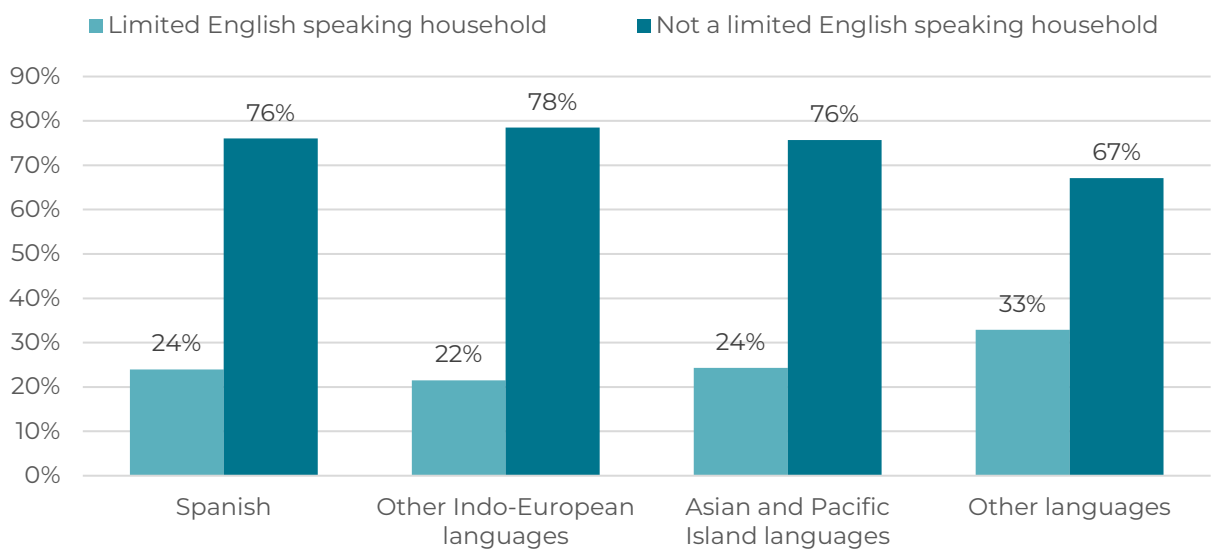
Following these individual metrics, a series of combined metrics is compiled and mapped using the Environmental Justice Index developed by the U.S. Centers for Disease Control (CDC). The Environmental Justice Index (EJI) indicators are categorized into three main areas: Social Vulnerability, Environmental Burden, and Health Vulnerability. Each of these analyses show that Aurora's most vulnerable people are concentrated in the general area of Central and Original Aurora, defined in the introduction to this Chapter.

Primary Language or Limited English Proficiency (LEP)

Limited English-speaking households are more likely to experience barriers to accessing and navigating the transportation system. LEP individuals may struggle to understand signage, schedules, and fare systems if they are only available in English. If individuals do not feel confident using the available transportation services, they have limited access to employment, education, healthcare, and other essential services.

Approximately 8 percent of households in Aurora are limited English-speaking households, including nearly 6,700 Spanish-speaking households. The breakdown of these households by language spoken at home is shown below in Figure 3-7.

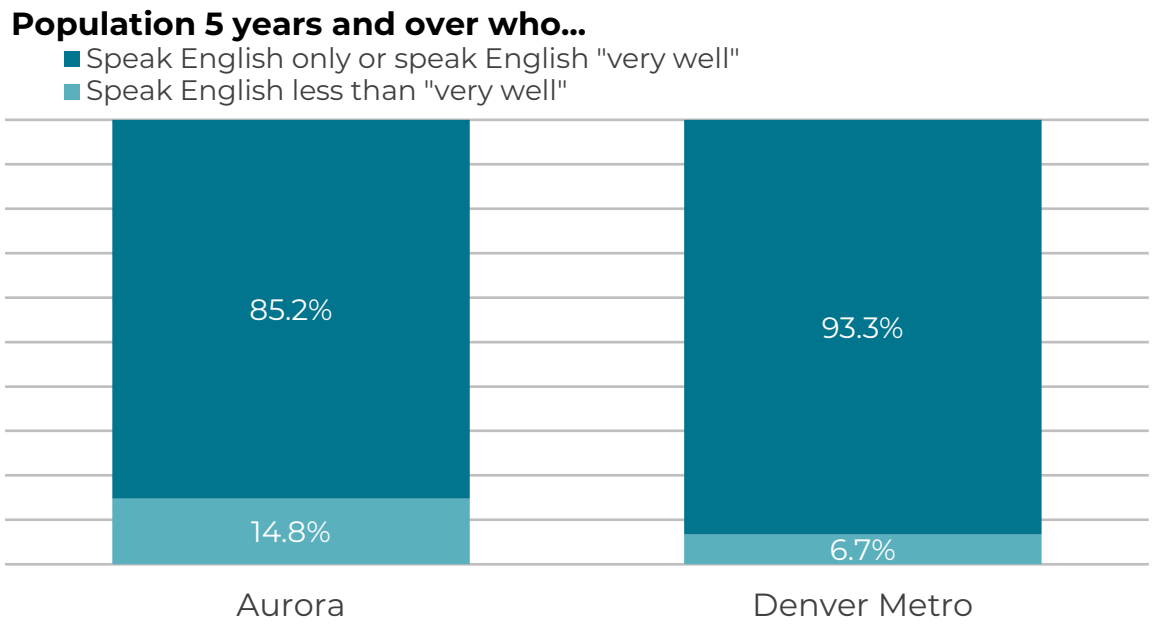
Figure 3-6. Households by Limited English-Speaking Status, Aurora, 2022



Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

Compared to the Denver Metro area, a larger share of the population in Aurora has limited English proficiency. As shown in Figure 3-8, 14.8 percent of Aurora's population over the age of five speaks English "less than very well" compared to 6.7 percent of the metro area.

Figure 3-7. Population by English Proficiency, 2022



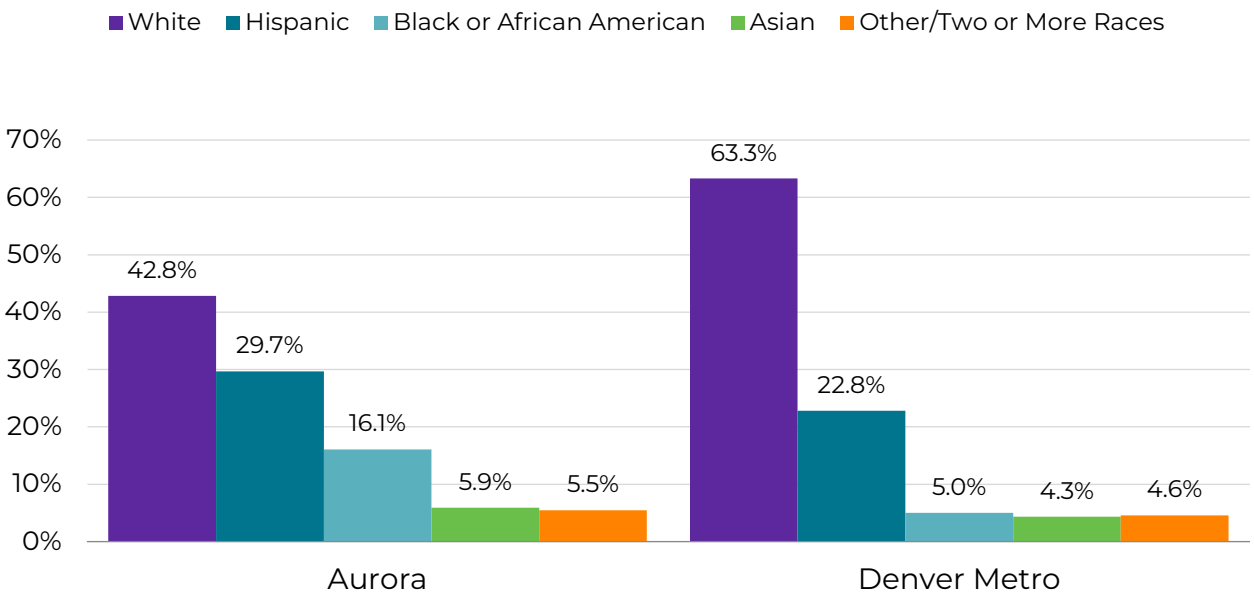
Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

Race & Ethnicity

Historical inequities and development patterns have influenced how people of different races and ethnicities navigate cities. Some of these inequities persist today, and it is important to understand the racial makeup of communities to resolve these inequities. Communities of color are more likely to experience barriers to mobility, including fewer transit options, longer commutes, and unsafe infrastructure.

Aurora has a higher proportion of non-white residents than the metro area as a whole. Approximately 42.8 percent of Aurora's population is white compared to 63.3 percent of the Denver Metro area, as shown in Figure 3-9.

Figure 3-8. Race and Ethnicity, 2022



Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

When evaluated by Ward, it becomes clear that communities of color are more concentrated in parts of the city than others. Communities of color comprise a larger portion of Wards I and III, which are older and more urban areas of Aurora. For instance, Ward III has a higher share of Black/African American residents, and Wards I and III have a higher share of Hispanic residents. These areas of Aurora are better served by transit; however, many streets have too narrow or missing sidewalks to facilitate safe trips.

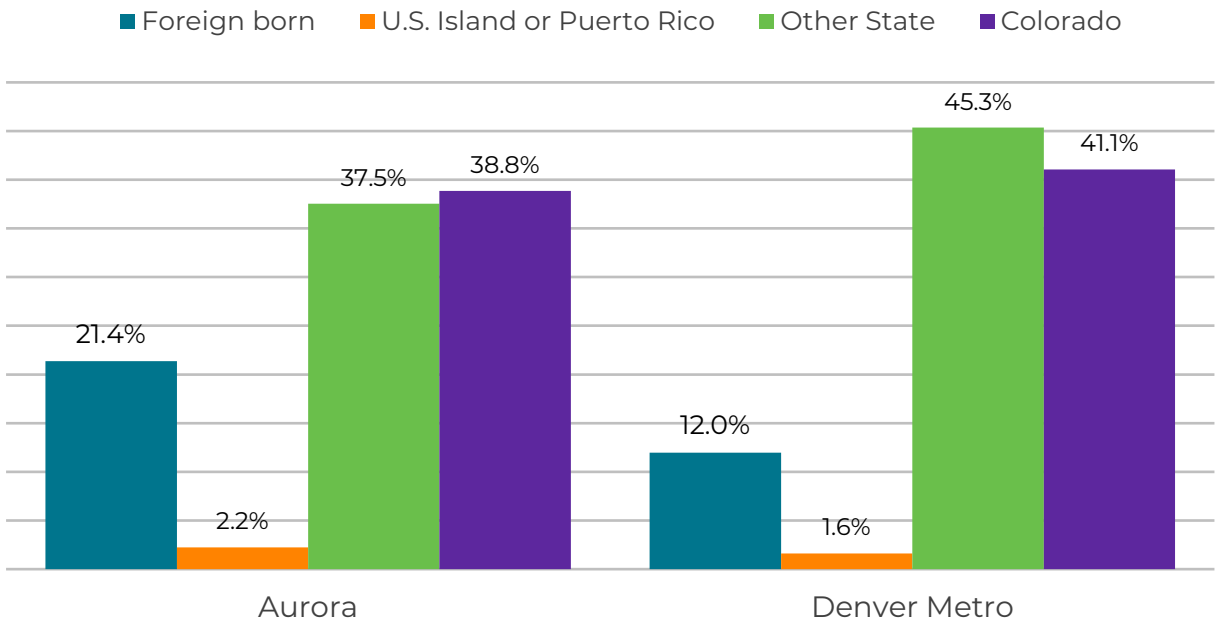
Table 3-6. Race and Ethnicity by Ward

Race/Ethnicity	Ward I	Ward II	Ward III	Ward IV	Ward V	Ward VI
White	22%	37%	29%	43%	58%	65%
Black/African American	15%	18%	24%	19%	12%	7%
Hispanic	52%	32%	37%	27%	20%	14%
Asian	6%	7%	4%	6%	5%	7%
Other/Two or More Races	5%	5%	5%	5%	5%	6%

Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

In addition to having a more racially diverse population, Aurora also has a higher share of foreign-born residents overall than the Denver Metro area. As of 2022, 21.4 percent of Aurora residents are foreign-born, compared to 12 percent of the overall metro area.

Figure 3-9. Population by Place of Birth, 2022



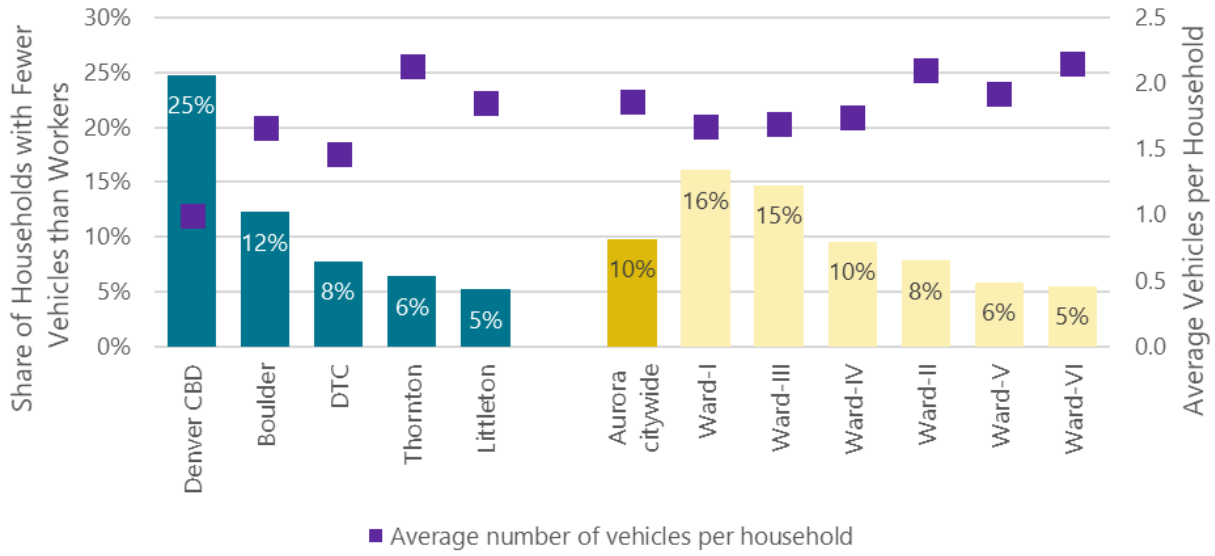
Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

Car Ownership

Car ownership greatly affects how people move around Aurora and access services. Individuals or households with access to vehicles have greater flexibility and independence in their travel choices compared to those with limited or no access to a vehicle. In areas with high car ownership, different transportation infrastructure must be considered, such as parking and traffic management. Areas with lower car ownership may require additional investment in public transit and bicycle and pedestrian infrastructure. Additionally, lower-income households are more likely to have limited access to a personal vehicle, making affordable and reliable public transportation services critical for equitable access to opportunities.

Aurora residents have an average of 1.9 vehicles per household, reflecting the same average vehicle ownership for the entire Denver Metro area. However, 10 percent of Aurora households have fewer vehicles than workers, which is higher than the regional average of 7.5 percent. As shown in Figure 3-11, residents of Wards I and III have the lowest vehicle ownership, with approximately 15 percent of households having fewer vehicles than workers and 1.7 vehicles per household, similar to auto ownership levels in the City of Boulder. Ward 6 has the highest number of vehicles, with an average of 2.2 vehicles per household, similar to Thornton and Littleton.

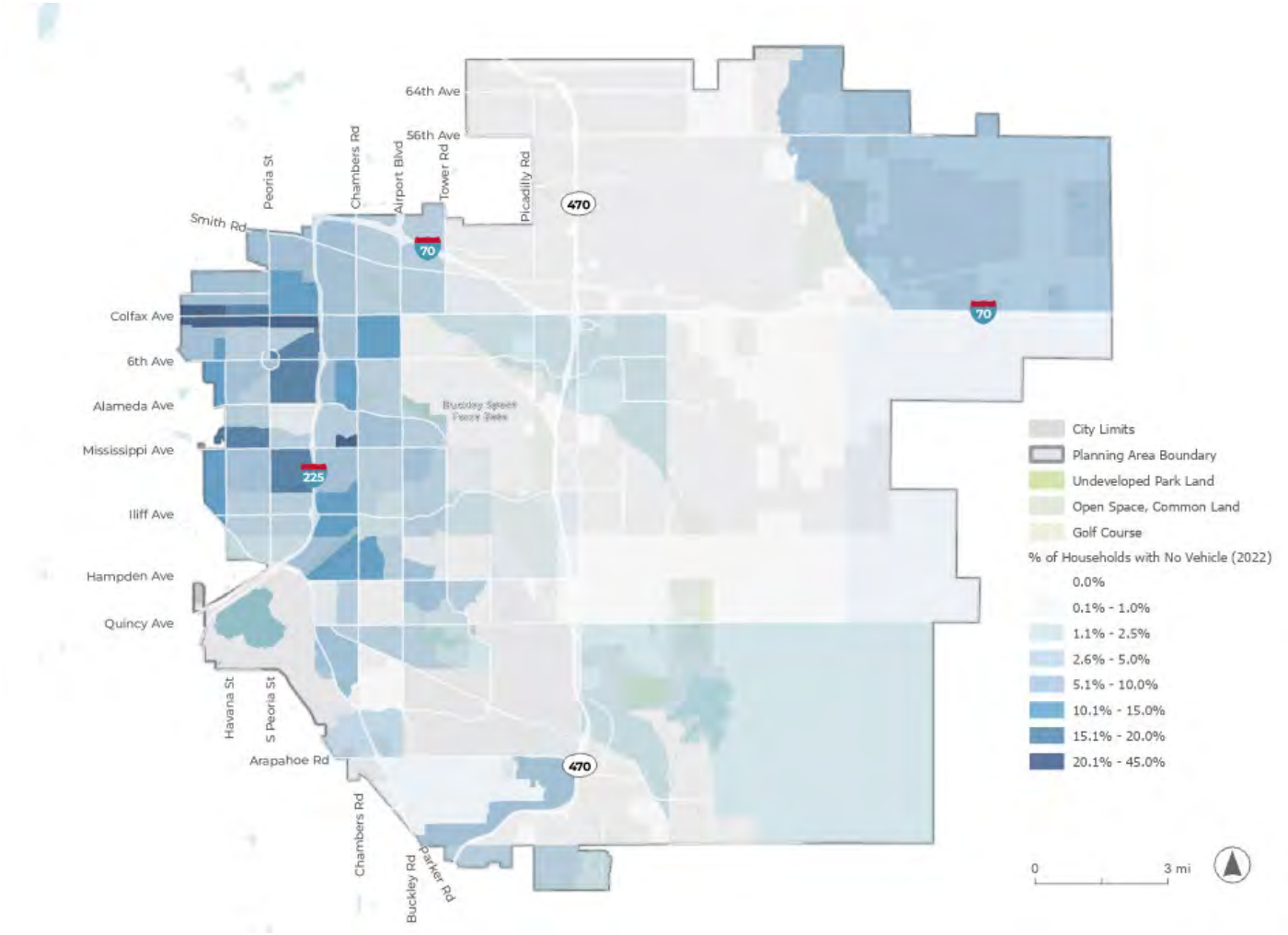
Figure 3-10. Vehicle Availability, 2022



Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

Figure 3-12 highlights census tracts in Aurora with higher concentrations of households without access to a vehicle. Many of these tracts overlap with areas that have higher proportions of renter-occupied housing units. As previously mentioned, renters are more likely to live in denser environments that are more conducive to transit usage. In these areas, households without vehicles rely on other mobility options, such as public transit and micromobility, for their daily needs.

Figure 3-11. Zero Vehicle Households, 2022



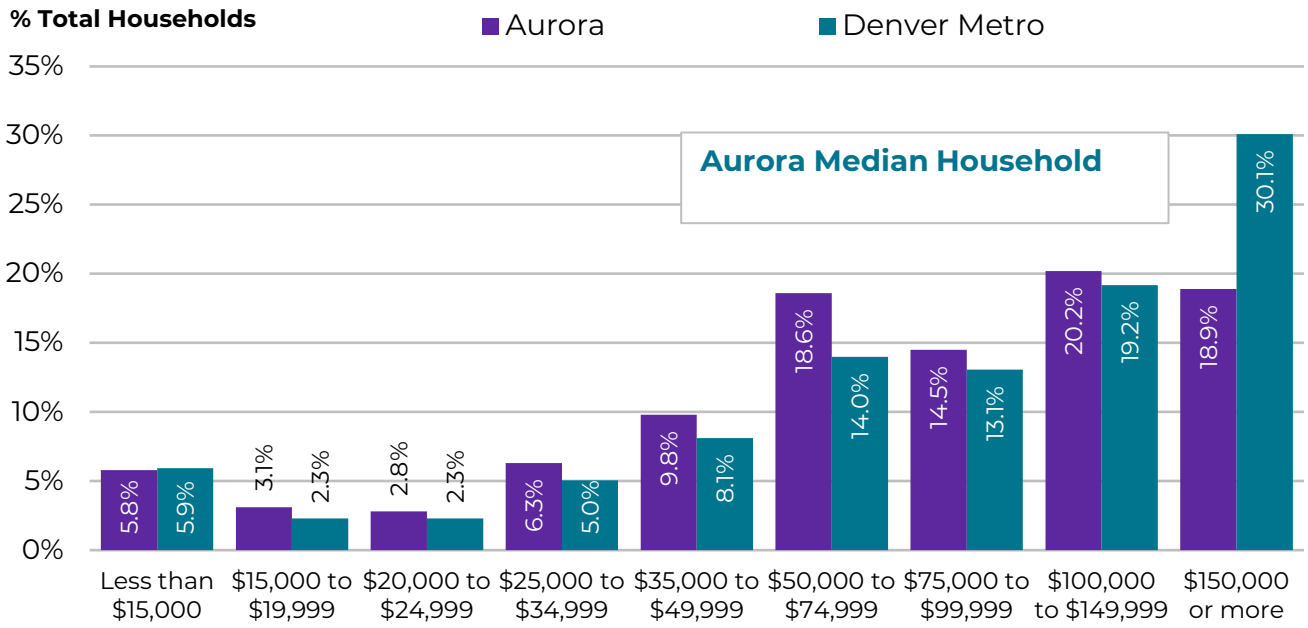
Source: U.S. Census (ACS 1-Year Estimate); Economic & Planning Systems

Household Income

Household income directly relates to people's ability to afford mobility options. Lower-income households are more likely to rely on public transit, biking, or walking due to the high costs associated with car ownership, such as fuel, insurance, and maintenance. In contrast, higher-income households likely have greater flexibility in their travel options, including owning multiple cars or using rideshare services. Understanding the distribution of household income across the city can help address disparities in transportation choice.

In 2022, the median household income in Aurora was $81,395, which is lower than the Denver Metro Area's median household income of $98,975. As shown in Figure 3-13, Aurora has a notably higher share of households in lower income brackets compared to the Denver Metro Area, with 60.9 percent of households earning under $100,000 annually compared to 50.7 percent in the Denver Metro Area. Additionally, there is a much lower percentage of households with incomes in the highest earning bracket of $150,000 in Aurora; only 18.9 percent of Aurora's households fall under this category compared to 30.1 percent in the Denver Metro area.

Figure 3-12. Household Income, 2022



Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

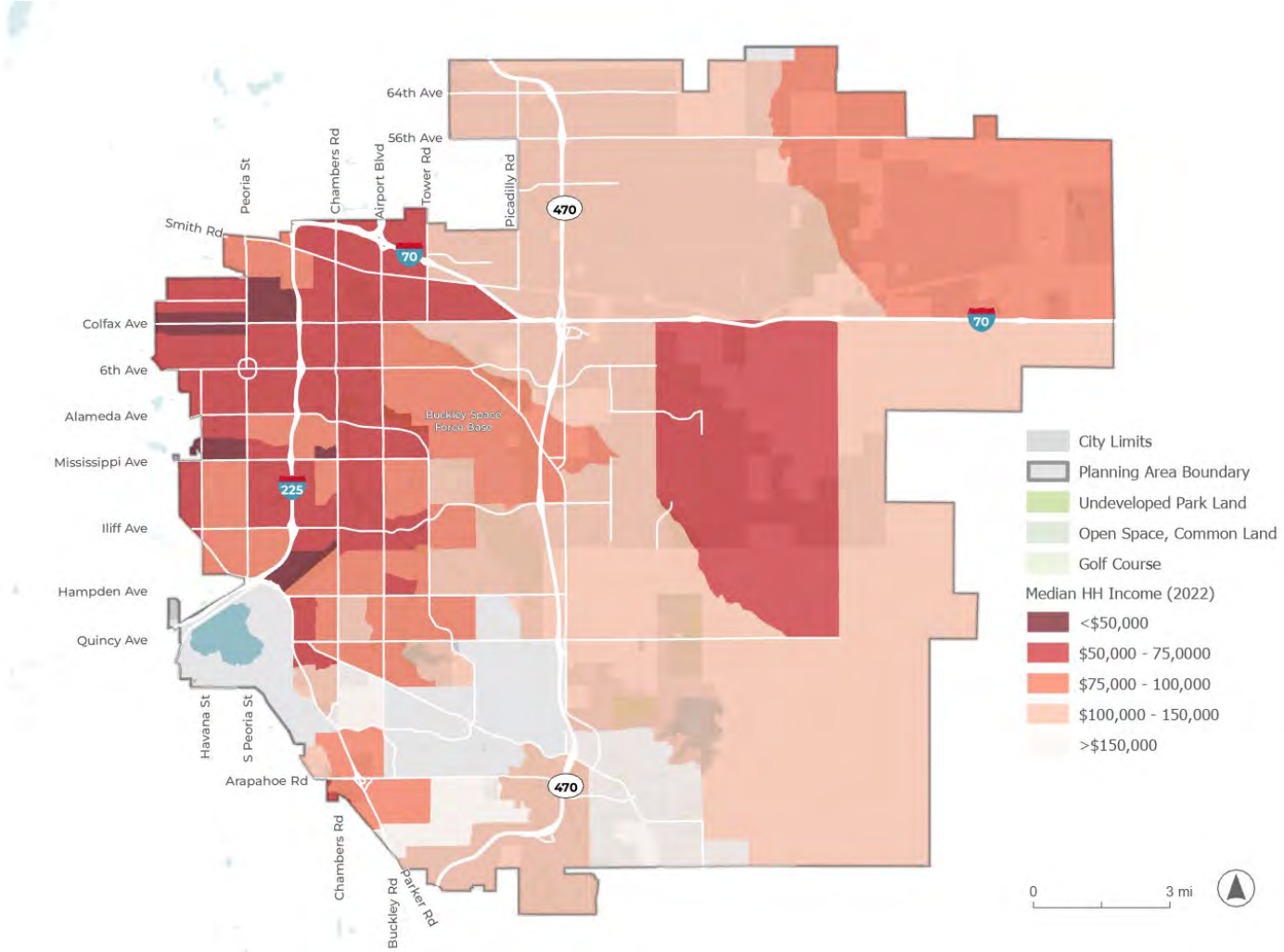
The median household income, when evaluated by Ward, shown in Table 3-7, indicates that Wards I and III have a higher concentration of lower-income households compared to the rest of Aurora. This pattern is demonstrated in Figure 3-14.

Table 3-7. Median Income by Ward

	Ward I	Ward II	Ward III	Ward IV	Ward V	Ward VI
Median Household Income	$59,460	$94,454	$65,370	$74,910	$88,363	$132,166

Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

Figure 3-13. Median Household Income, 2022



Source: U.S. Census (ACS 1-Year Estimates); Economic & Planning Systems

3.2.1.1 Housing Affordability

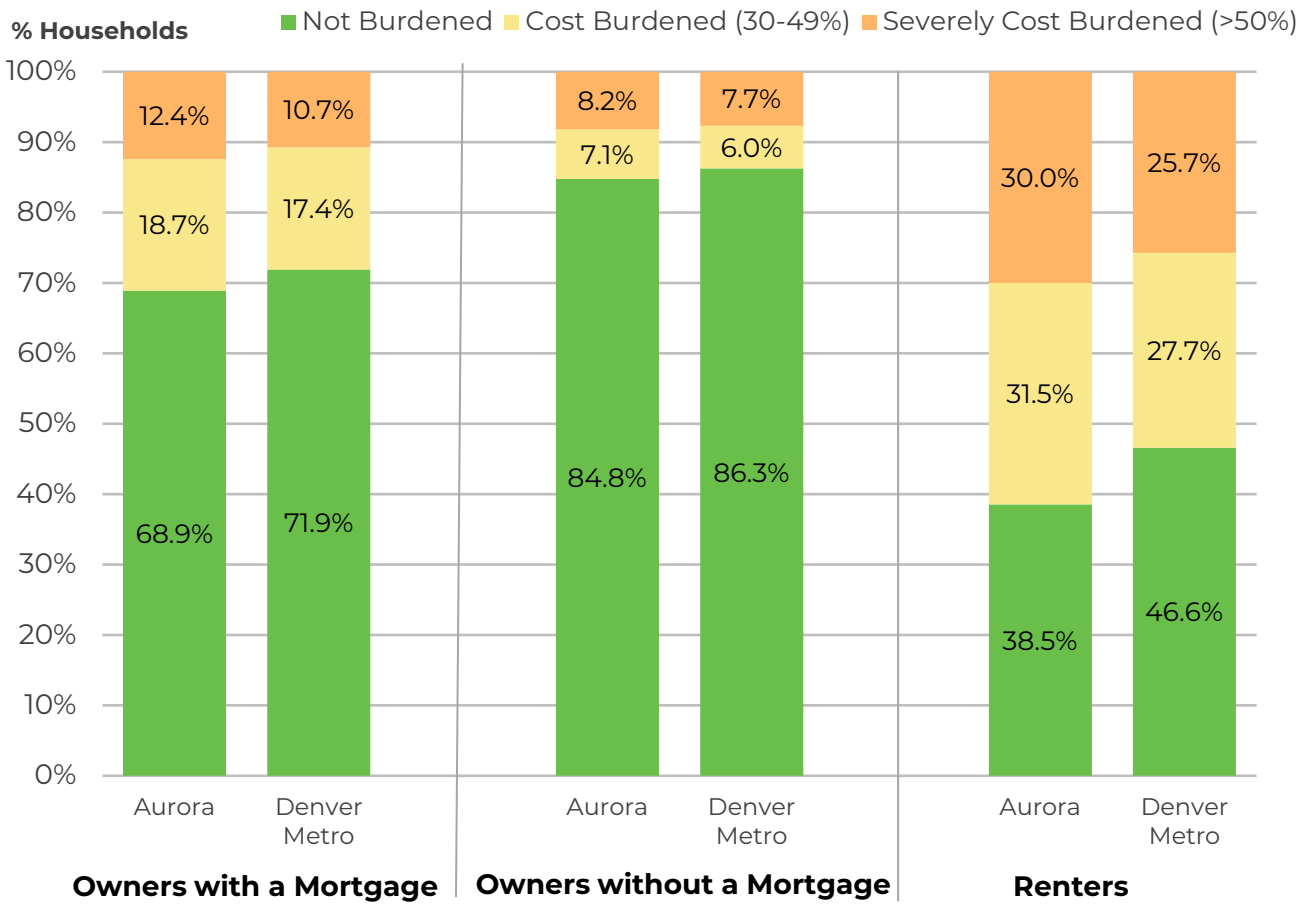
The U.S. Department of Housing and Urban Development (HUD) defines cost-burdened households as those that spend 30 percent or more of their income on housing-related costs, and severely cost-burdened households as those that spend over half of their income on housing. In Aurora and the Denver Metro area, a higher share of renters are cost-burdened compared to homeowners, who typically have more stable housing and lower housing costs. Roughly half of all renters in Colorado are cost-burdened, and nearly a quarter of renter households are severely cost-burdened. Regarding owner-occupied housing, cost burden is more common among homeowners with a mortgage than among those without one. When homeowners without a mortgage are cost-burdened, it is typically due to utilities and taxes that make up more than 30 percent of their income (for example, seniors with fixed incomes).

In 2022, 61.5 percent of renter households in Aurora were cost-burdened or severely cost-burdened, compared to 31.1 percent of owners with a mortgage, and 15.3 percent of owners without a mortgage. The Denver Metro area overall saw a slightly lower share of cost-burdened (and severely cost-burdened) renters and owners, as shown in Figure 3-15.

The Housing and Transportation Index is a tool to measure affordability. It combines the cost of housing and transportation as a percentage of household income to provide a more comprehensive picture of the cost of living. According to the Center for Neighborhood Technology (CNT), the combined costs of housing and transportation should ideally not exceed 45 percent of a household's income. Households spending more than this threshold are considered financially burdened.

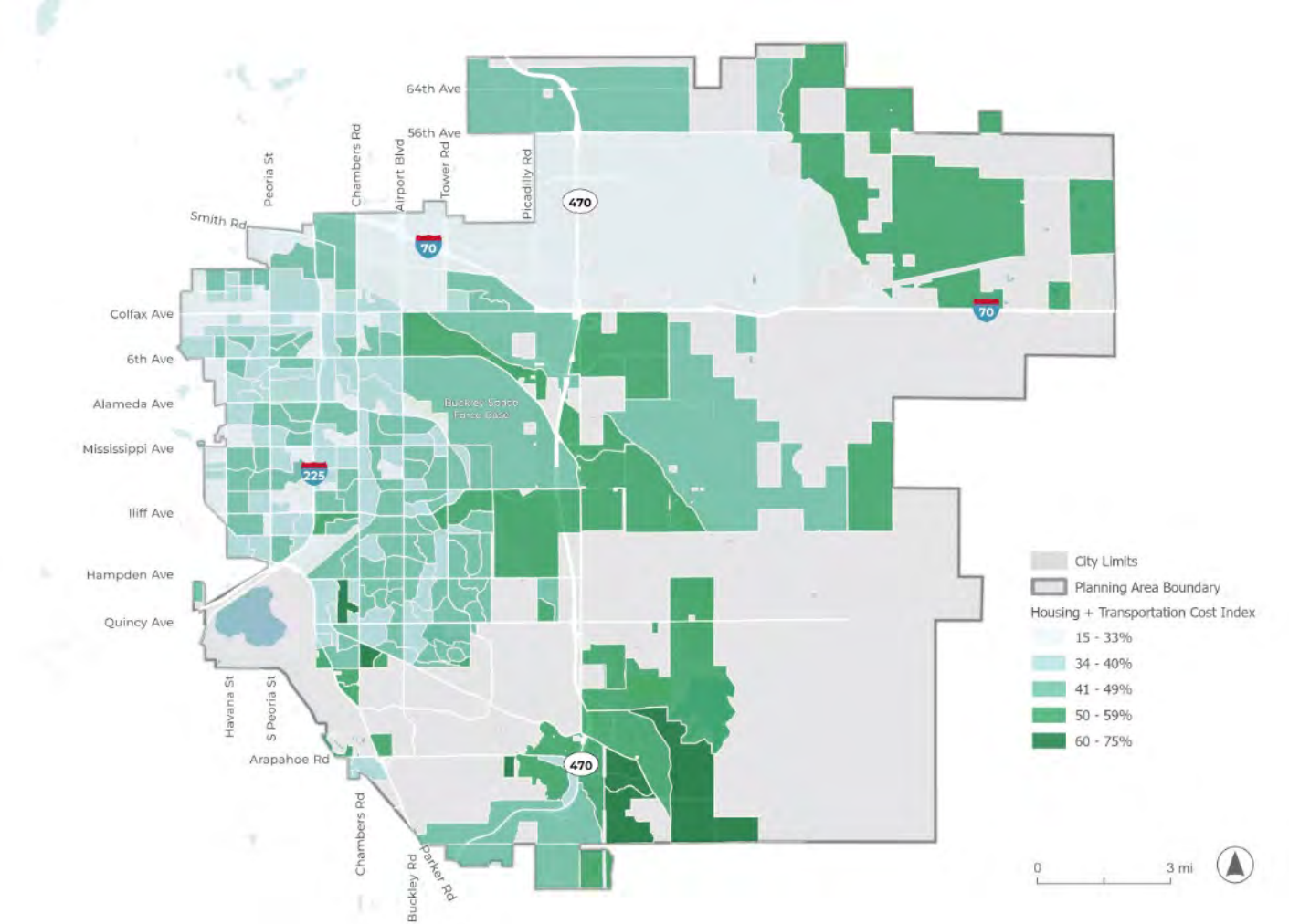
In Aurora, households spend an average of 41 percent of their income on housing and transportation. Transportation costs are higher in more suburban and rural areas that have fewer mobility options, compared to households near activity centers, as shown in Figure 3-16.

Figure 3-14. Housing Cost Burden for Owners and Renters, 2022



Source: U.S. Census ACS 1-Year Estimates, Economic & Planning Systems

Figure 3-15. City of Aurora's Housing + Transportation Percentage of Income, 2019



Source: Center for Neighborhood Technology, 2019

Underserved populations and neighborhoods

This section combines the various vulnerability factors explored earlier and uses an index to evaluate them as a whole to build a more comprehensive understanding of where vulnerable populations reside. This approach will help the team understand where inequities exist and prioritize transportation infrastructure investments based on community needs.

3.2.1.2 Environmental Justice Index (EJI)

The Environmental Justice Index (EJI) is a national, place-based tool developed by the Centers for Disease Control and Prevention (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR), in partnership with the Department of Health and Human Services' Office of Environmental Justice. This tool ranks every census tract based on 36 environmental, social, and health factors (shown in Figure 3-17) to determine the cumulative impacts of environmental injustice. These factors each fall under three categories—social vulnerability, environmental burden, and health vulnerability.

Figure 3-16. CDC/ATSDR Environmental Justice Index Indicators

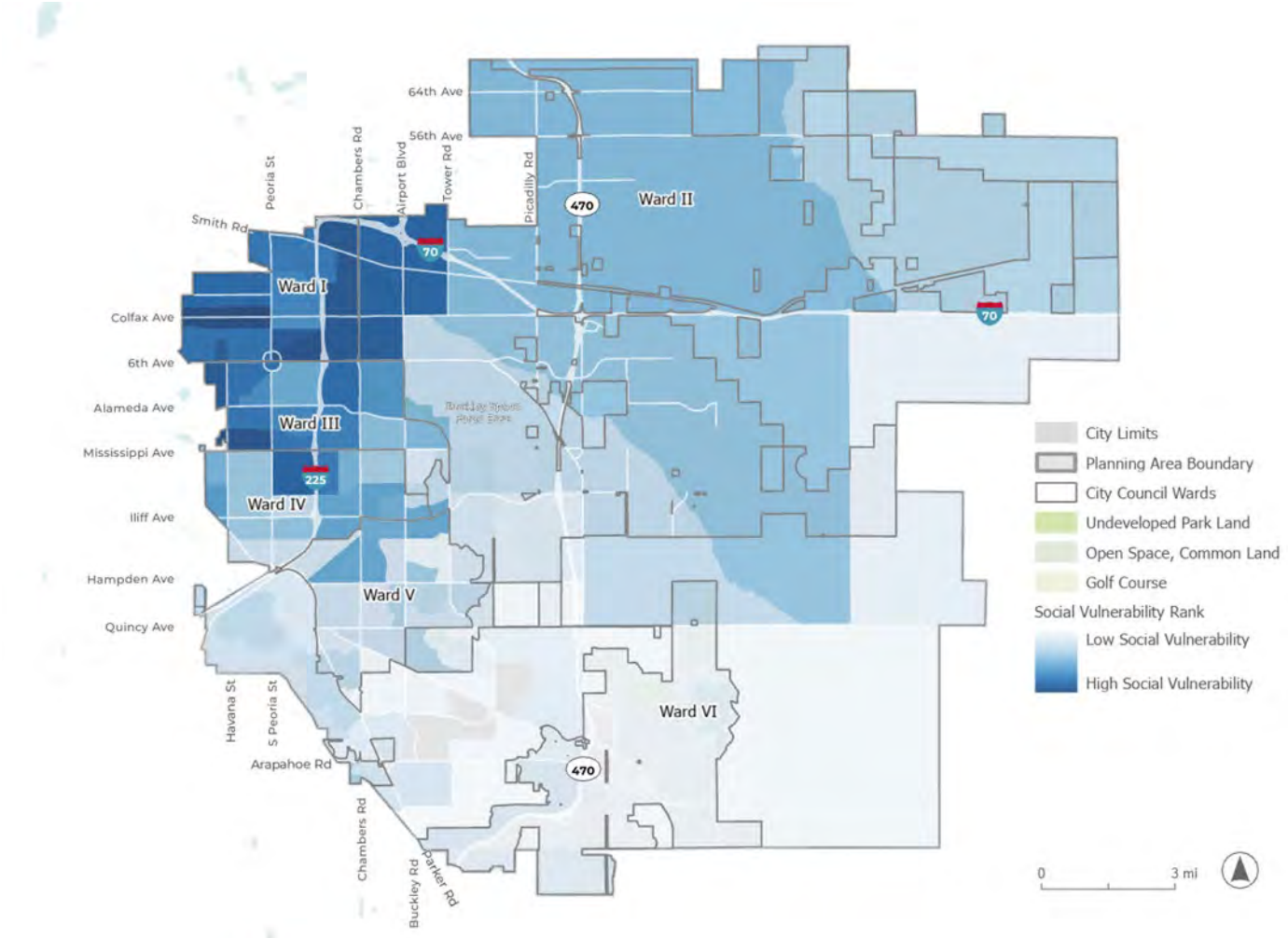
Overall Environmental Justice Rank	Social Vulnerability	Racial/ Ethnic Minority Status	Minority Status
		Socioeconomic Status	Poverty
			No High School Diploma
			Unemployment
			Housing Tenure
			Housing Burdened Lower-Income Households
			Lack of Health Insurance
			Lack of Broadband Access
		Household Characteristics	Age 65 and Older
			Age 17 and Younger
			Civilian with a Disability
			Speaks English "Less than Well"
		Housing Type	Group Quarters
			Mobile Homes
	Environmental Burden	Air Pollution	Ozone
			PM2.5
			Diesel Particulate Matter
			Air Toxics Cancer Risk
		Potentially Hazardous & Toxic Sites	National Priority List Sites
			Toxic Release Inventory Sites
			Treatment, Storage, and Disposal Sites
			Risk Management Plan Sites
			Coal Mines
			Lead Mines
		Built Environment	Recreational Parks
			Houses Built Pre-1980
			Walkability
		Transportation Infrastructure	High-Volume Roads
			Railways
			Airports
		Water Pollution	Impaired Surface Water
	Health Vulnerability	Pre-existing Chronic Disease Burden	Asthma*
			Cancer*
			High Blood Pressure*
			Diabetes*
			Poor Mental Health*

Social Vulnerability

Social vulnerability refers to the potential negative effects on communities resulting from external stresses. The EJI's social vulnerability module considers demographics, socioeconomic status, household characteristics, and housing-related factors, such as poverty, unemployment, age, and housing tenure.

Figure 3-18 indicates that people in Wards I and III are more vulnerable to external stressors than those in other areas of the city.

Figure 3-17. Social Vulnerability Ranking, 2022



3

Source: Centers for Disease Control and Prevention and Agency for Toxic Substances Disease Registry. 2022 Environmental Justice Index. https://www.atsdr.cdc.gov/placeandhealth/eji/index.html

Environmental Burden

The highest concentrations of environmental burden are located in the vicinity of the Buckley Space Force Base; the Denver Arapahoe Disposal Site (DADS), and the former Lowry Bombing Range Figure 19). The DADS is located just east of E-470 at Hampden Avenue and is a former superfund site. The Lowry Bombing Range is an affected area of about 100 square miles with dispersed contamination and former intercontinental ballistic missile sites from about Hampden Avenue and Quincy Avenue to the Douglas County border, an area of generally low population density.

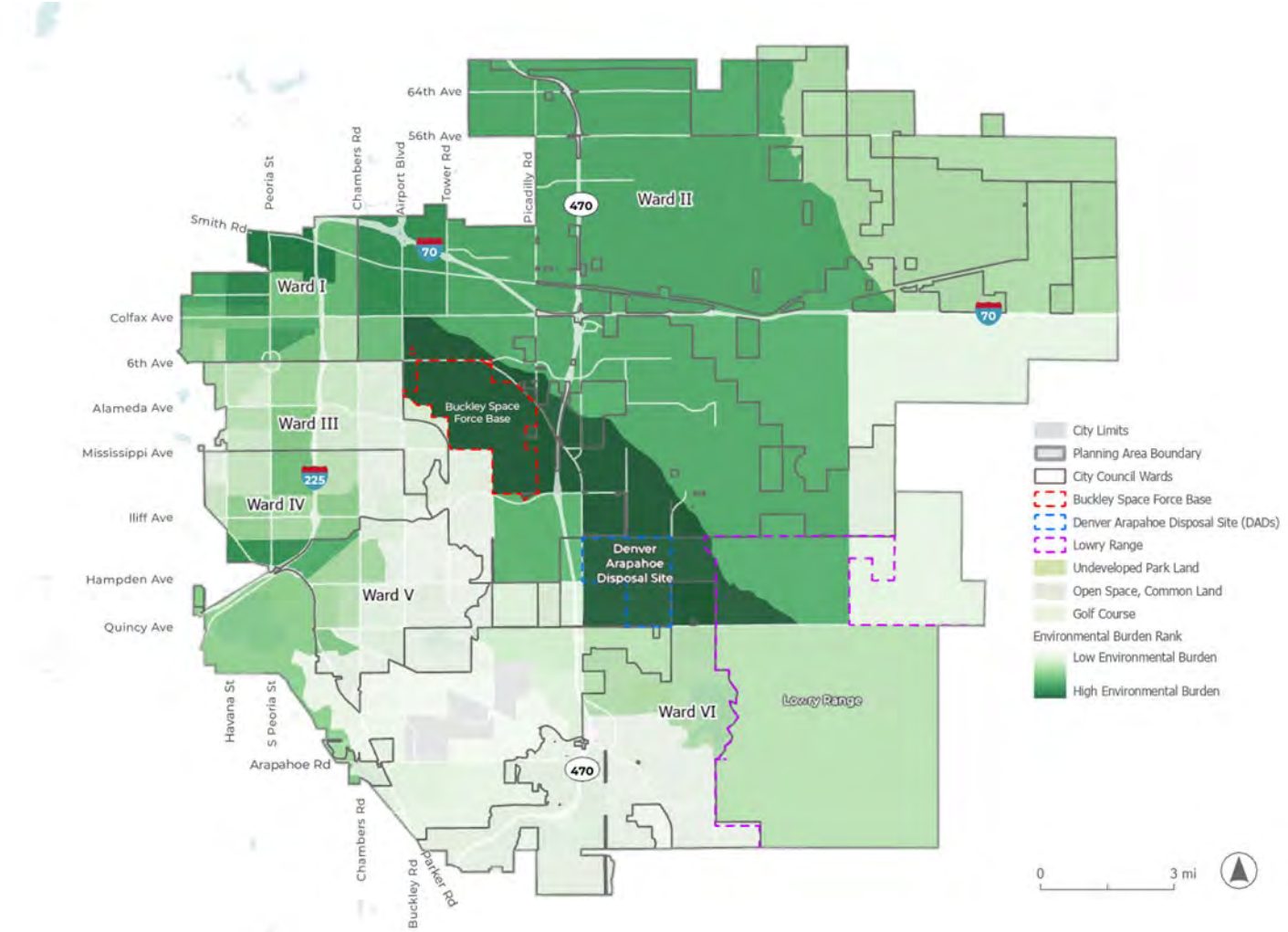
3.2.1.3 Health Vulnerability

Figure 20 highlights census tracts that have higher rates of existing burden from pre-existing chronic diseases such as asthma and cancer. These census tracts are clustered around the freeway system and near industrial areas.

Overall Environmental Justice Index Ranking

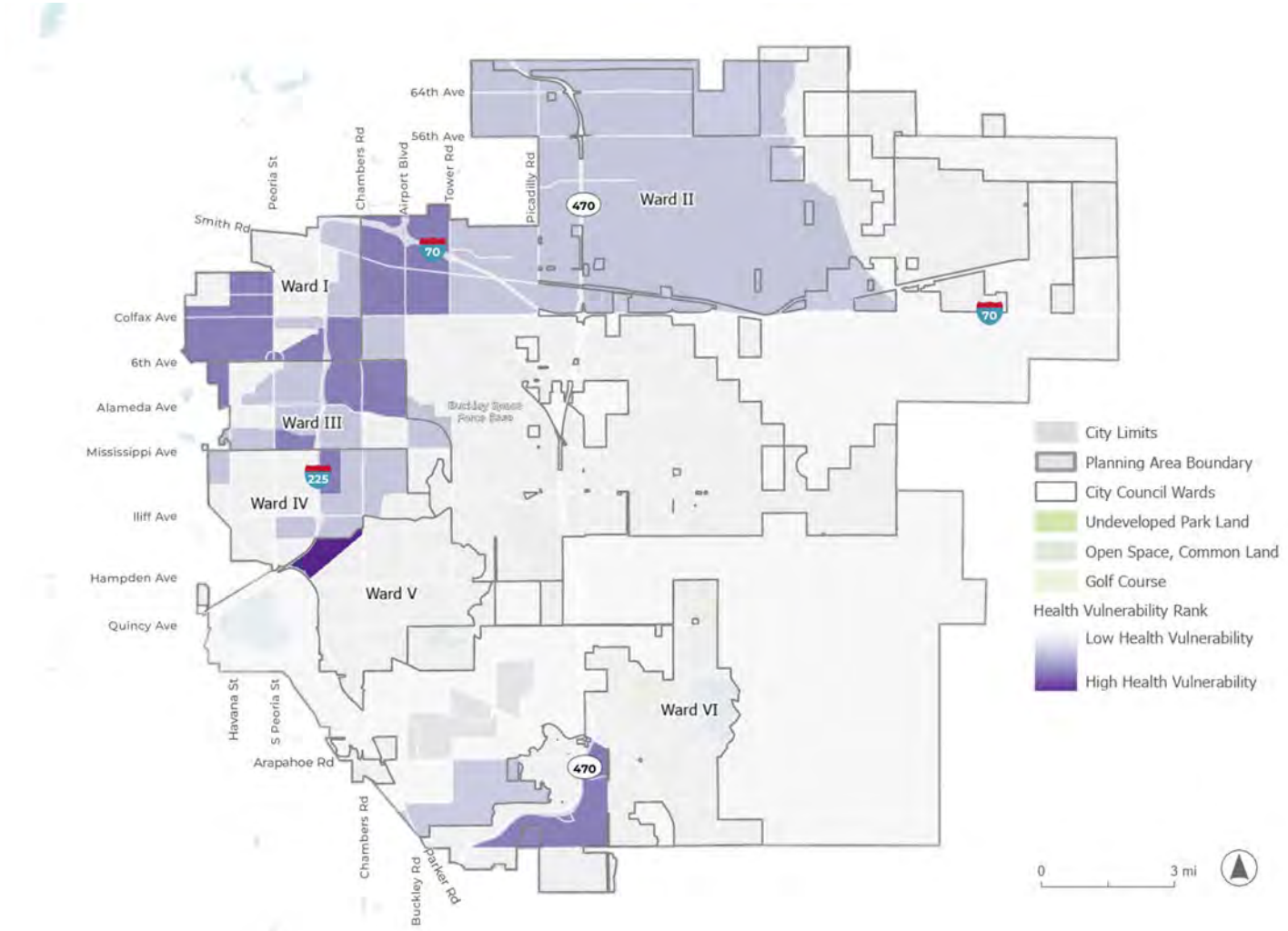
Overall Environmental Justice Index rankings (Figure 21) represent the summation of percentile rankings from the social vulnerability, environmental burden, and health vulnerability modules. The higher an area ranks, the more vulnerable an area is. This overall ranking shows that through a health and equity lens, areas of Central and Original Aurora are the most vulnerable to negative social and health impacts.

Figure 3-18. Environmental Burden Ranking, 2022



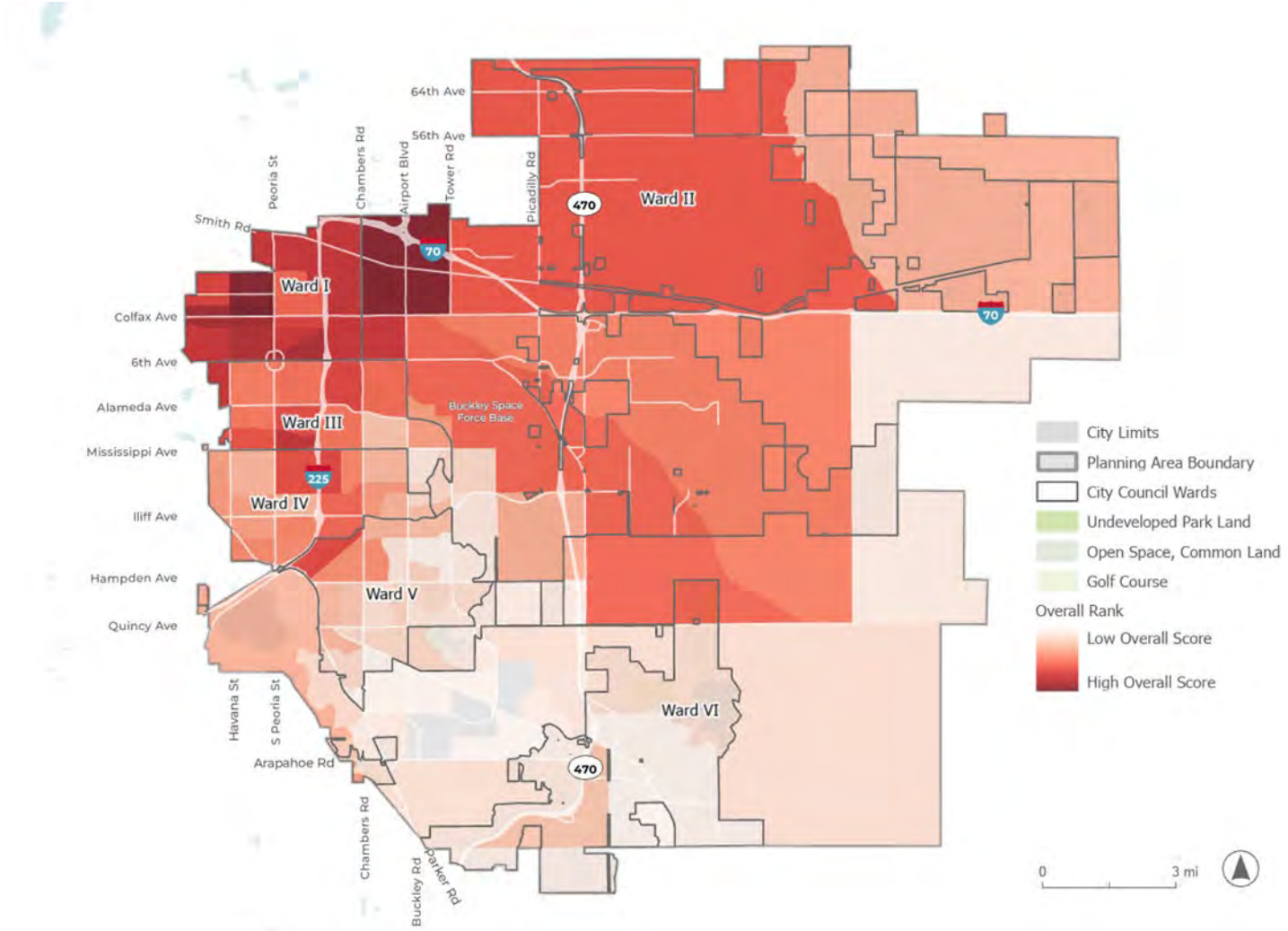
Source: Centers for Disease Control and Prevention and Agency for Toxic Substances Disease Registry. 2022 Environmental Justice Index. https://www.atsdr.cdc.gov/placeandhealth/eji/index.html

Figure 3-19. Health Vulnerability Ranking, 2022



Source: Centers for Disease Control and Prevention and Agency for Toxic Substances Disease Registry. 2022 Environmental Justice Index. https://www.atsdr.cdc.gov/placeandhealth/eji/index.html

Figure 3-20. Environmental Justice Index, Overall Ranking, 2022



Source: Centers for Disease Control and Prevention and Agency for Toxic Substances Disease Registry. 2022 Environmental Justice Index. https://www.atsdr.cdc.gov/placeandhealth/eji/ind.

3.3 Economy

Different industries have varying transportation needs and patterns. Analyzing the distribution of these different sectors will help identify barriers and opportunities for the overall transportation network. For instance, industrial or manufacturing workers may require convenient and efficient access to freight routes and transit systems that support shift work, while employees in service-oriented or technology industries may benefit from reliable public transit options or bike-friendly infrastructure near urban centers. The geographic distribution of employment hubs, such as office parks, retail centers, or industrial zones, shapes commuting patterns and the demand for transportation services. Additionally, understanding the economic base helps anticipate future changes, such as the rise of remote work or shifts in local industries, which may alter traffic volumes, transit ridership, or the need for infrastructure expansion. A well-functioning transportation system is essential for supporting Aurora's economic growth goals by ensuring workforce accessibility and improving overall efficiency in the movement of both people and goods.

From 2010 to 2022, Aurora added a total of 55,000 jobs across all industries, from 112,000 in 2010 to 167,000 in 2022, an increase of 49.1 percent over 12 years and an annual growth rate of 3.4 percent per year (Table 3-8). This growth rate is higher than Denver Metro's average annual growth rate of 2.3 percent. A third of new jobs (share of change) in Aurora during this period were in healthcare, a sector that grew by over 18,000 jobs. The growth in healthcare jobs is attributed to the development and expansion of the Anschutz Medical Campus, the adjacent V.A. Hospital, and the Fitzsimons Innovation Community. The industrial and construction sectors accounted for approximately a quarter of new jobs, primarily in the construction, manufacturing, wholesale trade, and transportation and warehousing sectors.

From 2010 to 2022, the share of total jobs in Adams County and Arapahoe County located in Aurora has increased from 24.8 percent to 27.3 percent (Table 3-9). Aurora also captured 34.4 percent of all job growth in these two counties.

Table 3-8. Employment by Industry, Aurora, 2010-2022

Aurora	2010	2022	2010-2022		
			Total	% Change	Share of Change
Agriculture, Forestry, Fishing and Hunting	388	806	418	107.7%	0.8%
Mining, Quarrying, and Oil and Gas Extraction	107	38	-69	-64.7%	-0.1%
Utilities	51	159	107	208.2%	0.2%
Construction	5,157	8,337	3,180	61.7%	5.8%
Manufacturing	2,538	4,548	2,009	79.1%	3.6%
Wholesale Trade	6,268	8,771	2,504	39.9%	4.5%
Retail Trade	16,956	17,931	975	5.8%	1.8%
Transportation and Warehousing	4,198	11,040	6,842	163.0%	12.4%
Information	1,507	1,104	-403	-26.7%	-0.7%
Finance and Insurance	2,894	3,427	532	18.4%	1.0%
Real Estate and Rental and Leasing	2,224	2,451	227	10.2%	0.4%
Professional, Scientific, and Technical Services	9,529	12,304	2,775	29.1%	5.0%
Management of Companies and Enterprises	529	511	-18	-3.3%	0.0%



Aurora	2010	2022	2010-2022 Total	2010-2022 % Change	2010-2022 Share of Change
Administrative and Support and Waste Management and Remediation Services	9,534	13,367	3,833	40.2%	7.0%
Educational Services	11,030	16,710	5,680	51.5%	10.3%
Health Care and Social Assistance	19,544	37,918	18,374	94.0%	33.3%
Arts, Entertainment, and Recreation	1,013	1,458	445	43.9%	0.8%
Accommodation and Food Services	9,566	14,517	4,951	51.8%	9.0%
Other Services (except Public Administration)	4,491	5,928	1,437	32.0%	2.6%
Public Administration	4,850	6,182	1,332	27.5%	2.4%
Unclassified	5	13	8	162.9%	0.0%
Total - All Industries	**112,380**	**167,519**	**55,139**	**49.1%**	**100.0%**

Source: JobsEQ; Economic & Planning Systems

Table 3-9. Share of Adams County & Arapahoe County Employment

	2010	2022	2010-2022 Total	2010-2022 Annual Average Change	2010-2022 Annual Growth Rate
Total Employment - All Industries					
Aurora	112,380	167,519	55,139	4,595	3.4%
Denver Metro	1,423,754	1,867,352	443,598	36,967	2.3%
Adams County	160,570	253,715	93,144	7,762	3.9%
Arapahoe County	293,186	360,134	66,948	5,579	1.7%
Adams & Arapahoe County	**453,756**	**613,848**	**160,092**	**13,341**	**2.6%**
Aurora % of Adams & Arapahoe County	*24.8%*	*27.3%*	*34.4%*		

Source: JobsEQ; Economic & Planning Systems

The largest industries in Aurora include Retail Trade, Professional, Scientific, and Technical Services, and Transportation and Warehousing (Figure 3-22). Retail trade is the largest industry, accounting for roughly 18,000 jobs, which is typical for a largely suburban, non-central city location. The next largest sector is professional, scientific, and technical services (accounting, legal, engineering, research and development) with just over 12,000 jobs. Combined, transportation, warehousing, and wholesale trade make up nearly 20,000 jobs, which is larger than the retail sector. There are several retail distribution warehouses and fulfillment centers in Northeast Aurora, including multiple Amazon fulfillment centers.

Figure 3-21. Aurora Industries by Employment, 2022



Source: JobsEQ; Economic & Planning Systems

The relationship between job centers and the transportation network is discussed further in Chapter 6: Public Transportation Overview and Chapter 8: Moving Around Aurora.

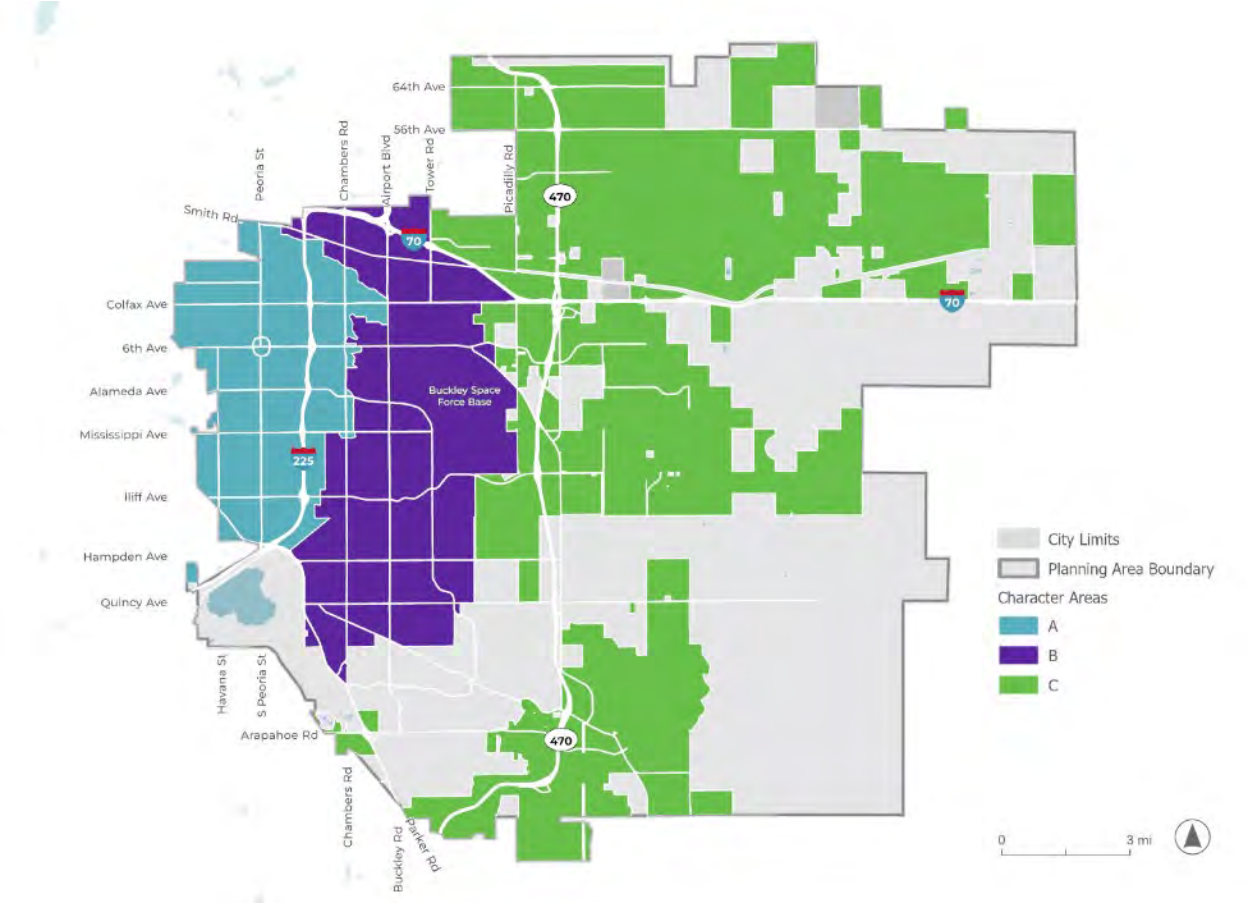
3.4 Aurora's Places

This section provides an overview of Aurora's land use in relation to its transportation network. The section includes a description of the three primary character areas in Aurora, the existing and desired Placetypes as described in Aurora Places, and a review of the trends in numbers and spatial patterns of new real estate development in Aurora.

Aurora Character Areas

The City of Aurora's Unified Development Ordinance (UDO) defines three different character areas: Subarea A, B, and C (Figure 23). Each character area has a distinctive feel based on when these areas were platted and later developed.

Figure 3-22. Aurora's Character Areas



Subarea A comprises west Aurora, which was primarily developed before 1960, with southern portions developed into the 1970s. Development follows a general grid pattern with some variation, with block dimensions typically 330 by 660 feet, bisected by alley access. Arterial and collector streets were designed for commercial and multi-family frontage. Most buildings, residential and non-residential, are smaller scale, with greater potential for infill development. Land uses in Subarea A vary, ranging from industrial to residential and commercial.

Subarea B is primarily central Aurora, generally between I-225 and E-470, and was platted and developed after the 1970s. Compared to Subarea A, blocks tend to be larger, and the street networks are curvilinear. The street network is comprised of disjointed local streets that connect to large arterials and collectors, which provide through access to other parts of the city. Many housing developments were constructed away from the street, creating fence canyons and auto-centric streetscapes. Most commercial buildings are oriented around the car, with large parking lots fronting arterials and collectors. The current street network creates connectivity challenges between residential and commercial areas.

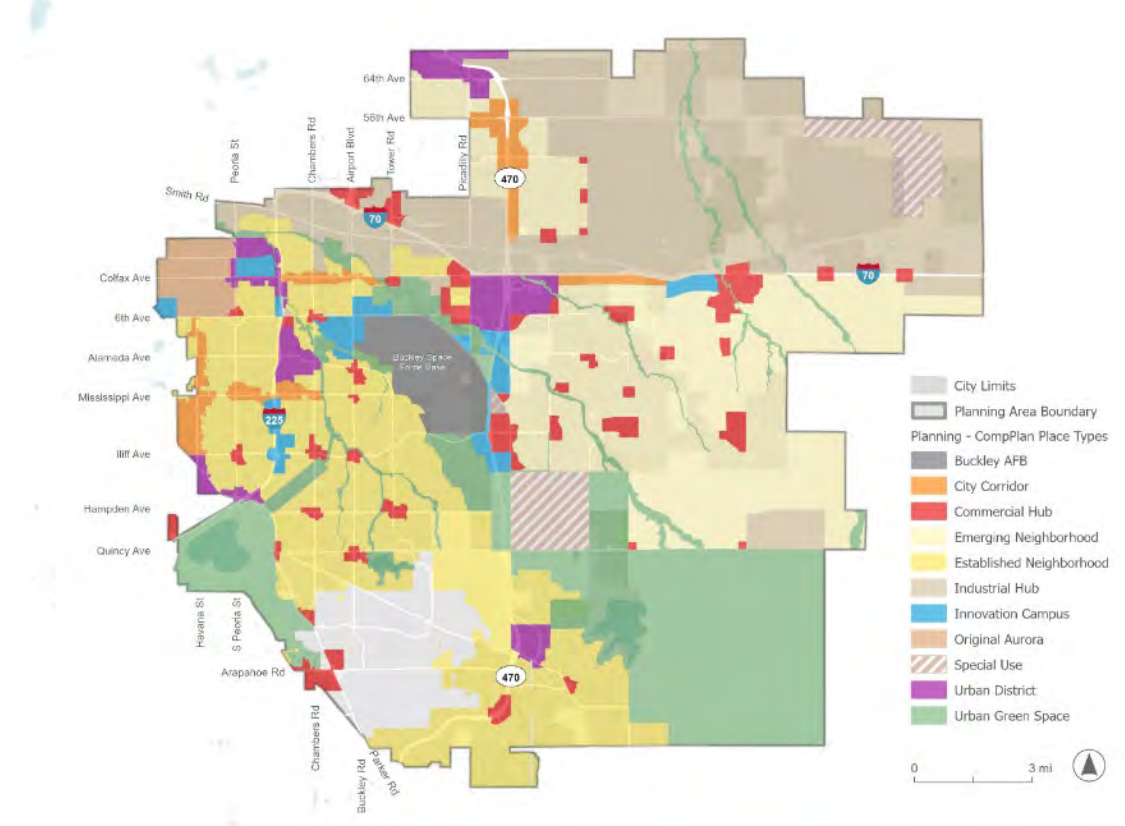
Subarea C is east Aurora, which is mainly undeveloped agricultural land and prairie. The area is under greater pressure as demand for industrial storage facilities and housing intensifies. The street grid has yet to be developed and will occur as new neighborhoods and commercial areas are constructed.

3.5 Placetypes and Mobility Networks

Aurora Places, the city's adopted comprehensive plan, identified 10 distinct placetypes in Aurora today and to be developed in the future. The ten types are: Urban District, Innovation District, Industry Hub, Buckley Air Force Base, Urban Green Space, Original Aurora, Established Neighborhood, Emerging Neighborhood, City Corridor and Commercial Hub. Buckley Air Force Base and Urban Green Space were excluded from this analysis as they have their own distinct networks and purposes.

The placetypes capture the general character of an area, various land uses, street networks, and mobility options that help define each place. These elements combine to create recognizable places, whether that be a vibrant urban district, mixed-use commercial corridor, or livable and desirable neighborhood. Aurora's existing layout presents challenges to achieving multimodal connectivity and expanding future identified places; however, new development, redevelopment, and future capital improvement projects offer opportunities to incrementally move toward these desired networks and environments. Figure 3-24 depicts the placetypes and their locations within Aurora.

Figure 3-23: Aurora Placetypes Map



Urban Districts

Urban Districts are Aurora's existing and future activity centers, including entertainment areas, civic institutions, retail destinations, and multifamily housing. These areas are designed to support higher-intensity uses and are intended to be walkable, bikeable, and well-connected.

Desired Condition

Urban Districts should feature a continuous street grid with short blocks, frequent intersections, and clear wayfinding. Streets should include safe, well-marked crossings, dedicated bike facilities, and accessible pedestrian routes. Streetscapes should incorporate street trees, lighting, seating, and other amenities that create a comfortable, engaging environment. Overall, the network should be highly connected, reduce travel distances, and support walking, biking, and rolling.

Existing Condition

Figure 3-25 shows an example street within an Urban District, a private street at Aurora City Place, that demonstrates some desired elements, such as wide sidewalks, landscaping, seating, pedestrian-scale lighting, short crossings, angled parking, and buildings oriented close to the street. However, the broader street network does not reflect the desired grid. The surrounding area is fragmented, with indirect routes, limited connectivity to nearby neighborhoods, extensive surface parking, and many buildings set back from the street.

Figure 3-24: Existing Urban District



Innovation Districts

Innovation Districts should be places designed to spark new ideas and creativity. They should include light industrial uses, business parks, and medical or educational institutions arranged in a campus-like environment with gathering spaces and a connected street grid.

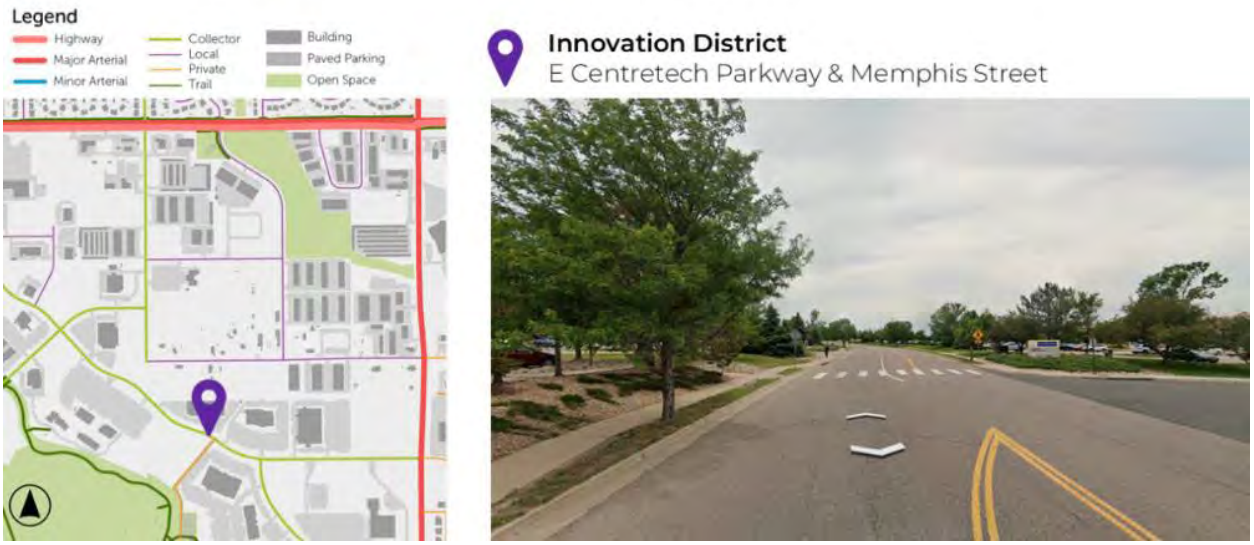
Desired Condition

Innovation Districts should have a cohesive, connected grid that supports walking and biking and allows easy movement between businesses, institutions, and start-ups. Streets should reinforce a campus feel—encouraging interaction and collaboration—while still accommodating necessary auto access and parking. A well-connected network and inviting public spaces are essential to creating an environment where innovation can thrive.

Existing Condition

Figure 3-26 shows the current street network within a designated Innovation District. Centretech Parkway functions as a collector linking several businesses and the Community College of Aurora. While it provides access, the surrounding area consists mainly of parking lots, low-rise offices, and vacant parcels. Sidewalks are incomplete, with gaps on private streets, minimal widths of about five feet, and crossings spaced far apart. The area lacks gathering spaces and a cohesive campus character. Overall, the existing network does not reflect the highly connected, walkable environment envisioned in Aurora Places.

Figure 3-25: Existing Innovation District



Industry Hubs

Industry Hubs should support the commercial and industrial activities that drive Aurora's economy. These large employment centers generate significant truck traffic, operate around the clock, and are typically located near highways for efficient access.

Desired Condition

Industry Hubs should have a street grid optimized for both freight movement and employee access. Roadways should be wide and well-marked, with designated truck lanes to minimize conflicts with smaller vehicles. Intersections and signal timing should accommodate large-vehicle turning movements and reduce freight delays. The network should provide direct connections to highways and rail lines while minimizing impacts to nearby residential and commercial areas through well-planned circulation and buffers.

Existing Condition

Figure 3-27 shows a designated Industry Hub with a grid-like street network that generally aligns with Aurora Places' desired pattern. Lanes are approximately 20 feet wide to support freight vehicles. The area includes a mix of residential, commercial, and light industrial uses but lacks buffers between these uses. While the grid supports efficient circulation and proximity to the highway meets the desired conditions, the absence of transitions or buffers highlights opportunities to reduce conflicts and improve compatibility with surrounding neighborhoods.

Figure 3-26: Existing Industry Hub



Original Aurora

Original Aurora is the city's first neighborhood, blending historic homes, commercial corridors, and an arts district. Its traditional street grid is a defining feature and should be maintained and enhanced to support strong pedestrian, bicycle, and transit connectivity.

Desired Condition

Original Aurora should feature a highly connected grid with widened sidewalks, clearly marked bike lanes, and improved crossings to create a safe and comfortable walking and biking environment. Enhanced transit service, particularly along key corridors such as East Colfax Avenue, should support easy connections between Aurora and central Denver. Infrastructure upgrades and reinvestment, including adaptive reuse that respects the neighborhood's historic character, are central to creating a vibrant and accessible community.

Existing Condition

Figure 3-28 illustrates the current street network in Original Aurora. While the grid pattern aligns with the vision in Aurora Places, many transportation elements fall short of contemporary standards. Sidewalks in residential areas are narrow, bicycle infrastructure is limited, and connectivity to commercial corridors is hindered. The area is predominantly low-density residential, characterized by deep setbacks and frequent driveways, which further reduce walkability and multimodal access.

Figure 3-27: Typical Local Street/Original Aurora



Established Neighborhoods

Established Neighborhoods are predominantly low-density residential areas made up of single-family detached and attached homes, with pockets of schools, parks, and religious institutions. Their curvilinear street patterns create barriers to walking and biking to nearby destinations. Established neighborhoods have great potential for enhancement, particularly in their layout and accessibility. While current street patterns can pose challenges for residents accessing essential services and amenities, there is opportunity to create more direct routes. By improving the street grid, established neighborhoods can have enhanced pedestrian and transit access, making it easier for everyone to reach vital resources, especially for those without personal vehicles.

Desired Condition

Established Neighborhoods should maintain their curvilinear character while improving multimodal connectivity. Short, protected pedestrian and bike routes should weave through neighborhoods, linking residents to parks, schools, adjacent neighborhoods, and nearby commercial areas. Streets and pathways should feel safe, welcoming, and well-maintained, supporting a community environment where residents can comfortably travel on foot or by bike.

Existing Condition

Figure 3-29 highlights the current street network within an Established Neighborhood. Uravan Street exhibits some desirable elements, including the presence of sidewalks that facilitate pedestrian movement, although the quality and continuity vary. The broader network partially aligns with Aurora Places, as it features a curvilinear layout and generally consistent sidewalks; however, it still lacks direct routes to commercial areas and daily services. Opportunities remain to enhance connectivity and make essential destinations more accessible without a car.

Figure 3-28: Existing Established Neighborhood



Emerging Neighborhoods

Emerging Neighborhoods are recently built subdivisions with diverse housing, parks, open space, and pedestrian and bicycle infrastructure, often arranged around a central gathering space and a traditional grid street pattern.

Desired Condition:

Emerging Neighborhoods should have a well-connected, grid-based street network that promotes safety, accessibility, and community interaction. Sidewalks should meet ADA standards and provide safe pedestrian access throughout the neighborhood. Intersections, mid-block crossings, and major streets should include clearly marked crosswalks and adequate lighting. Bike lanes should be clearly marked and integrated into the street design, connecting to parks, trails, and surrounding neighborhoods. Streets should facilitate multimodal travel while encouraging residents to walk, bike, and engage with community resources.

Existing Condition:

Figure 3-30 illustrates the Painted Prairie development, which features a grid street network that allows relatively easy navigation but often lacks sufficient collector connections. Continuous detached sidewalks support pedestrian movement between residential areas, commercial arterials, and greenspace. However, there is currently no dedicated bicycle infrastructure, and reliance on vehicles remains high. Opportunities exist to enhance connectivity, add bicycle facilities, and further improve multimodal safety and accessibility to foster a more vibrant, walkable neighborhood.

Figure 3-29: Existing Emerging Neighborhood



Commercial Hubs

Commercial Hubs are located at the edges of established and emerging neighborhoods, providing access to services, shopping, and entertainment. They should include gathering spaces and serve as key connections for transit users, pedestrians, and cyclists.

Desired Condition

Commercial Hubs should feature a well-connected street grid that enhances accessibility for all users. Streets should include wide, pedestrian-friendly sidewalks, clearly marked bike lanes, and high-frequency transit routes. The network should support safe, direct movement throughout the hub and to surrounding neighborhoods, encouraging foot traffic, social interaction, and economic activity.

Existing Condition

Figure 3-31 shows an existing Commercial Hub with numerous businesses, including retail shops and restaurants. While sidewalks are present, they are narrow (around 5 feet), and deep building setbacks and wide rights-of-way create a hostile pedestrian environment. Signalized crossings are spaced too far apart, forcing mid-block crossings, and there are limited direct connections to surrounding neighborhoods. The network is primarily designed for car access, and the area lacks the gathering spaces and walkable, bikeable connectivity envisioned in Aurora Places.

Figure 3-30: Existing Commercial Hub



City Corridor

City Corridors serve as the backbone of Aurora's urban fabric, linking neighborhoods, commercial hubs, and activity centers while supporting a diverse mix of transportation modes. These corridors are critical for facilitating the flow of people and goods, enhancing economic vitality, and shaping the city's public realm. Beyond moving vehicles efficiently, City Corridors are envisioned as vibrant, multi-modal streets that prioritize safety, accessibility, and connectivity for pedestrians, cyclists, and transit users. They provide opportunities for public life through well-designed streetscapes, including landscaping, seating, lighting, and spaces that encourage social interaction. By balancing mobility, placemaking, and economic activity, City Corridors can act as dynamic connectors that strengthen neighborhood cohesion, promote sustainable travel, and support Aurora's broader vision for a connected, walkable, and thriving city.

Desired Condition

City Corridors should prioritize pedestrian and cyclist engagement while maintaining accessibility for vehicles. Wide, well-maintained sidewalks with landscaping, benches, and pedestrian-scale lighting should create inviting walking environments. Crosswalks should be frequent, safe, and clearly marked. Dedicated bike lanes should connect to trails and surrounding neighborhoods, and transit stops should be conveniently located to encourage ridership. The corridor should support a vibrant mix of uses, making shops, services, and amenities easily accessible by all modes of travel.

Existing Condition

Figure 3-32 shows a segment of a City Corridor providing local connectivity to homes and businesses. Detached sidewalks (approximately 8 feet wide) with a 10-foot tree lawn promote pedestrian activity and connect neighborhoods to nearby amenities. Pedestrian-scale lighting and landscaping enhance safety and comfort. However, there is currently no dedicated bicycle infrastructure, limiting multimodal access. While the street network generally aligns with Aurora Places' vision and allows walking and driving access to retail, bicycle use relies on low-volume streets without dedicated lanes, signage, or infrastructure to support safe cycling.

Figure 3-31: Existing City Corridor



3.6 Development patterns and trends

Land development patterns impact transportation and mobility by shaping the nature of how people travel through a region. Office, retail, industrial and residential development directly impacts an area's traffic patterns and intensity, and the demand for public transit and other mobility options. In general, single-family homes require the highest level of investment in transportation infrastructure as they are a less dense land use and more spread out compared to multifamily developments. Similarly, low-density commercial spaces, such as big-box developments, are more land-intensive and are designed for vehicle access. Office and retail are more suitable in denser areas as they require less land to accommodate more units.

In recent years, residential and industrial development in Aurora has accelerated, but office and retail uses have grown at a slower pace. Notable industrial construction has been clustered near the Denver International Airport, north of East Colfax Avenue, and new office and retail development has primarily located west of E-470.

Single Family Residential Development

As previously mentioned, areas that are largely dominated by single-family residential land uses are likely to generate more car trips due to greater distances between homes, jobs, and services.

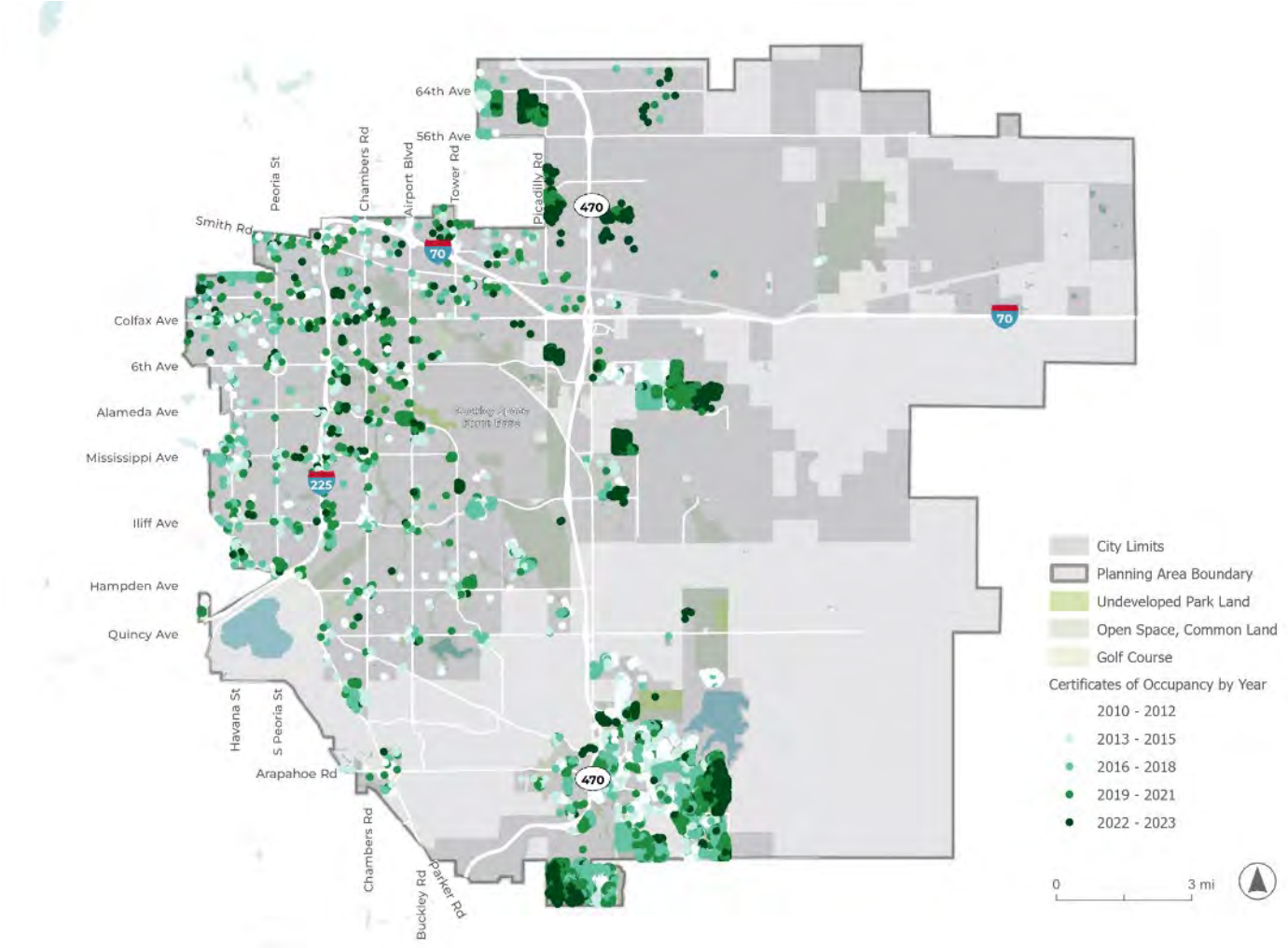
The City of Aurora tracks certificates of occupancy (completion) for single-family dwelling units. Residential construction has accelerated in Aurora over the past five years. From 2010-2016, approximately 850 new single-family units were built each year compared to 1,800 per year from 2017 through 2023 (Table 3-10 and Figure 33). This is attributed to new annexations in the Eastern Plains areas (east of E-470), and new projects in Northeast Aurora, east of Peña Boulevard, including Aurora Highlands and High Point, and the Windler Homestead development. There has also been a continued buildout of infill lots within Central and Original Aurora (Figure 3-33).

Table 3-10. Certificates of Occupancy Issued in Aurora, 2010-2023

	2010	2017	2023	2010-2023		2010-2016		2017-2023	
				Total	Average Annual #	Total	Average Annual #	Total	Average Annual #
Certificates of Occupancy									
Single-Family Residential	667	1,385	1,763	16,027	1,233	5,156	859	10,871	1,812

Source: City of Aurora; Economic & Planning Systems

Figure 3-32. Certificates of Occupancy Issued since 2010 (Single-Family Residential)



Source: City of Aurora; Economic & Planning Systems

Apartments

Multifamily development patterns are important to regional mobility, since residents of multifamily housing near transit routes are often less reliant on cars to get around, and residential density is linked to higher transit ridership, which is often a more efficient method for moving larger numbers of people in limited public ROW.

Data on multifamily inventory and construction trends comes from CoStar, as the city's permitting system does not readily track the number of dwelling units in new projects. From 2010-2016, on average, 1,975 new apartment units were built annually. From 2017 to 2024, multifamily construction increased, with 8,415 units built each year on average (Table 3-11).

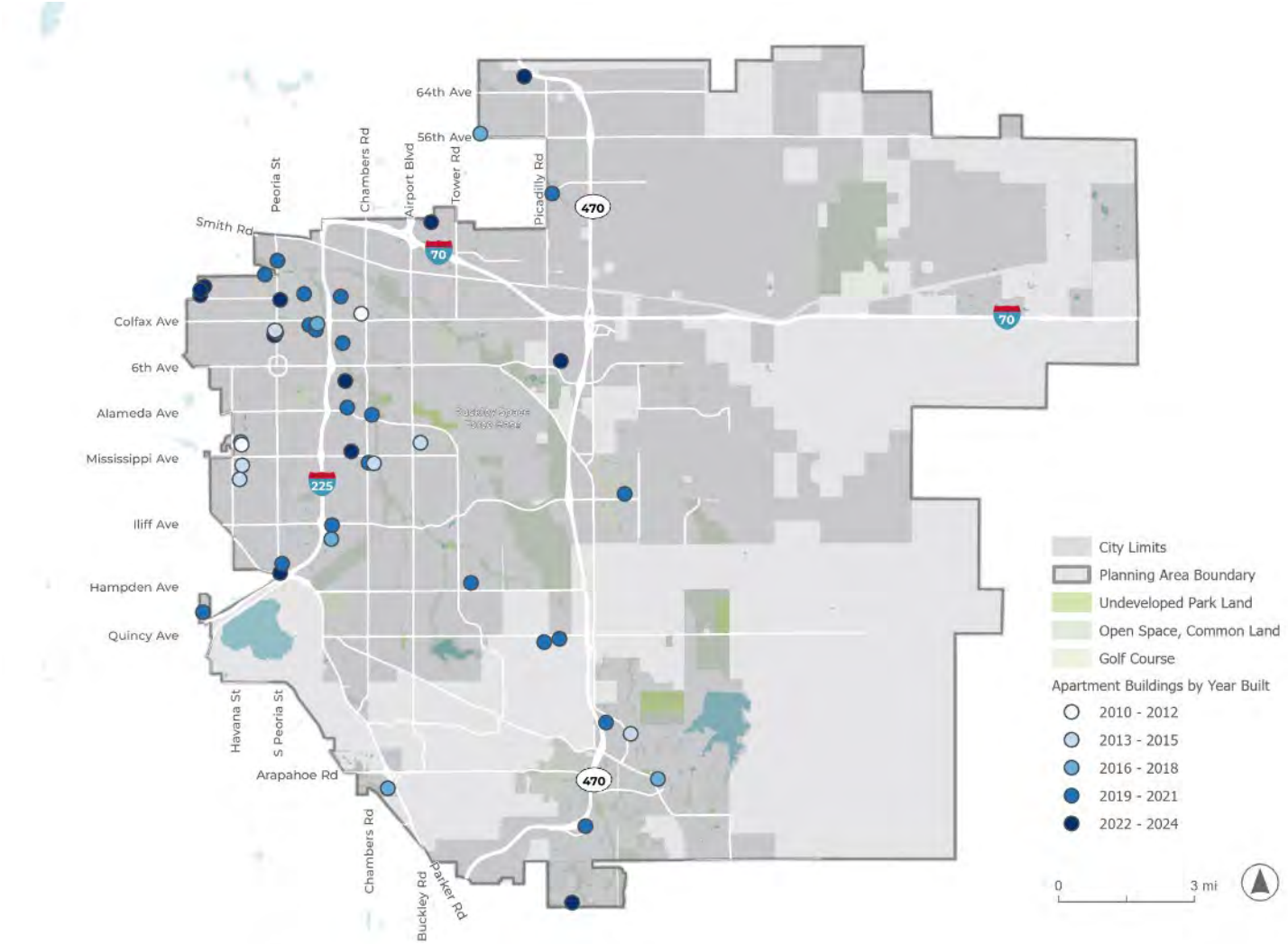
Table 3-11. Multifamily Inventory, Aurora, 2010-2024

	2010	2017	2024	2010-2024		2010-2016		2017-2024	
				Total	Average Annual #	Total	Average Annual #	Total	Average Annual #
Buildings	4,204	4,395	4,785	581	42	148	11	390	56
Units	199,170	235,518	294,421	95,251	6,804	27,648	1,975	58,903	8,415
Vacancy Rate	6.6%	7.4%	8.4%	1.8%	-	0.6%	-	1.0%	-
Rent per Sq. Ft.	$1.35	$1.70	$2.12	$0.77	-	$0.31	-	$0.42	-

Source: CoStar; Economic & Planning Systems

Figure 3-34 shows multifamily rental buildings constructed after 2010. This includes transit-oriented development along R-Line light rail stations and -I-225 corridor, such as Iliff Station. Additionally, multiple new apartment developments have been constructed along East Colfax near Anschutz Medical Campus and near Stanley Marketplace off East Montview Boulevard.

Figure 3-33. Apartment Buildings Constructed after 2010



Office

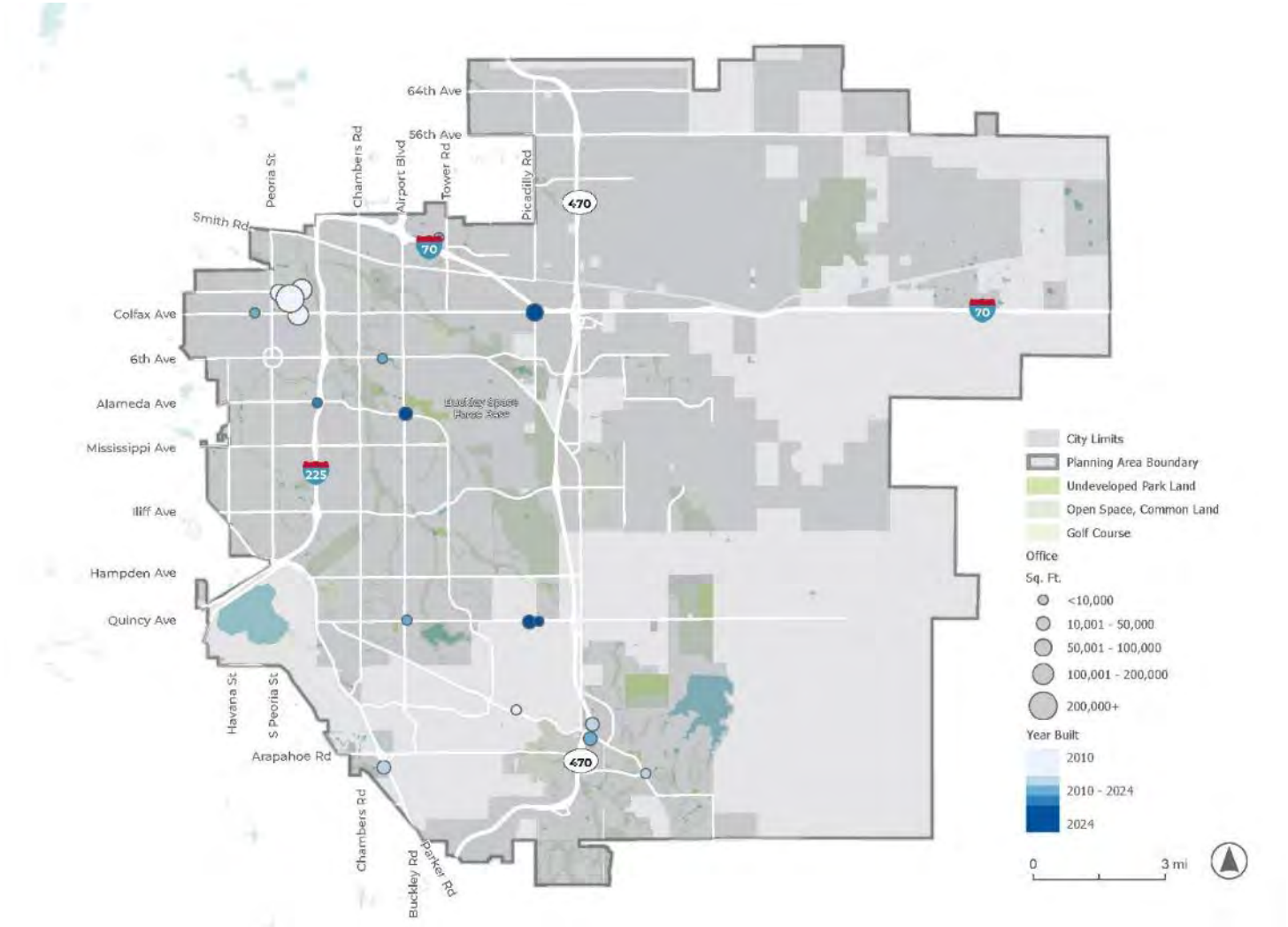
The location and scale of office development impacts commuting patterns and peak-hour traffic. Compared to the industrial and healthcare markets, the office market in Aurora is small. Since 2010, 371,000 square feet of office space have been developed, which is a growth rate of 0.3 percent per year (Table 3-12 and Figure 3-35). The majority of office space was developed at the Anschutz Medical Campus in 2010.

Table 3-12. Office Inventory, Aurora, 2010-Q1 2024

Office Sq. Ft.	2010	2017	2024	2010-2024		
				Total	Average Annual #	Annual Growth Rate
Aurora	10,130,146	10,453,267	10,501,081	370,935	26,495	0.3%

Source: CoStar; Economic & Planning Systems

Figure 3-34. Office Space Built After 2010



Source: CoStar; Economic & Planning Systems

Industrial

Industrial development patterns impact the movement of people and goods. Industrial uses such as manufacturing and warehousing generate truck traffic and influence commuting patterns.

Industrial submarkets in and around Aurora captured 63.9 percent of the Denver Metro area industrial market (defined by CoStar) growth since 2010. The City of Aurora has added nearly 23 million square feet of industrial space since 2010 to its inventory (1.6 million square feet on average annually), representing a 5.1 percent average annual growth rate (Table 3-13).

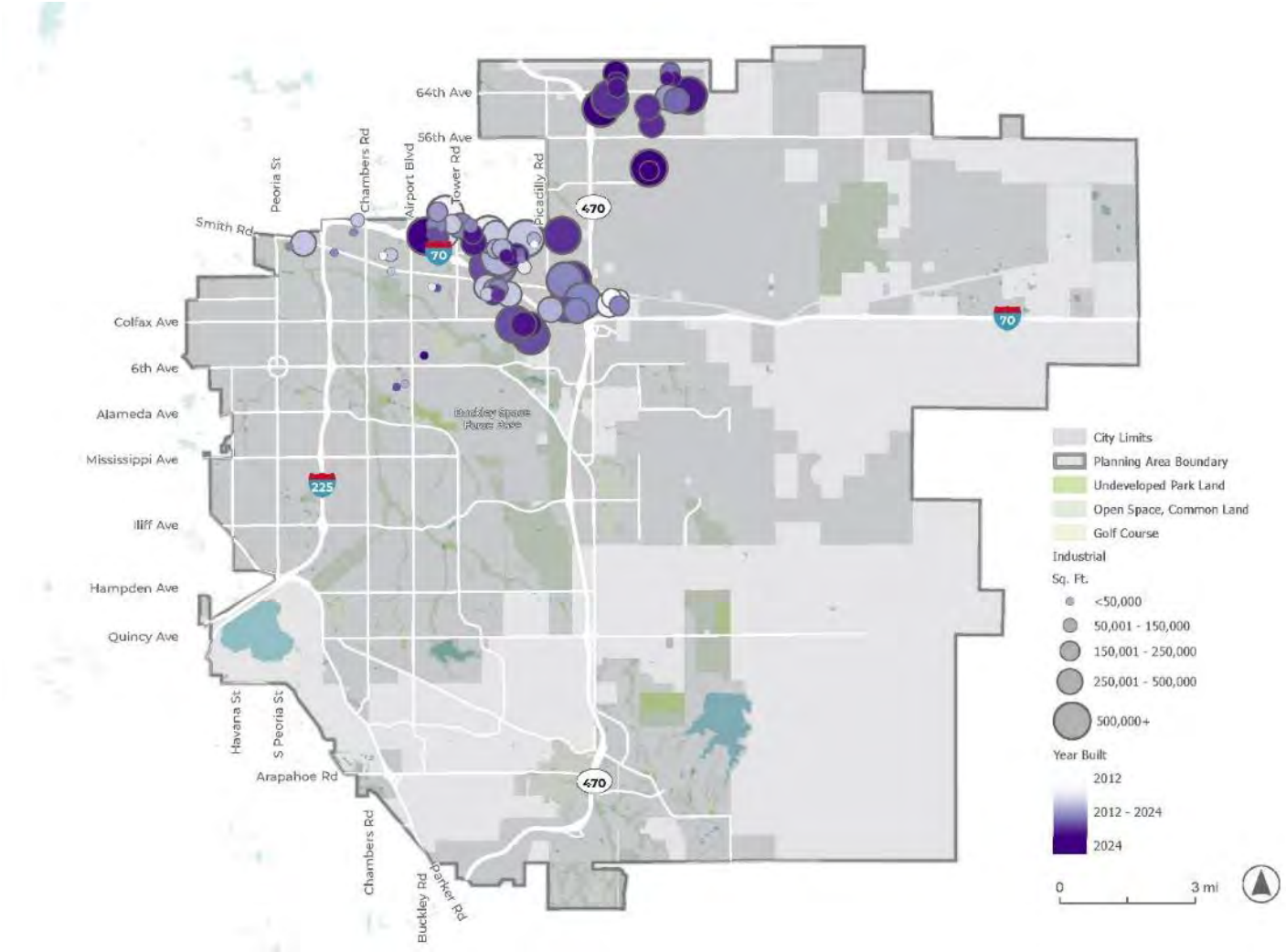
Table 3-13. Denver Metro Area Industrial Inventory, 2010-Q1 2024

Industrial Submarket	2010	2017	2024 YTD	2010-2024 YTD Total	2010-2024 YTD Ann. #	2010-2024 YTD Ann. %
Aurora (Submarket)	725,492	755,031	780,031	54,539	3,896	0.5%
Cent I-70/Montbello	17,419,917	17,825,599	17,734,215	314,298	22,450	0.1%
DIA	8,595,388	9,491,813	17,063,033	8,467,645	604,832	5.0%
East I-70/270	17,936,455	19,252,465	20,179,005	2,242,550	160,182	0.8%
Quebec Street	8,932,629	10,745,199	11,028,018	2,095,389	149,671	1.5%
North I-25 Denver	8,641,177	7,762,898	11,278,229	2,637,052	188,361	1.9%
SW DIA/Pena Blvd	26,320,984	33,578,372	49,681,907	23,360,923	1,668,637	4.6%
Total	**88,572,042**	**99,411,377**	**127,744,438**	**39,172,396**	**2,798,028**	**2.7%**
% Industrial Market	*34.9%*	*37.4%*	*40.5%*	*63.9%*		
City of Aurora	22,930,230	29,954,310	45,918,085	22,987,855	1,641,990	5.1%
Denver Industrial Market	**254,003,174**	**265,772,514**	**315,305,771**	**61,302,597**	**4,378,757**	**1.6%**

Source: CoStar; Economic & Planning Systems

Notably, most of Aurora's industrial growth has been concentrated near Denver International Airport. As shown in Figure 3-36, most of Aurora's industrial development since 2010 is located north of I-70.

Figure 3-35. Industrial Space Built After 2010



Source: CoStar; Economic & Planning Systems

Retail

Retail establishments generate both consumer and employee traffic, which can drive demand for both parking infrastructure and public transportation. As of the first quarter of 2024, Aurora had a total of nearly 22.3 million square feet of retail space, as shown in Table 3-14. This represents a 634,000 square foot increase in the city's retail inventory in 2010, equating to an average annual growth rate of 0.2 percent.

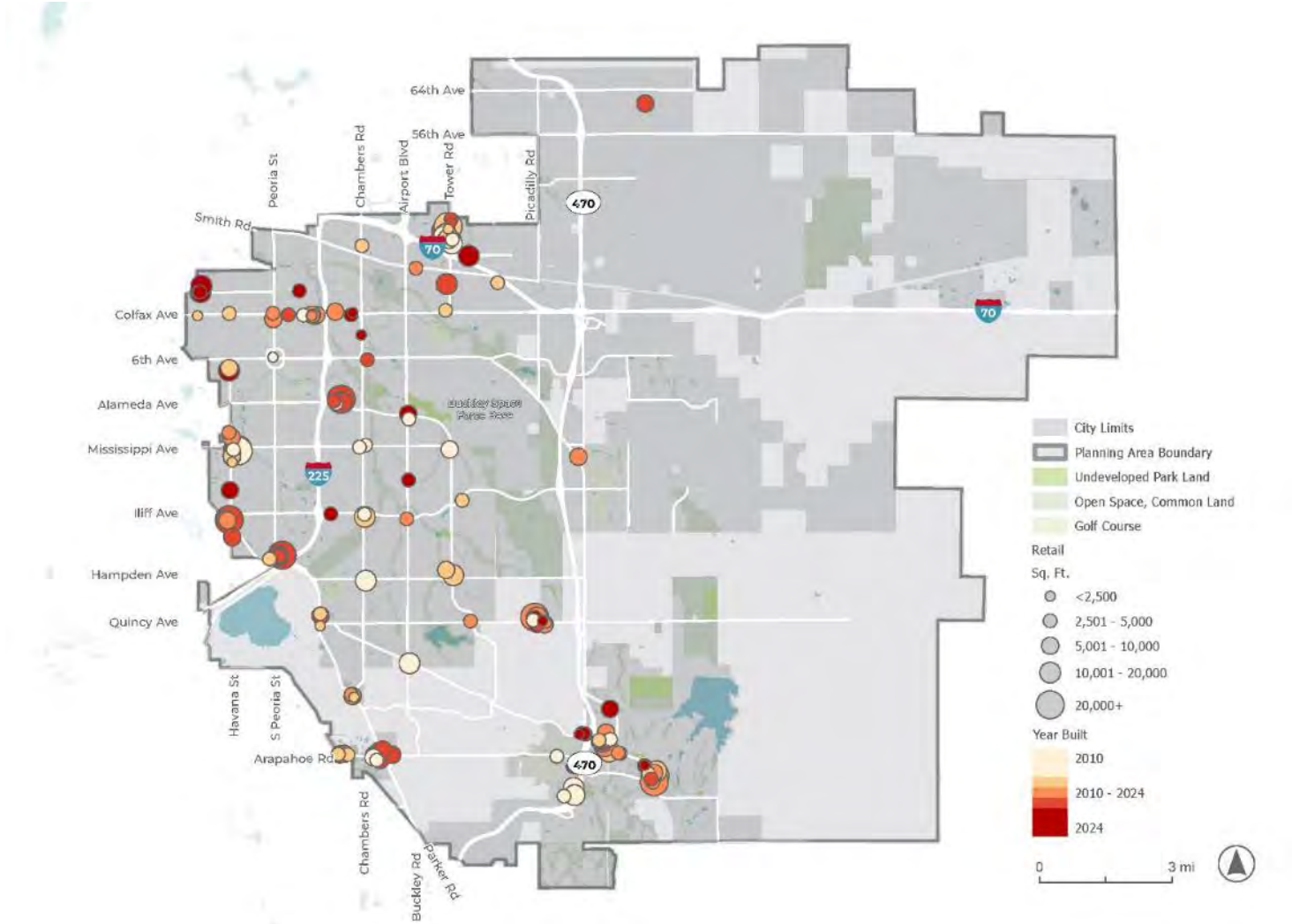
Table 3-14. Retail Inventory, Aurora, 2010-Q1 2024

Retail Sq. Ft.	2010	2017	2024	2010-2024 Total	2010-2024 Ann. #	2010-2024 Ann. %
Aurora	21,623,947	21,920,543	22,258,006	634,059	45,290	0.2%

Source: CoStar; Economic & Planning Systems

Figure 3-37 shows where retail space has been constructed in Aurora since 2010. Most of this retail development is clustered along major corridors such as Colfax Avenue and Havana Street. Other hotspots of retail development are near Tower Road and I-70, as well as E-470 and Smoky Hill Road.

Figure 3-36. Retail Space Built After 2010



Source: CoStar; Economic & Planning Systems

4 Automobile System Overview

The street networks in Aurora are comprehensive and widespread. They serve most areas of the city well and provide good connectivity for people traveling by car for most trip types. The following sections further outline and summarize the state of the system for auto modes.

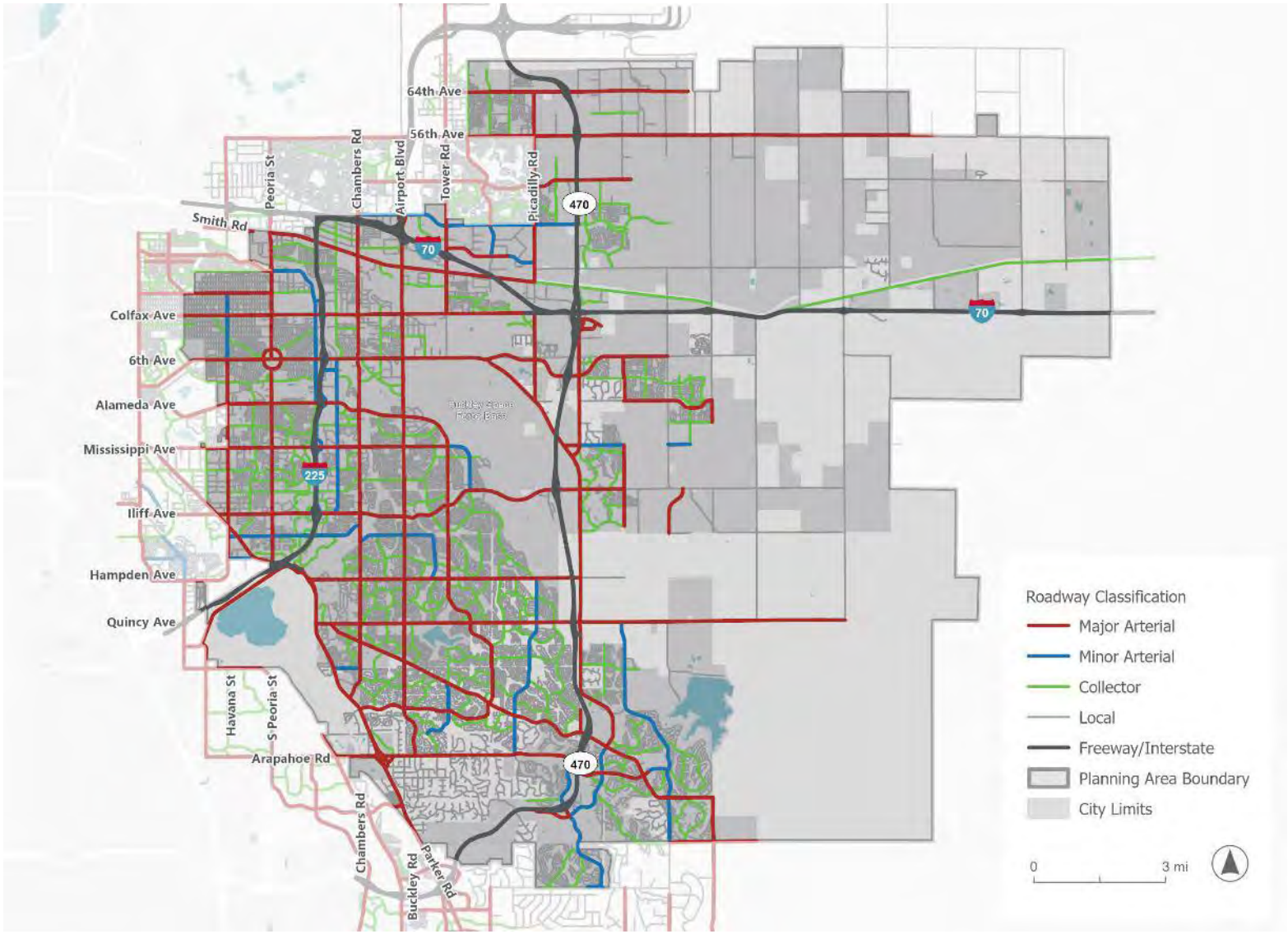
4.1 Street Network

This section examines the existing roadway classification and characteristics, roadway capacity and level of service, travel times, and future congested corridors. The focus of this overview is arterial and collector roadways for automobile traffic only.

Roadway Classification and Characteristics

This section describes the roadway characteristics for existing typical roadway classifications in Aurora, which include major arterial, minor arterial, collector, and local (Figure 4-1). The figures presented throughout this section represent the current standards and do not necessarily reflect existing conditions for older roadways.

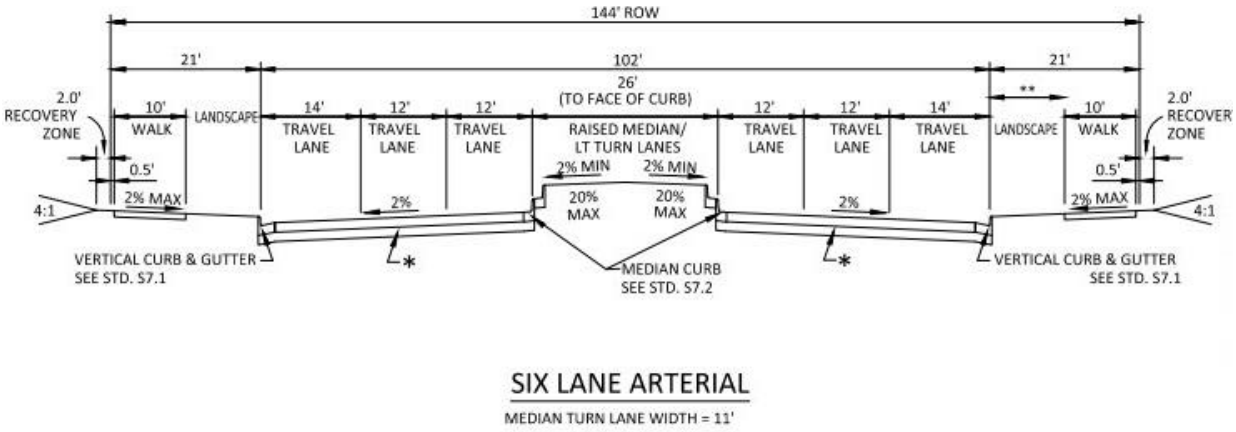
Figure 4-1. Aurora Roadway Classification



4.1.1.1 Major Arterial

Major arterial streets prioritize travel for longer distances, allowing for higher volumes and speeds. These roadways have up to six total through traffic lanes, with most carrying four or six lanes of through traffic, dedicated left and right turn lanes, raised medians, and posted speed limits of 45 mile per hour (MPH). Major arterials generally have one-mile spacing between them. Direct access to adjacent properties is limited, and signalized intersections are infrequent, allowing for maximum vehicle mobility. On-street parking is prohibited on these roadways. Figure 4-2 shows the current standard section of a six-lane arterial. Many existing streets, such as Mississippi Avenue or Havana Street, were built to earlier standards, and some may have different attributes, such as attached sidewalks without landscaping.

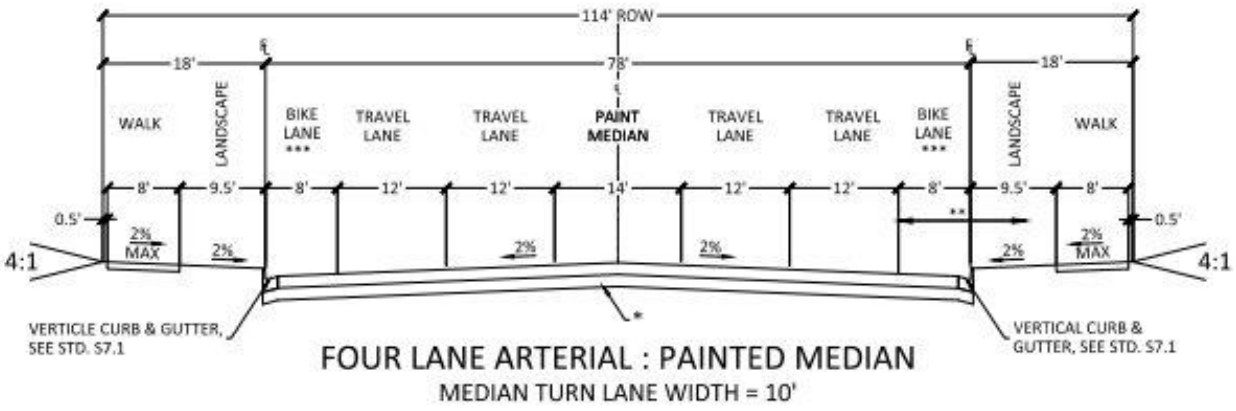
Figure 4-2. Six Lane Arterial Cross Section



4.1.1.2 Minor Arterial

Minor arterial streets serve a similar purpose to major arterial roadways, prioritizing travel for longer distances. However, these roadways have less capacity and slightly slower speeds than major arterial streets. Minor arterials are generally located one-half mile from major arterials and generally one-eighth mile spacing from Collectors. Minor Arterials often serve major trip generator land uses, such as hospitals and commercial areas, and provide connections between major arterial roadways and collector roadways. Minor arterial roadways typically have two or four through lanes, dedicated left-turn lanes, painted medians, and a posted speed limit of 35 MPH. On-street parking is prohibited. Figure 4-3 shows the typical section of a four-lane arterial with a painted median; examples of such roadways in Aurora are S Sable Boulevard and E Yale Avenue.

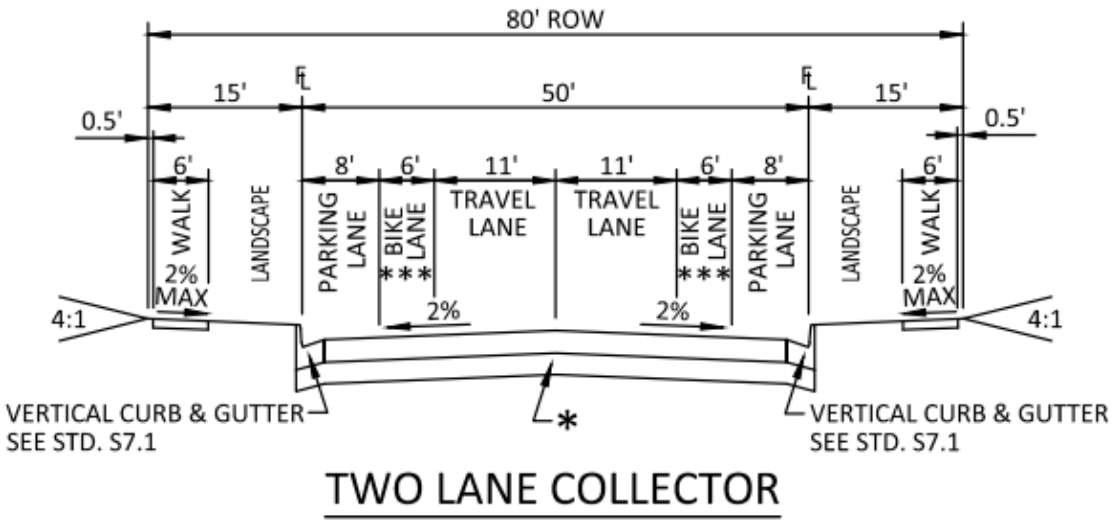
Figure 4-3. Four Lane Arterial: Painted Median



4.1.1.3 Collector

Collectors connect local streets to arterial streets. They aim to balance mobility and access, meaning they typically carry fewer vehicles over shorter distances. These streets typically have two through lanes, dedicated left-turn lanes when volumes warrant, no medians, and a posted speed limit of 30 MPH. Collectors generally have half-mile spacing between themselves or arterials. Direct property access is allowed with the correct spacing to reduce turning movement crash potential. On-street parking may be allowed depending on street width, presence of bicycle facilities, and adjacent land uses. A typical section of a three-lane collector (two travel lanes and a center turn lane) is shown in Figure 4-4. Examples of Collectors in Aurora are Orchard Road and E Mexico Avenue.

Figure 4-4. Three Lane Collector



4.1.1.4 Local

Local streets prioritize direct property access and generally serve residential land uses. They are low-speed and low-volume streets that carry residential and low-density traffic to higher street classifications. There are typically two lanes of travel that are not striped and have a posted speed of 25 MPH. On-street parking is typically allowed.

Roadway/Intersection Vehicular Capacity and Level of Service

Roadway capacity is a measure of a roadway's ability to accommodate vehicular traffic volume, categorized by the desired Level of Service (LOS) for the roadway. LOS is a quantitative measure that is used to categorize how drivers experience traffic. For this evaluation, LOS is measured in two ways: 1) traffic flow between intersections, also referred to as Roadway Segment LOS, for each roadway classification, and 2) traffic delay at signalized intersections, or Intersection LOS.

4.1.1.5 Roadway Segment LOS

Roadway segment LOS measures a driver's experience on the roadway based on speed and number of vehicles using the road and is designated by a letter grade A to F (Figure 4-5). Grades A through C are considered "free flow or stable" traffic conditions, which occur when there are relatively few vehicles per lane of travel, thus resulting in no to minor delays and high maneuverability. Grade D is the lowest acceptable LOS, which maintains stable flow traffic with considerable impacts to speed and maneuverability due to high-density traffic nearing roadway capacity. Grades E and F are unacceptable LOS and indicate that there are severe impacts to speed and maneuverability due to traffic at or above roadway capacity.

The recommended daily traffic volume LOS thresholds are shown in Figure 4-6 and Figure 4-7. The thresholds are based on the most recent average daily traffic volumes from 2022 to 2024. These thresholds are based on recommendations from the Northeast Area Transportation Study (NEATS).

Figure 4-5. Segment Level of Service Definitions

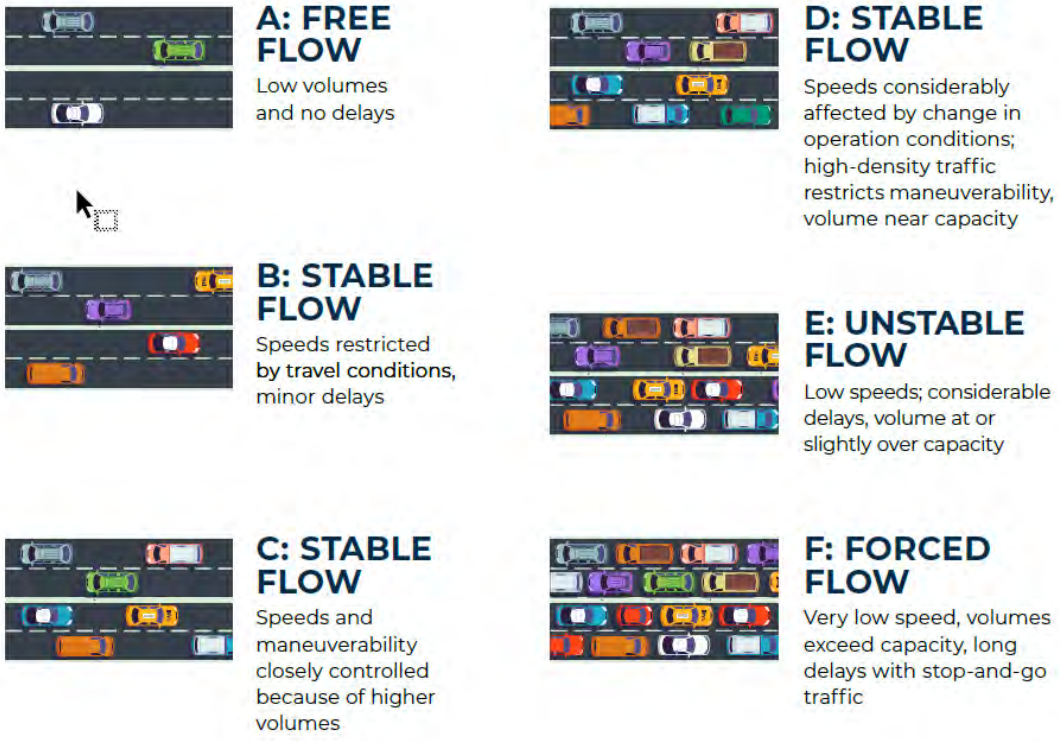


Figure 4-6. Arterial Recommended Level of Service Thresholds based on Vehicles per Day

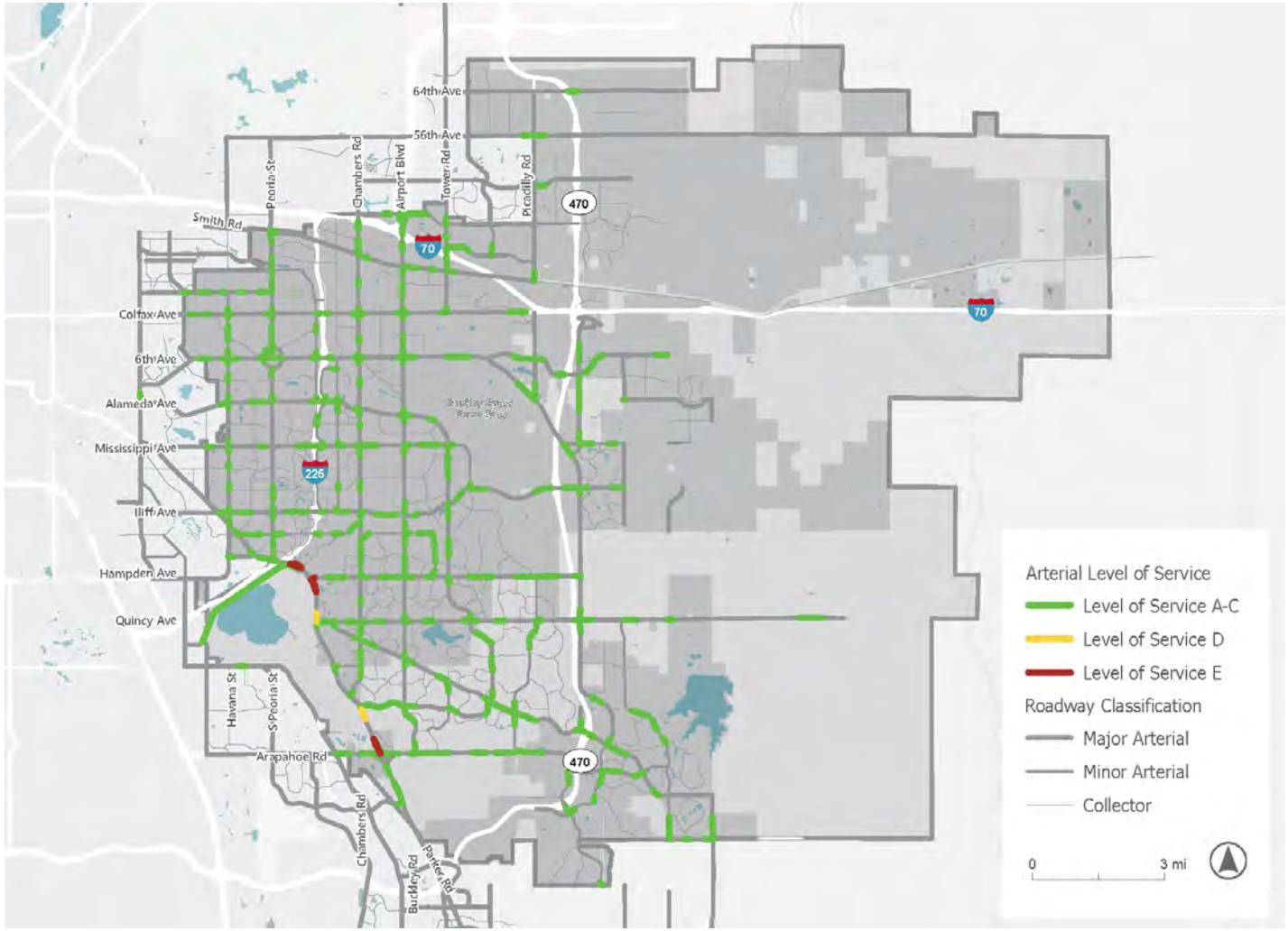
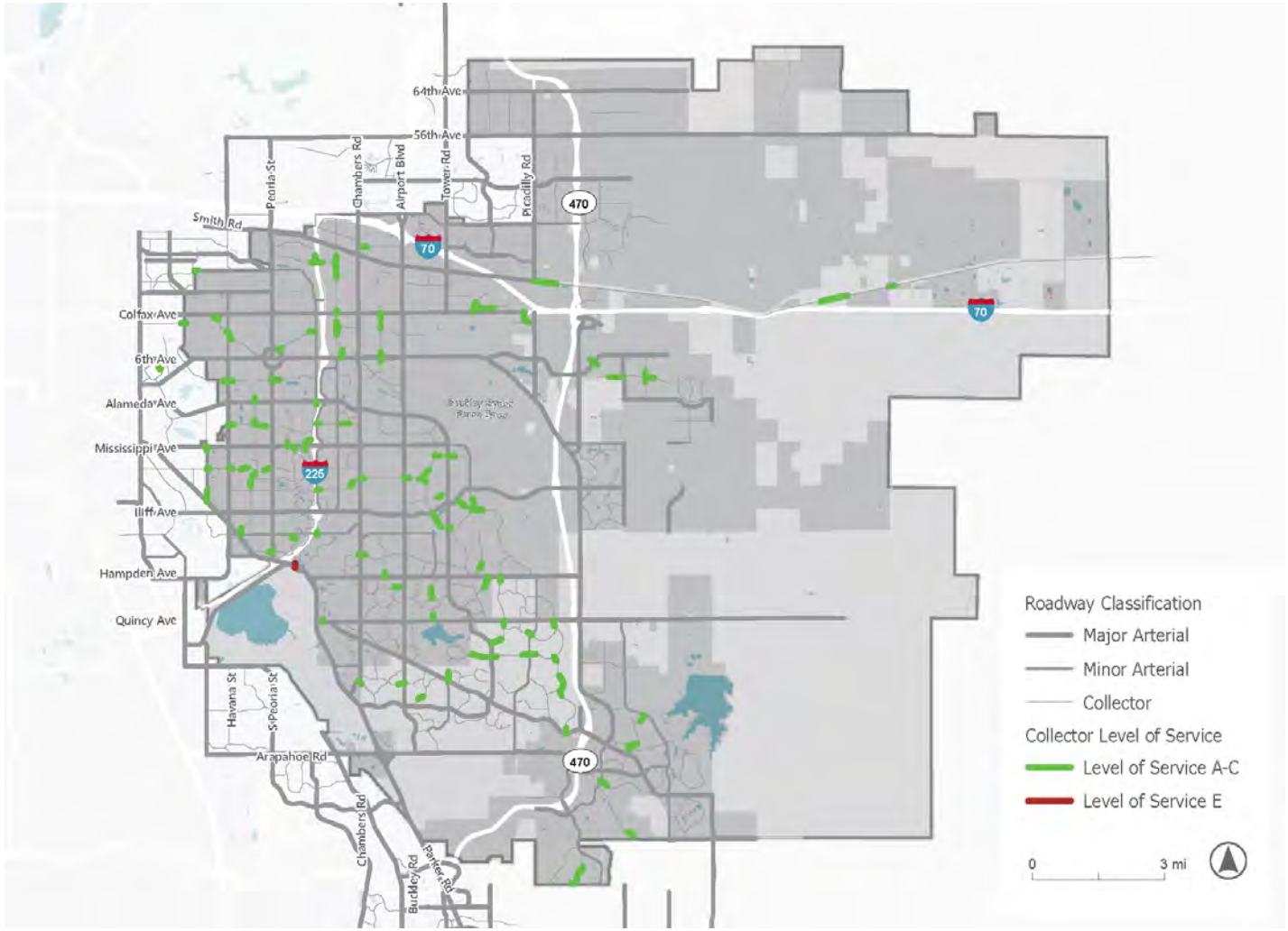


Figure 4-7. Collector Recommended Level of Service Thresholds based on Vehicles per Day



Note: The City of Aurora currently does not have any Collector roadways within the LOS D threshold.

4.1.1.6 Signalized Intersection Level of Service

Intersection level of service is a measure of the average vehicle control delay at a signalized intersection. For this analysis, LOS is shown for the intersection as a whole, versus per movement or per approach. Similar to segment LOS, intersection LOS is shown using a letter grade from A to F, with the number of seconds of delay assigned for each letter. Table 4-1 summarizes the typical delay associated with each LOS.

Table 4-1. Level of Service and Motor Vehicle Delay

LOS	Signalized Intersection
A	Less than 10 seconds
B	10 to 20 seconds
C	20 to 35 seconds
D	35 to 55 seconds
E	55 to 80 seconds
F	More than 80 seconds

Source: Highway Capacity Manual

There are 394 signalized intersections maintained and operated by the City of Aurora. Table 4-2 shows non-interchange signalized intersections in the City of Aurora with LOS of E or F during the AM, PM, or both peak hours. The intersections identified in Table 4-2 are based on available data and may not represent all congested intersections. Furthermore, while not depicted in the Tables and Figures, anecdotal information suggests that E-470 interchange vehicular operations are poor. Interchange operations are frequently more complex than typical street intersections due to the interaction with, and effects of, major highway operations, and they present more unique multimodal challenges regardless of congestion levels.

Figure 4-9 and Figure 4-11depict the intersections with a LOS D, E, or F. While LOS D indicates a stable flow of traffic, these intersections are more likely to become unacceptable if traffic volumes were to increase. Per the COA Traffic Impact Study Guidelines, LOS D is the minimum acceptable LOS standard for signalized intersections. Most signalized intersections in Aurora are operating at acceptable LOS for both peak hours, as shown in Figure 4-8 and Figure 4-10.

Table 4-2. Intersection Level of Service

Weekday AM Peak		**Weekday PM Peak**	
LOS E	LOS F	LOS E	LOS F
Parker Rd/Peoria St[1]	Fitzsimons Pkwy/Peoria St [1]	Arapahoe Rd/ Lewiston Way[1]	Parker Rd/Quincy Ave[1]
Alameda/Chambers[2]	Parker Rd/Quincy Ave[1]	Parker Rd/Iliff Ave[1]	Parker Rd/I-225[1]
Pine Ln/Parker[4]	6th Pkwy/Gun Glub Rd[7]	Iliff/Havana[3]	Arapahoe Rd/Liverpool St[1]
	38th/Tower Rd[6]	Alameda/Abeline[5]	Arapahoe Rd/Wolves Wy*[1]
		38th/Tower Rd[6]	

1 City of Aurora Synchro Model (2024). *Wolves Way is the newly named street to Grandview High School.

2 Aurora Metro Center Traffic Impact Study (TIS) (2020)

3 Havana Street Corridor Study (2023)

4 Prairie Point (Kings Point) Multimodal TIS (2022)

5 Town Center at Aurora Redevelopment TIS (2021)

6 Building 26 & 27 Gateway Park V TIS (2021)

7 Aurora Crossroads Multimodal Traffic Impact Study (2020)

Figure 4-8. Intersections Operating at LOS A-C (AM Peak)

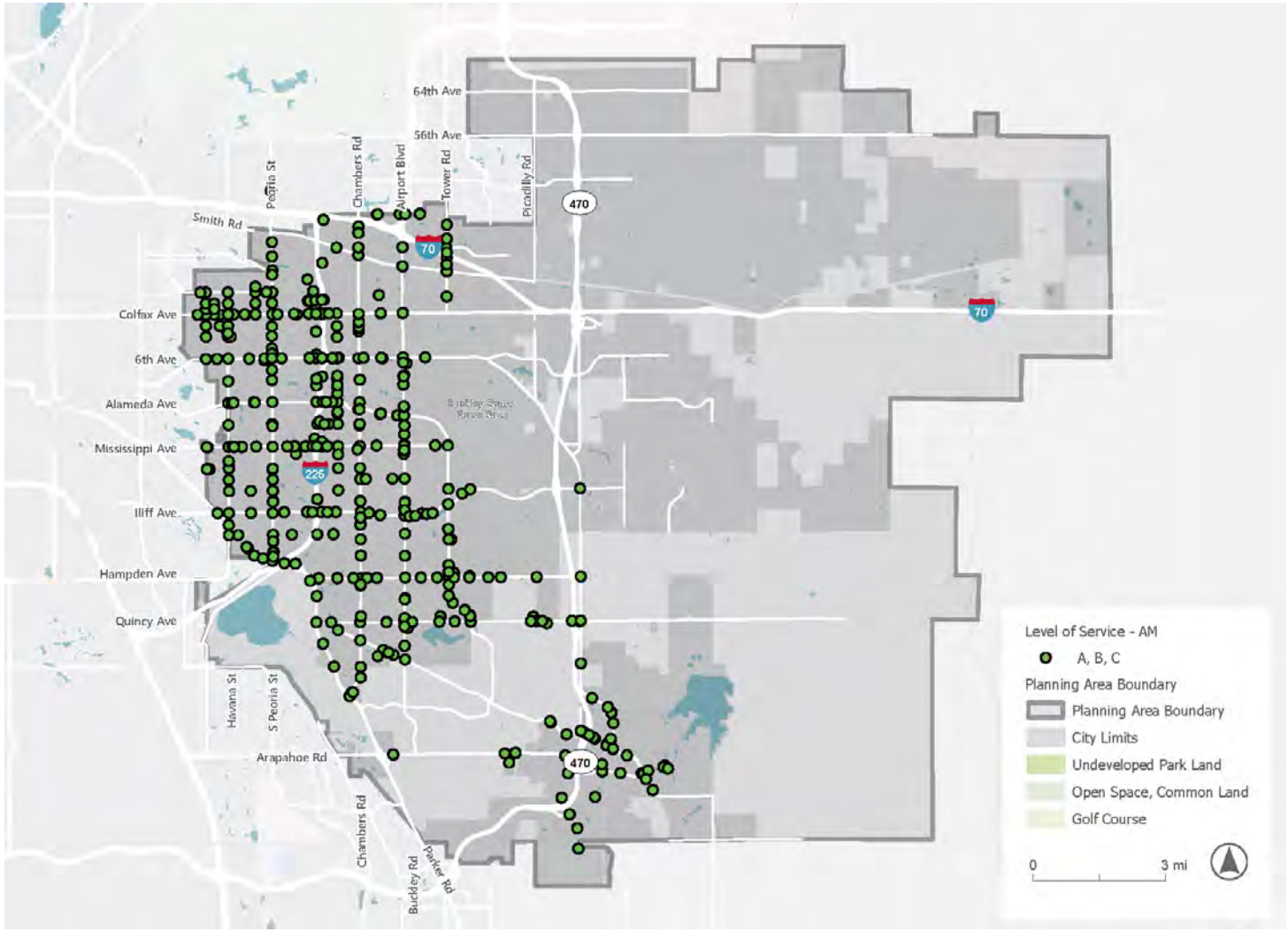


Figure 4-9. Intersections Operating at LOS D-F (AM Peak)

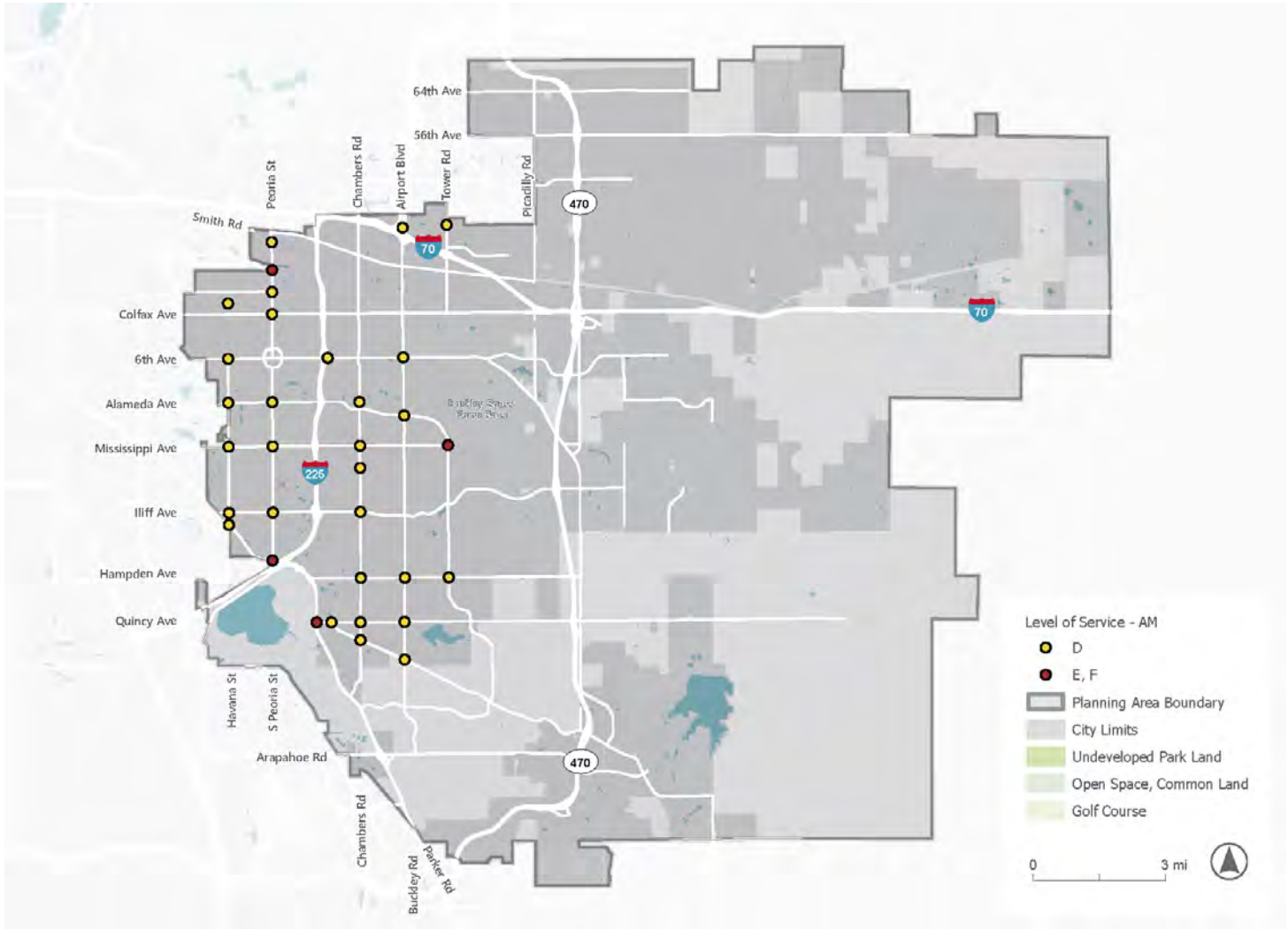


Figure 4-10. Intersections Operating at LOS A-C (PM Peak)

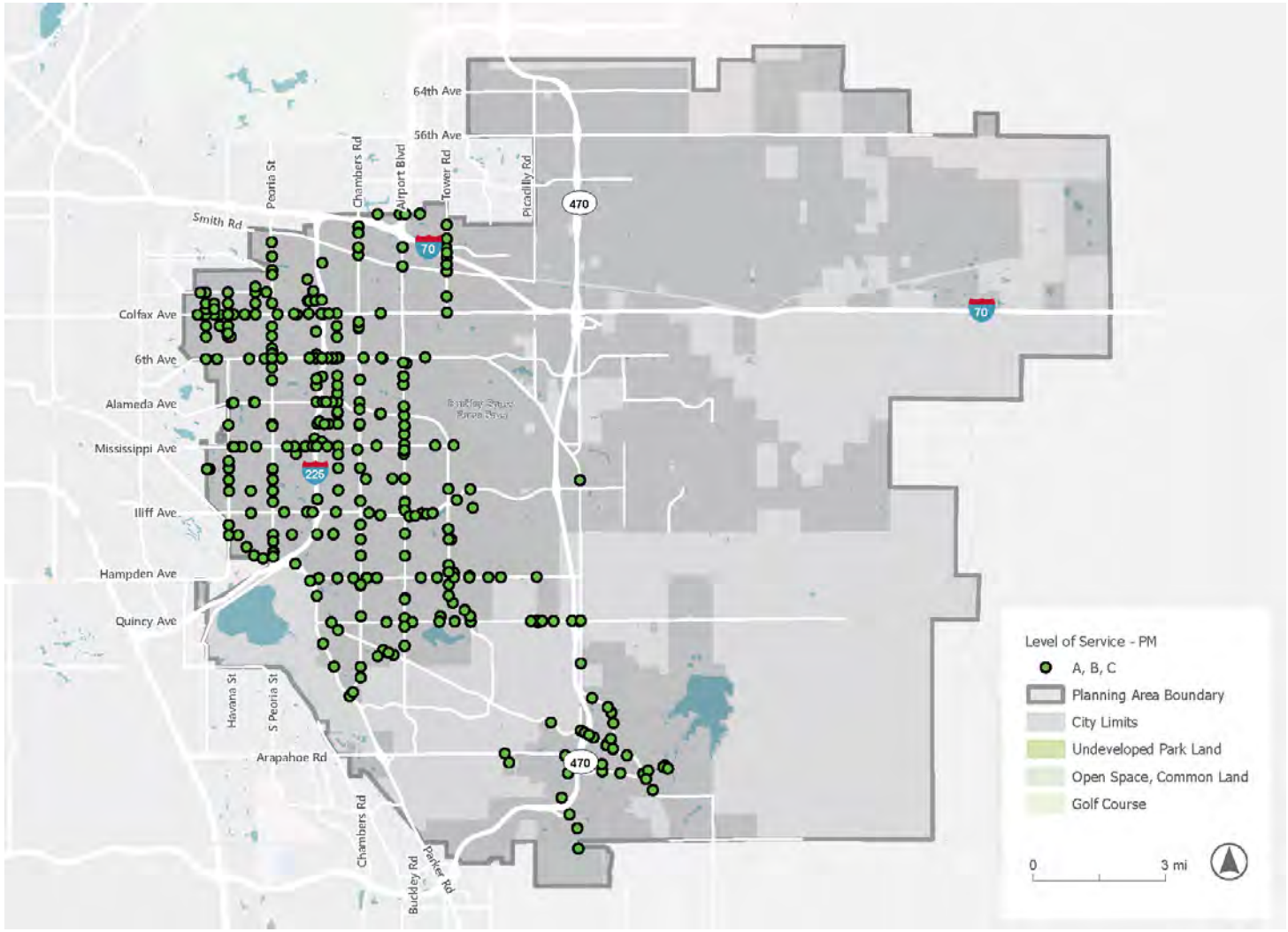
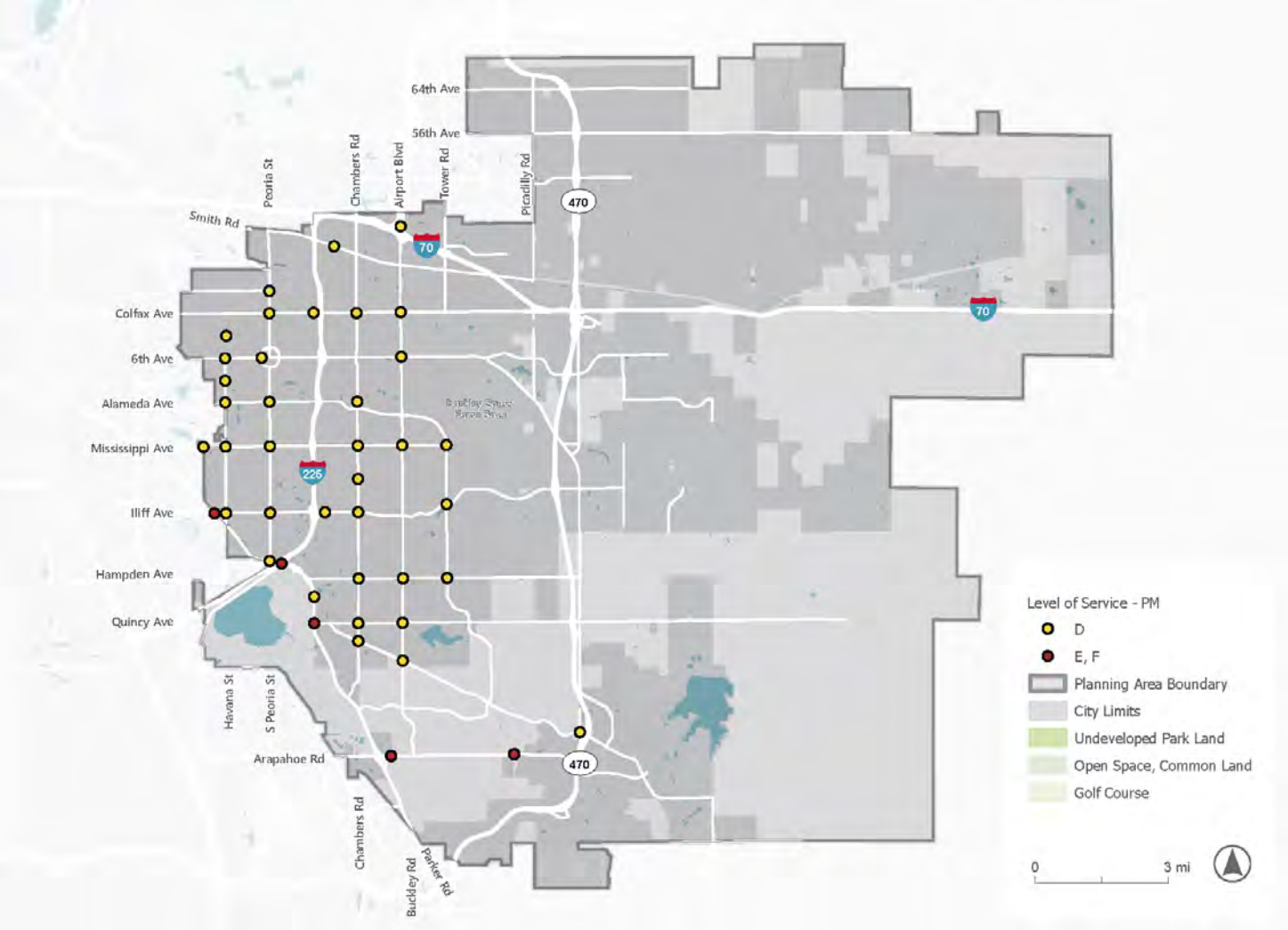


Figure 4-11. Intersections Operating at LOS D-F (PM Peak)



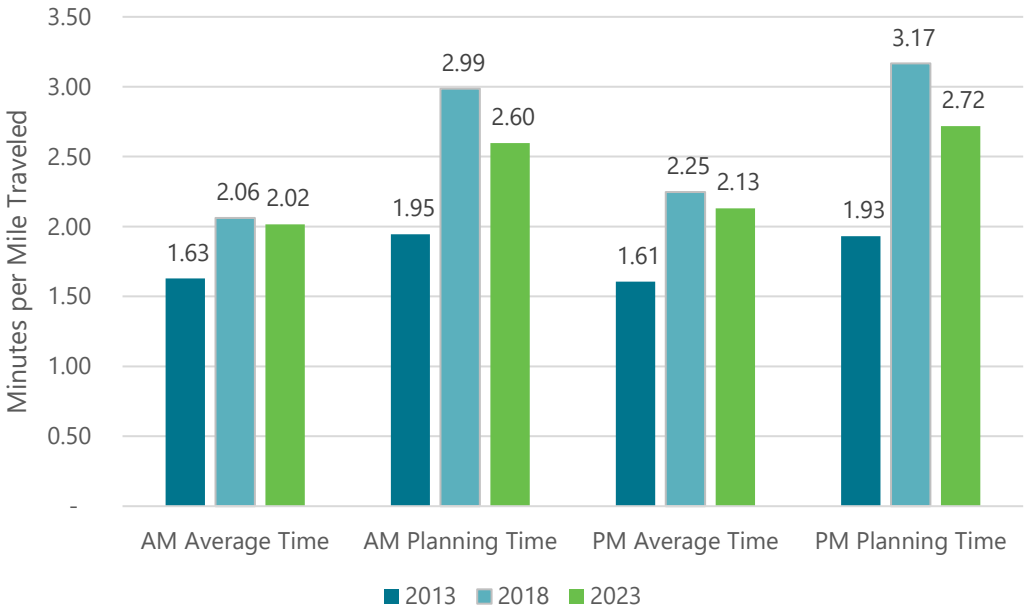
4.2 Travel Times

Travel time data for 2013, 2018, and 2023 indicate that congestion on major arterials was at its worst, in general, in 2018 before the COVID-19 pandemic (Figure 4-12). INRIX, a big data aggregation tool, provided free flow travel time, average travel time, and planning travel time for each of the major corridors. Free flow travel time is the 5th percentile travel time or the time that it takes somebody to traverse the corridor on the best day of a typical month; note that this is not necessarily the same as traveling the length of the corridor at the prevailing or posted speed. Even on a good day, travelers encounter at least some delay on urban arterials. The average travel time is the 50th percentile travel time during a set period of the day. The planning travel time is the 95th percentile travel time during a set period of the day; this generally equates to the worst day of the month, or the time when a person needs to plan for in case they absolutely cannot be late to their destination.

The travel times are summarized by the number of minutes per mile traveled for the AM and PM Peak hours (typically starting around 7:45 a.m. and 5:00 p.m.). This provides an easy comparison from year to year and corridor to corridor, regardless of the corridor's length. It would take 1.33 minutes to go one mile at the posted speed on a corridor with a speed limit of 45 MPH if a traveler encountered no delays; the typical free flow time for urban corridors in Aurora falls within the range of about 1.4 to 2.1 minutes in 2023. Several factors affect the time taken to travel a corridor, which can be explored in later stages of the planning process.

Citywide, it took an average of approximately 1.5 minutes to travel a mile in 2013 during a typical morning, and about 2.0 minutes on the worst mornings. In both 2018 and 2023, conditions were notably worse, with the average morning approximately equal to the worst mornings in 2013, at about 2.0 minutes per mile. However, the worst mornings added a whole minute (3.0 minutes) in 2018 and half a minute (2.6 minutes) in 2023. During the PM Peak Hours, a similar story emerges, with 2018 conditions notably worse than those in 2013, but slight improvements between 2018 and 2023.

Figure 4-12. Average Travel Times for Major Arterials: Average Time and Planning Time by Year and Peak Hour



Individual corridors available within INRIX include those shown in Table 4-3. Travel time summaries for these corridors follow.

Table 4-3. Travel Time Segments

Roadway	Segment*	Limits	Length (miles)
6th Avenue	East	I-225 to Picadilly	5.00
6th Avenue	West	Havana to I-225	2.18
Alameda Avenue	East	I-225 to Mississippi	3.25
Alameda Avenue	West	Havana to I-225	2.00
Aurora Parkway	All	Quincy to Smoky Hill	3.00
Buckley Road	South	Mississippi to Arapahoe	7.00
Chambers Road	North	I-70 to Mississippi	5.00
Chambers Road	South	Mississippi to Parker	5.00
Colfax Ave	East	I-225 to Picadilly	5.00
Colfax Ave	West	Quebec to I-225	4.20
Gun Club Road	South	Picadilly to Quincy	4.87

Roadway	Segment*	Limits	Length (miles)
Havana Street	South	Mississippi to Dartmouth	2.54
Iliff Ave	East	I-225 to Dunkirk	3.50
Mississippi	East	I-225 to Tower Road	3.10
Mississippi	West	Parker Road to I-225	3.70
Parker Road	East	Hampden to CO-88 Belleview	4.60
Parker Road	West	Iliff to Hampden	2.65
Peoria	North	I-70 to Mississippi	3.97
Peoria	South	Mississippi to Parker	2.60
Quincy	All	Parker to Gun Club CO-30	6.00
Smoky Hill	All	Quincy Ave to Powhatan	9.00
Tower	All	Mississippi to Quincy	4.20

* Generally: east or west of I-225; north or south of Mississippi Avenue (see limits column for details)

At the corridor level, westbound (WB) and southbound (SB) mornings and eastbound (EB) and northbound (NB) evenings are the slowest directions to travel. However, several outliers exist as shown in Figure 4-13 and Figure 4-14.

Figure 4-15 and Figure 4-16 show the free flow times, average times, and planning times in minutes per mile for each corridor. In addition, the gray bars show plus or minus one standard deviation from the mean travel times for each category. Corridors where travel times fall outside this range are considered outliers and potential opportunities to make improvements in both congestion and reliability.

Figure 54 and Figure 55 show the AM and PM peak hour travel time index (TTI) and planning time index (PTI) for each corridor. These indices are the average travel time divided by the free flow time (TTI) and the planning time divided by the free flow time (PTI). This calculation normalizes by the free flow time, which can vary significantly based on context and roadway characteristics such as traffic signal density, access density, etc. That said, by these measures, a similar set of corridors stand out as experiencing congestion and reliability issues.

Figure 4-13. High Planning Time Corridors (Poor Reliability)

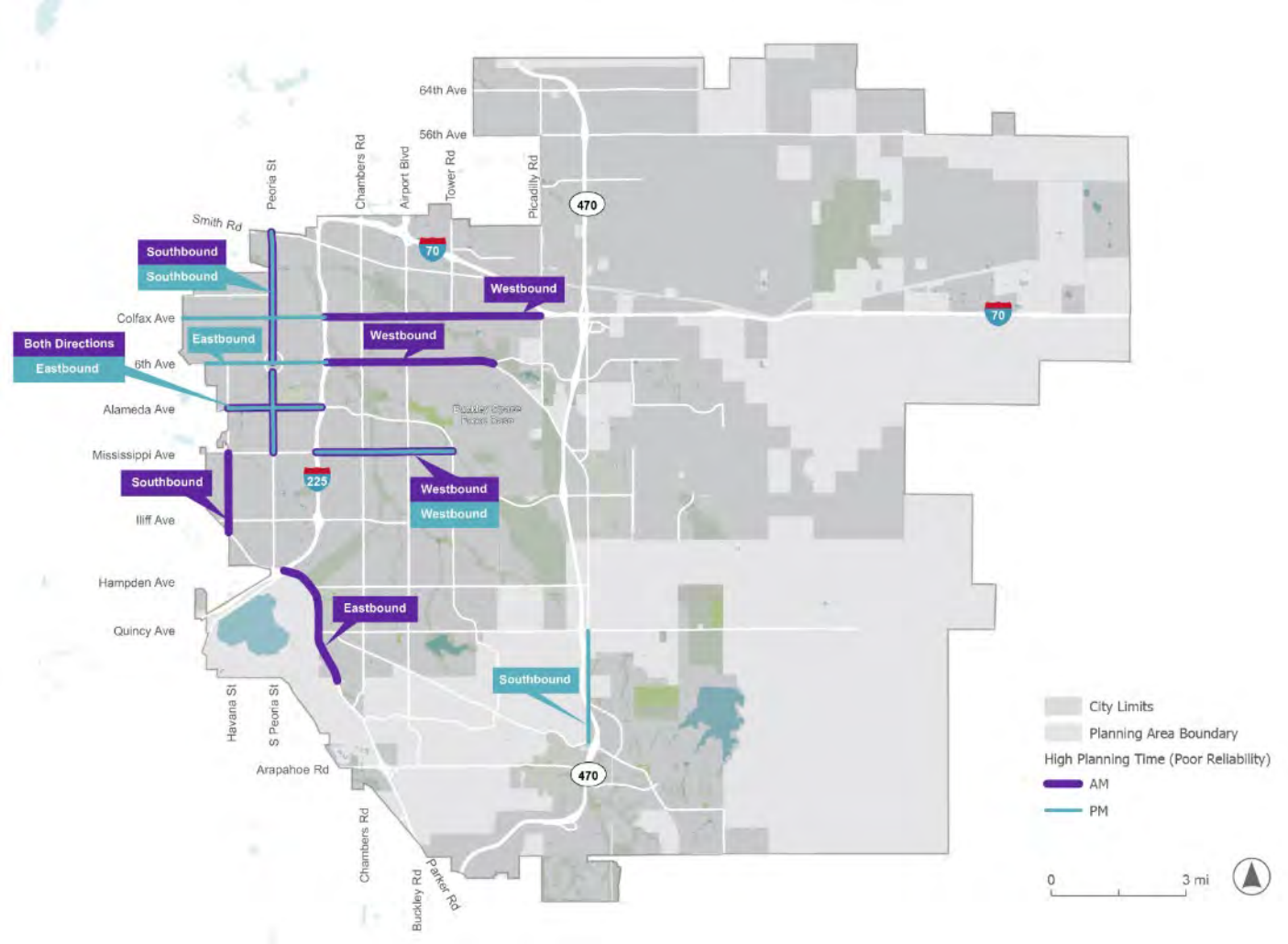


Figure 4-14. High Average Travel Time Corridors (Worse Congestion)

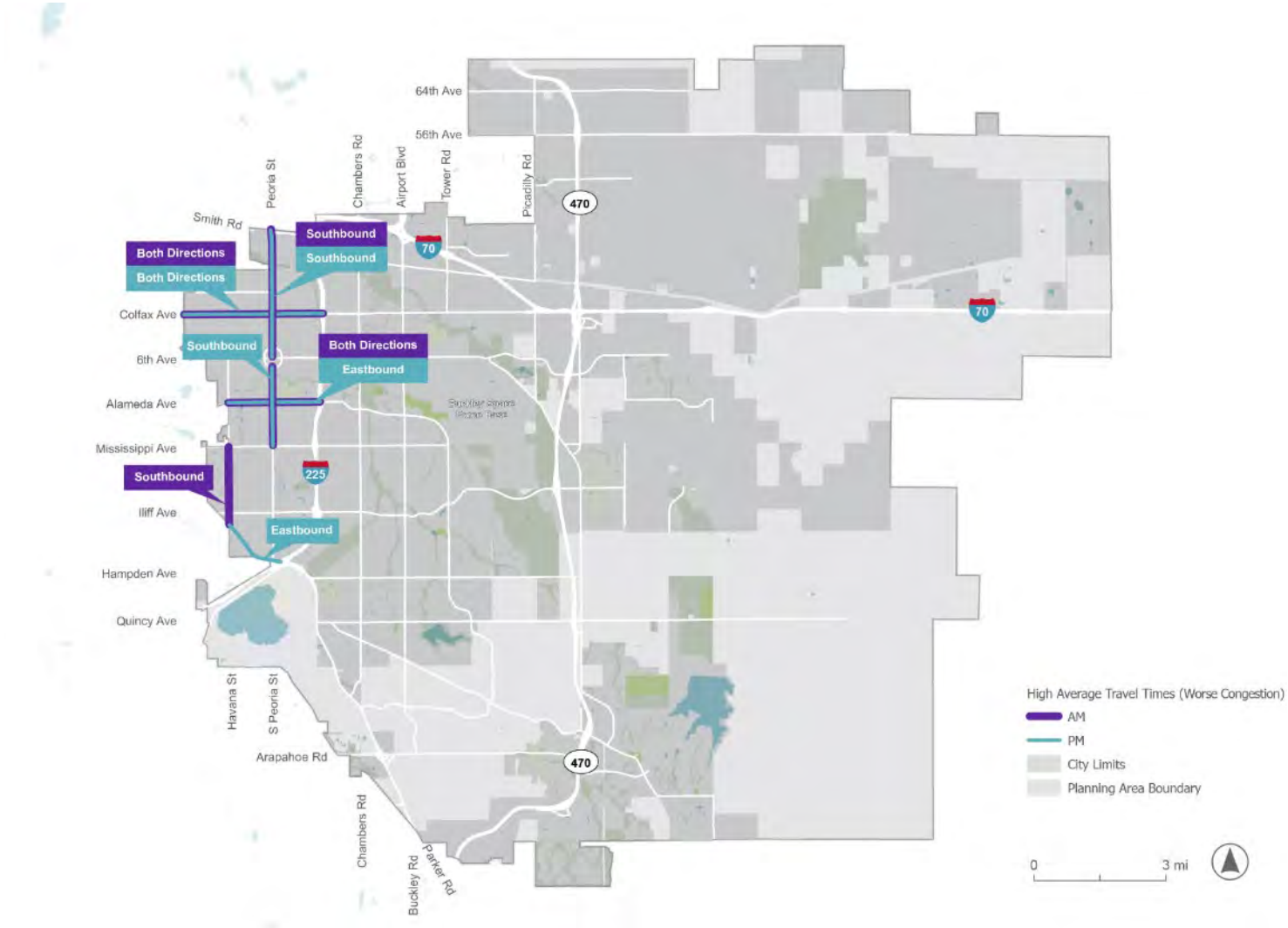


Figure 4-15 . 2023 AM Peak Hour Travel Time in Minutes per Mile

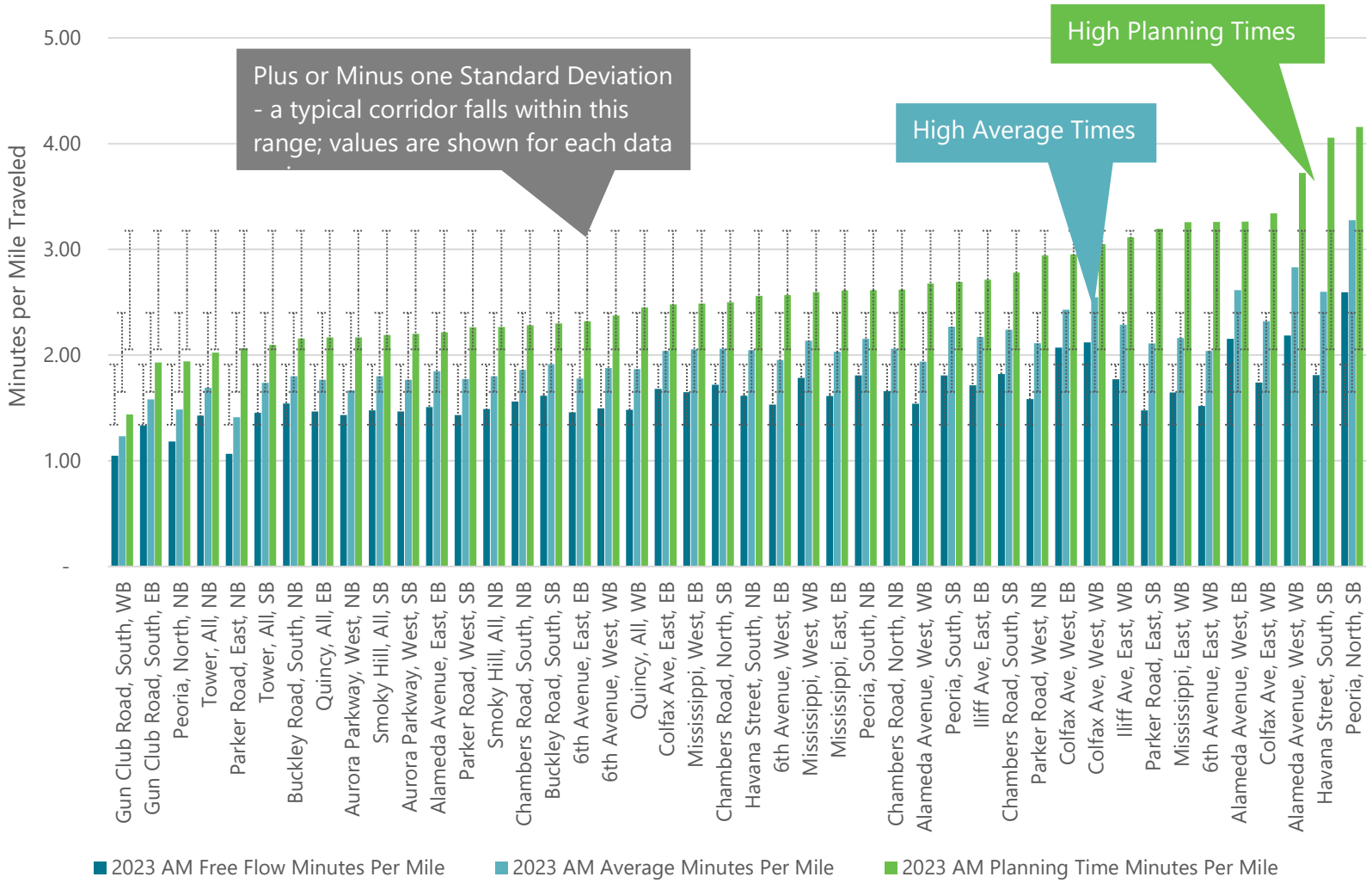


Figure 4-16. PM Peak Hour Travel Time in Minutes per Mile

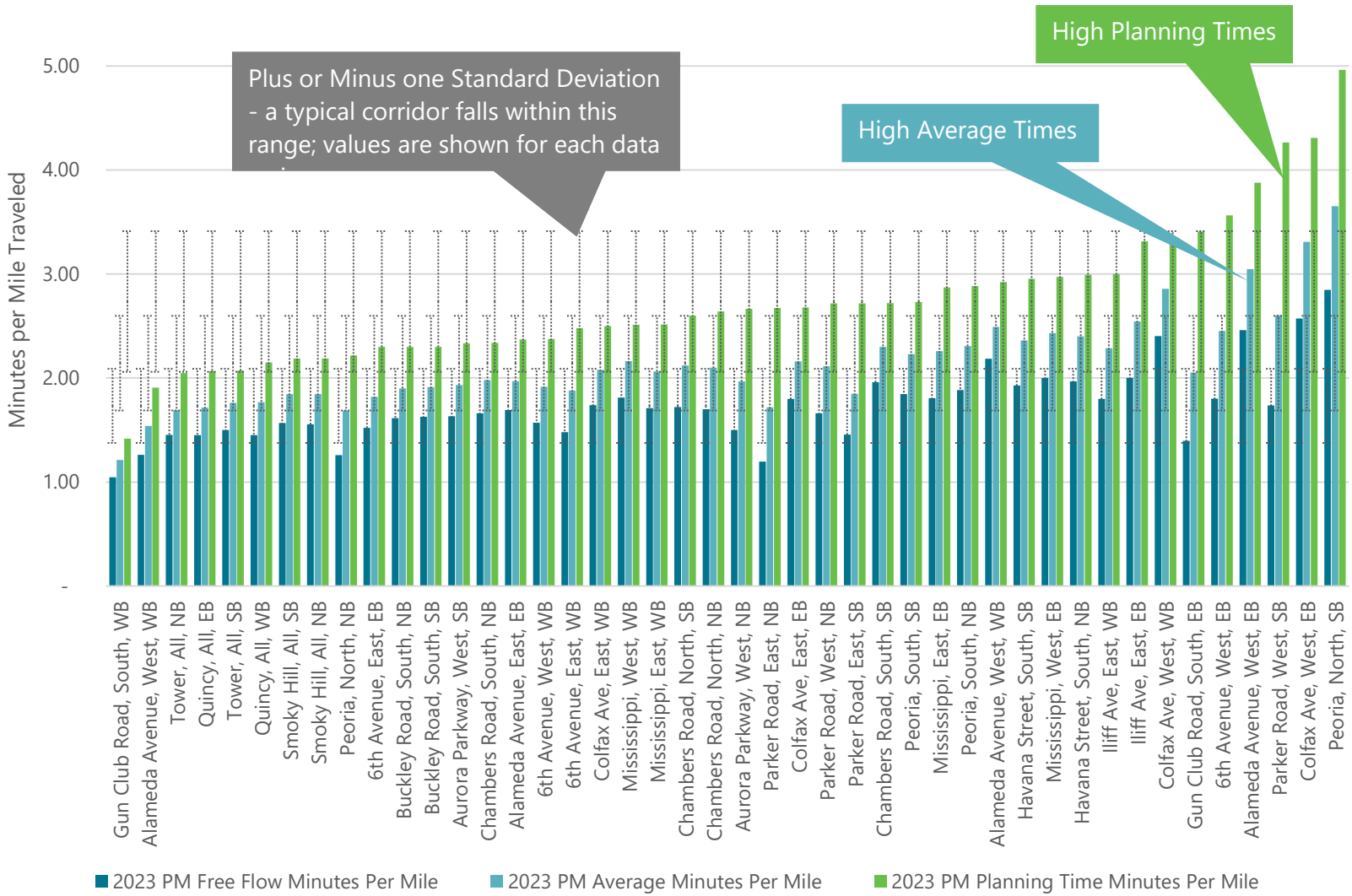


Figure 4-17. 2023 AM Peak Hour Travel Time Index and Planning Time Index

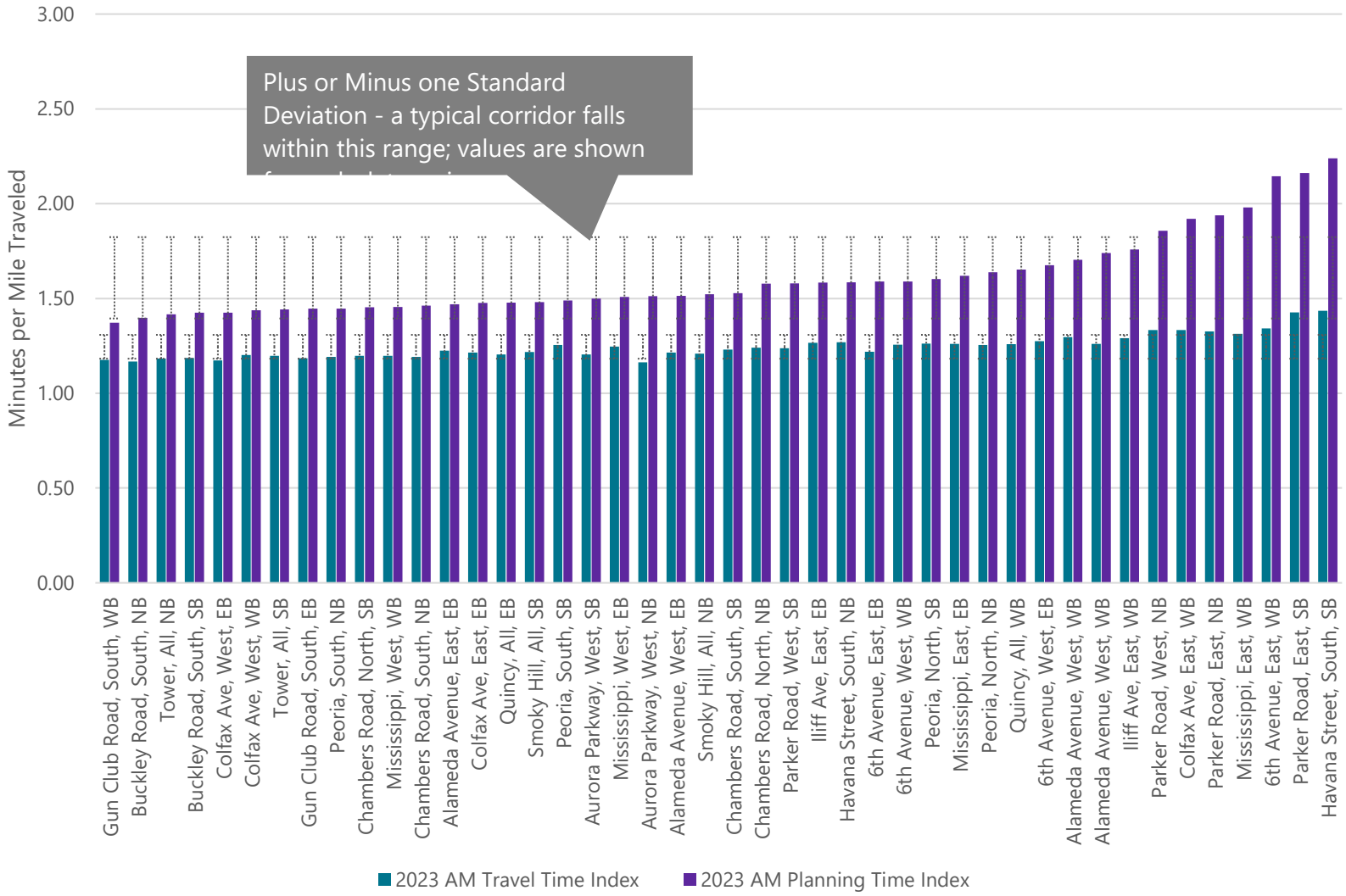
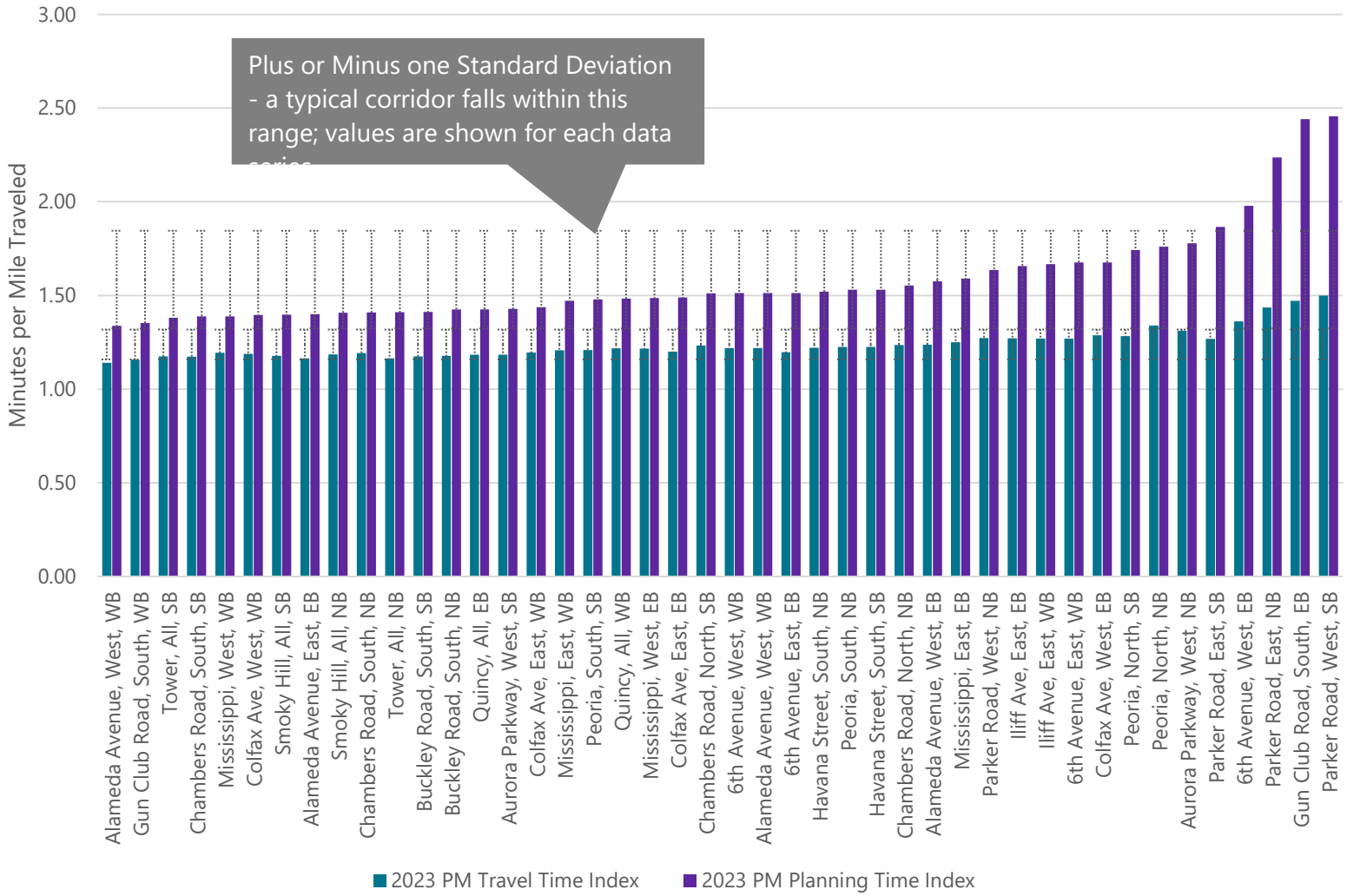


Figure 4-18. 2023 PM Peak Hour Travel Time Index and Planning Time Index



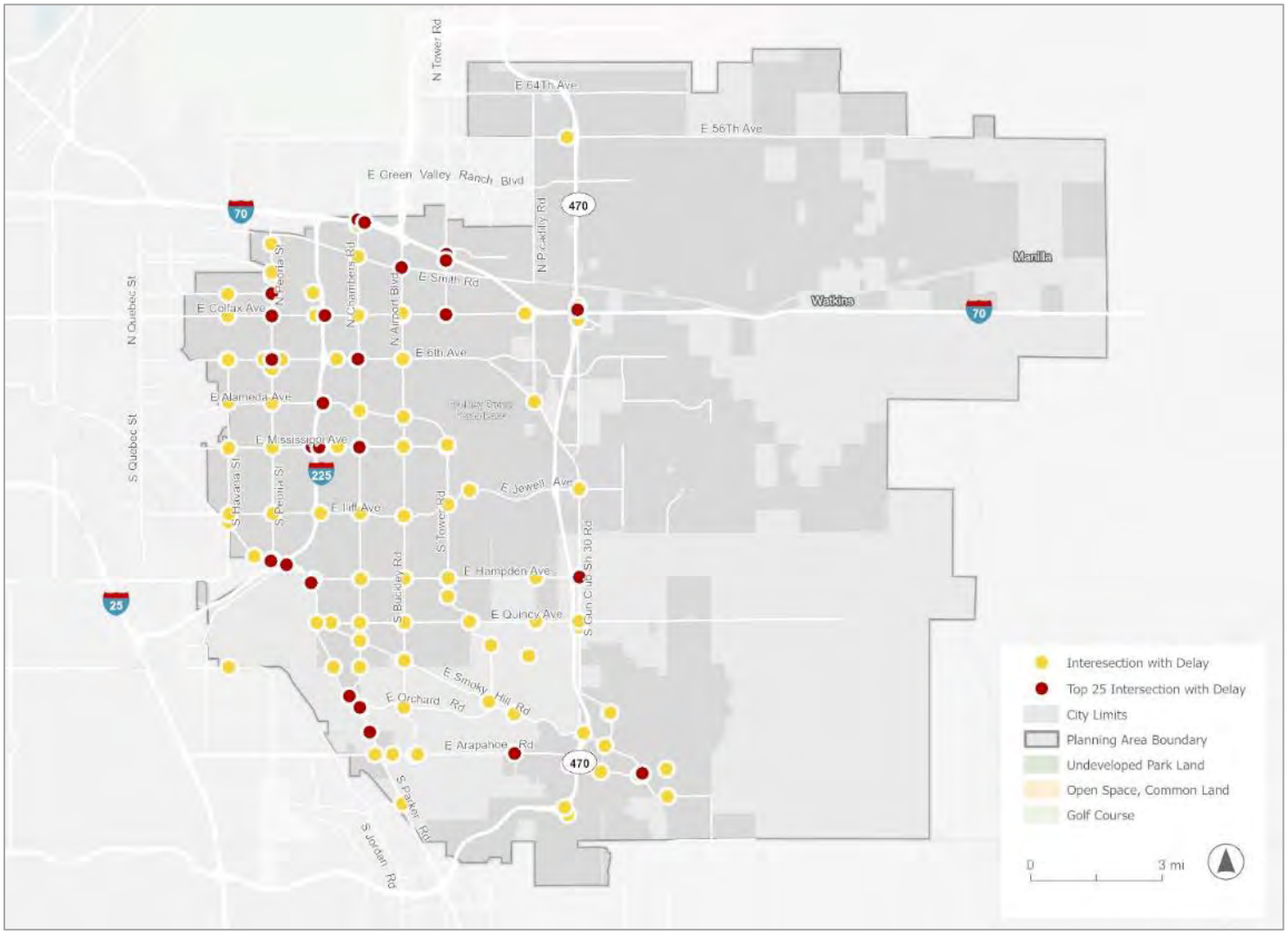
4.3 Estimated Total Delay at Bottleneck Locations

INRIX defines bottlenecks as "locations on the roadway where conditions have fallen below a certain percent of the reference speed for an extended period of time". INRIX has created several metrics to provide insights into bottlenecks impacting the roadway system, including estimated total delay. The estimated total delay is the "base impact weighted by the difference between free-flow travel time and observed travel time multiplied by the average daily volume (AADT), adjusted by a day-of-the-week factor". INRIX recommends that this metric be used to rank and compare the estimated total delay from all vehicles within the bottleneck. Figure 56 shows locations with the highest estimated total delay. Table 4-4 lists the top 20 intersections that have the highest estimated total delay number.

Table 4-4. Top 20 Locations with Highest Estimated Total Delay (2023)

Rank	Intersection
1	PENA BLVD S @ 40TH AVENUE/EXIT 1
2	CO-83 S @ I-225
3	CHAMBERS RD S @ CO-83/S PARKER RD
4	TOWER RD S @ US-40E COLFAX AVE
5	I-70-BL E @ I-225
6	CO-83 N @ I-225
7	E MISSISSIPPI AVE W @ I-225
8	E HAMPDEN AVE W @ CO-83/S PARKER RD
9	E SMOKY HILL RD N @ E ARAPAHOE RD
10	CO-30 E @ CHAMBERS RD
11	CO-83 N @ E ORCHARD RD
12	ALAMEDA E @ I-225
13	ARAPAHOE @ S LIVERPOOL ST
14	E MISSISSIPPI AVE E @ I-225
15	PEORIA ST S @ MONTVIEW BLVD
16	PEORIA ST S @ CO-30/E 6TH AVE
17	E MISSISSIPPI AVE E @ S CHAMBERS RD
18	PEORIA ST S @ US-40/ E COLFAX AVE
19	TOWER RD S @ I-70/US-36
20	TOWER RD N @ I-70/US-36

Figure 4-19. Locations with High Total Delay



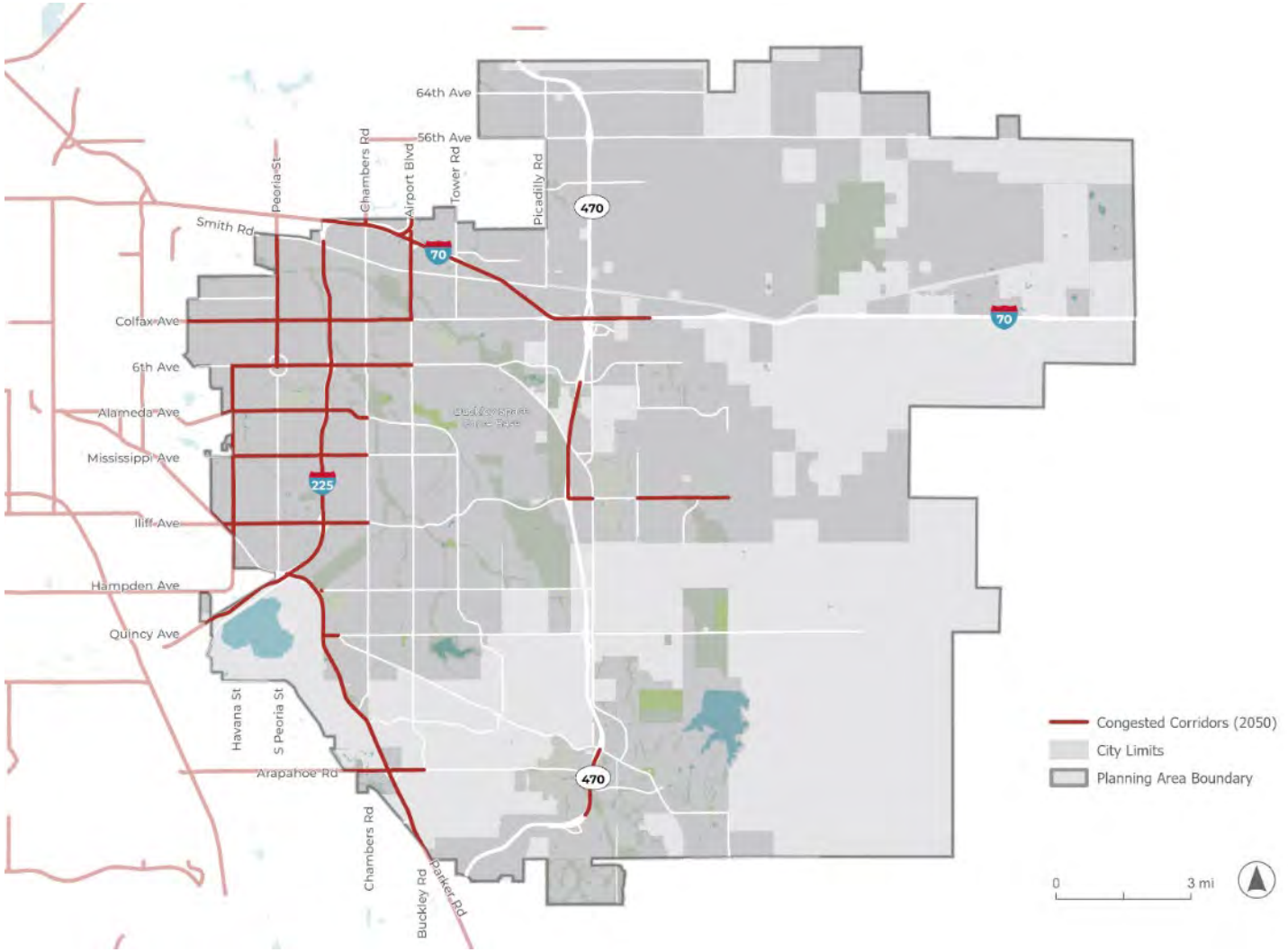
4.4 Future Congested Corridors

Using outputs from the regional transportation model, the DRCOG model estimates future volumes and roadway projects and calculates the level of congestion for each segment as part of the 2050 Regional Transportation Plan. Figure 57 indicates that many of Aurora's major corridors will likely be congested by 2050. The calculation includes four metrics to determine the severity of congestion:

- Severity: How bad does congestion get on the roadway during rush hour?
- Duration: How many hours per day is the roadway congested?
- Magnitude: How many people (traffic volume) are affected by congestion on the roadway?
- Reliability: How often do crashes or incidents occur on the roadway?

DRCOG's model was based on current land use and transportation trends. Should different land use and transportation policies are adopted through Connecting Aurora, the congestion situation may change.

Figure 4-20. DRCOG Congested Corridors (2050)



Source: DRCOG

5 Freight System Overview

Freight is a crucial component of the economic landscape in Aurora; residents rely on the safe and reliable transportation of goods to meet their everyday needs. Freight transportation is a key driver of every major supply chain, including many that the city depends on for growth as individuals and as a community. The operation of the freight network is felt every day, such as in keeping grocery stores stocked, fueling at gas stations, and contributing to job creation for our workforce.

Aurora is home to numerous industrial and manufacturing facilities, particularly along the I-70 corridor, and serves as the gateway city to eastern U.S. markets for the Denver Metro area. Additionally, the city has several major interstates and highways that intersect the planning area, nearly 37 miles of freight rail system, and is directly adjacent to the third-largest passenger and 22nd-largest landed cargo airport in the nation (Denver International Airport). It is also home to one of three strategic military installations in the state, Buckley Space Force Base (Buckley ASB). Understanding where these freight activities are located and how they interact with residents, businesses, and other modes of transportation will help ensure a safe, equitable, and resilient transportation system for all.

The DRCOG region represents approximately two-thirds of Colorado's freight activities. The City of Aurora, specifically, contains a substantial share of the regional freight network, with major freight generators situated in proximity to this network. Figure 58 shows the key elements of the freight network in Aurora, as well as some of the major freight-generating areas. The main assets include I-70, I-225, 470 Toll Road, the freight rail lines, and the city's designated truck routes. Primary freight generators include I-1 (Industrial) and I-2 (Business/Tech) zoned areas and the Buckley ASB.

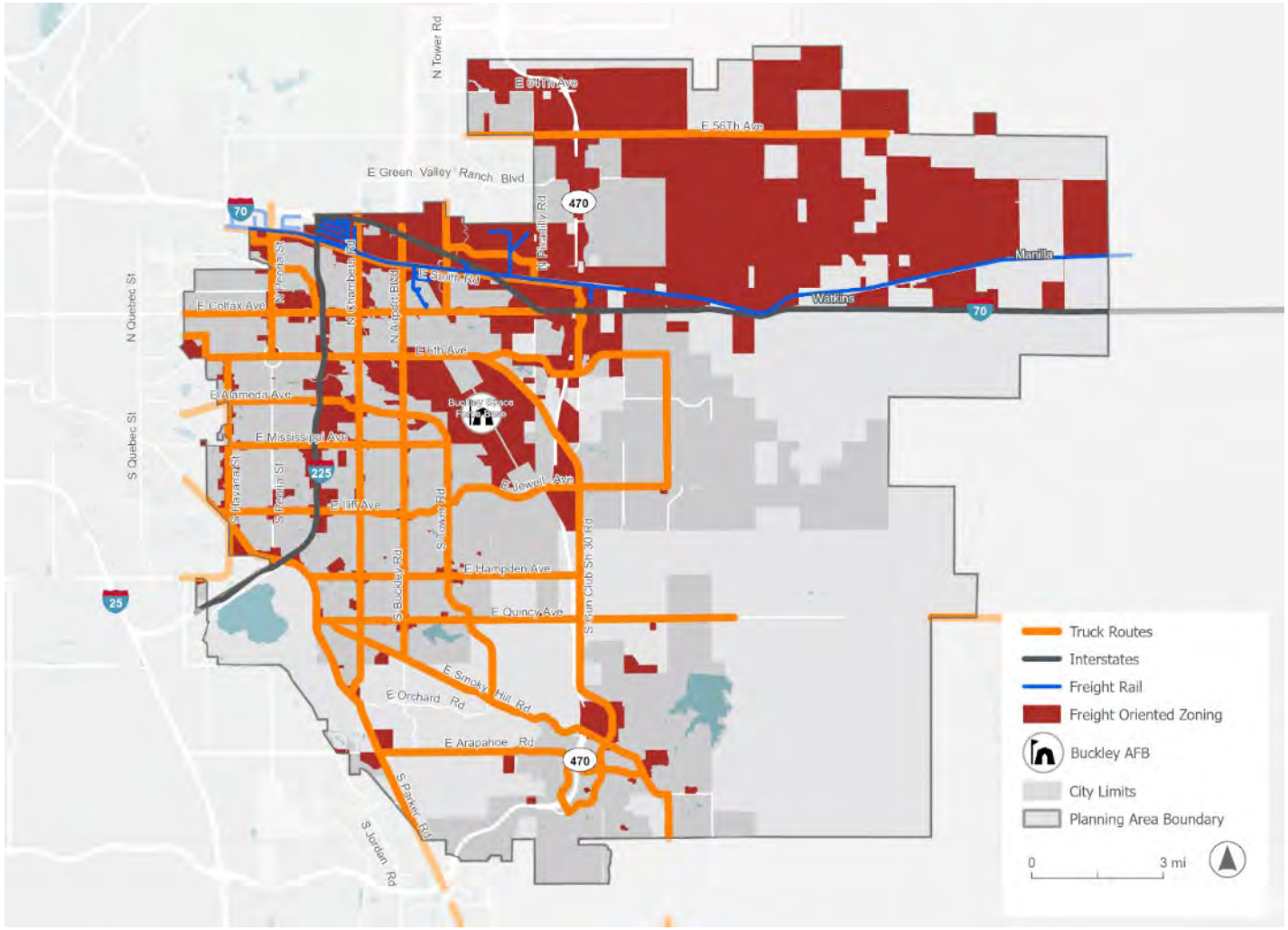
In 2019, DRCOG developed the Regional Multimodal Freight Plan which examines the existing regional freight profile and identifies strengths and opportunities for growth and development. DRCOG is currently updating its freight plan. Based on timing, the plans will integrate findings and recommendations.

The current plan identifies ten "Regional Freight Focus Areas" to provide a framework for freight planning and coordination. One of these is the "I-70 East Distribution Hub," which covers much of Aurora in the vicinity of I-70. This part of the city is a hub for industrial and commercial activity with a large amount of developable space in conjunction with the Denver International Airport Aerotropolis. The plan identifies potential strategies and actions for the I-70 East Distribution Hub as "coordinated land use planning near existing industrial or distribution clusters and around significant freight corridors, safety assessments of future growth near at-grade rail crossings along mainline national railroads, and the integration of freight considerations and perspectives within future interchange and local area studies." Related to the Denver International Airport Aerotropolis focus area, the plan identifies "local area studies of key corridors and essential roadways such as Peña Boulevard, Tower Road, Smith Road and Airport Road."

Freight activity inherently extends beyond the city borders, and much of the key freight infrastructure within the city is owned and managed by other entities (Interstate Highways and freight rail lines). However, the City of Aurora can plan for and manage freight within the city in other ways, including:

- Land use/zoning code,
- Designating truck routes (outside of the various uninterrupted flow facilities)
- Street operation and design on truck routes
- Future investment in freight-related infrastructure, including mitigation measures
- Setting policy related to freight vehicle activity within the city, such as loading zones.

Figure 5-1. Aurora Freight Network



Source: City of Aurora Data Information System, 2024

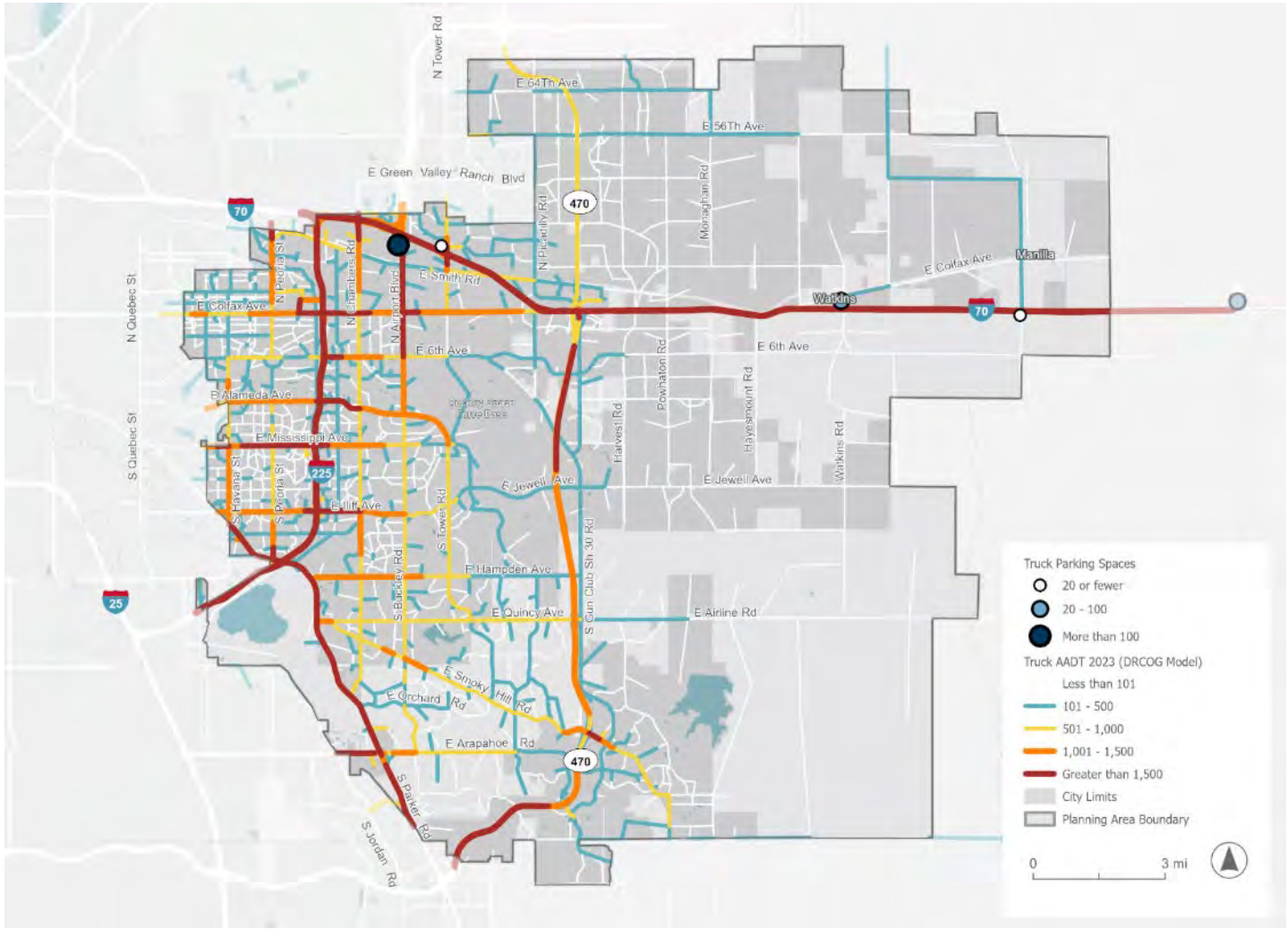
5.1 Freight by Truck

In Colorado, trucking accounts for more than 90 percent of all freight activity. In the City of Aurora, rail also serves as a key freight infrastructure, but trucks account for the majority of freight activity. Trucks are generally involved in every intermodal transmission of commodities and are often the exclusive origin-to-destination mode. Truck freight generally consists of heavy-duty trucks (colloquially semis), hazardous materials vehicles, construction vehicles, garbage vehicles, and some other medium-duty trucks. Figure 59 and Figure 60 show the 2023 DRCOG modeled annual average daily truck traffic and the truck percent of total traffic volumes, respectively. The routes with the highest volume are the uninterrupted flow facilities, including I-70, I-225 and 470 Toll Road. These routes connect to other major freight corridors and freight generators/attractors in the region, making them critical for freight mobility. Other relatively high truck traffic routes in Aurora include Colfax Avenue, Alameda Avenue, Mississippi Avenue, and Iliff Avenue for east-west flows, and Havana Street, Peoria Street, Chambers Road, and Airport Boulevard for the north-south flows, with the highest volume segments closest to I-70 and I-225; these routes provide access to lower classification routes and commercial, business, and development access points. This plan acknowledges the significance of major truck trip generators to daily truck traffic, encompassing both heavy- and medium-duty vehicles, throughout the city. Locations like the Denver Arapahoe Disposal Site, Buckley Space Force Base, the Denver International Airport Aerotropolis, and the Porteos area are a few examples. These locations may not show as high demand across Figure 59 and Figure 60 based on data reporting or truck classification nuances, but are notable locations where demand is expected to remain consistent or grow with the city.

Truck parking in the region is a challenge, with generally limited truck parking inventory and high overall truck demand, as depicted by Figure 5-2. There are only four designated truck parking locations in the study area, all of which are directly adjacent to I-70. Two locations support 20 or fewer truck parking spaces, and only one exceeds 100 spaces (this location supports 160 trucks at a time). This means that truck trip generators and attractors must largely provide parking for loading purposes. In cases where demand exceeds capacity, there is a risk of improper and unsafe parking, both temporarily and in overnight situations. Improper truck parking has been observed in the area, particularly in northeast Aurora on 32nd Ave from Tower Road to Chambers Road, where there is a high density of truck-generating businesses and, with the exception of one high-capacity facility, limited parking availability.

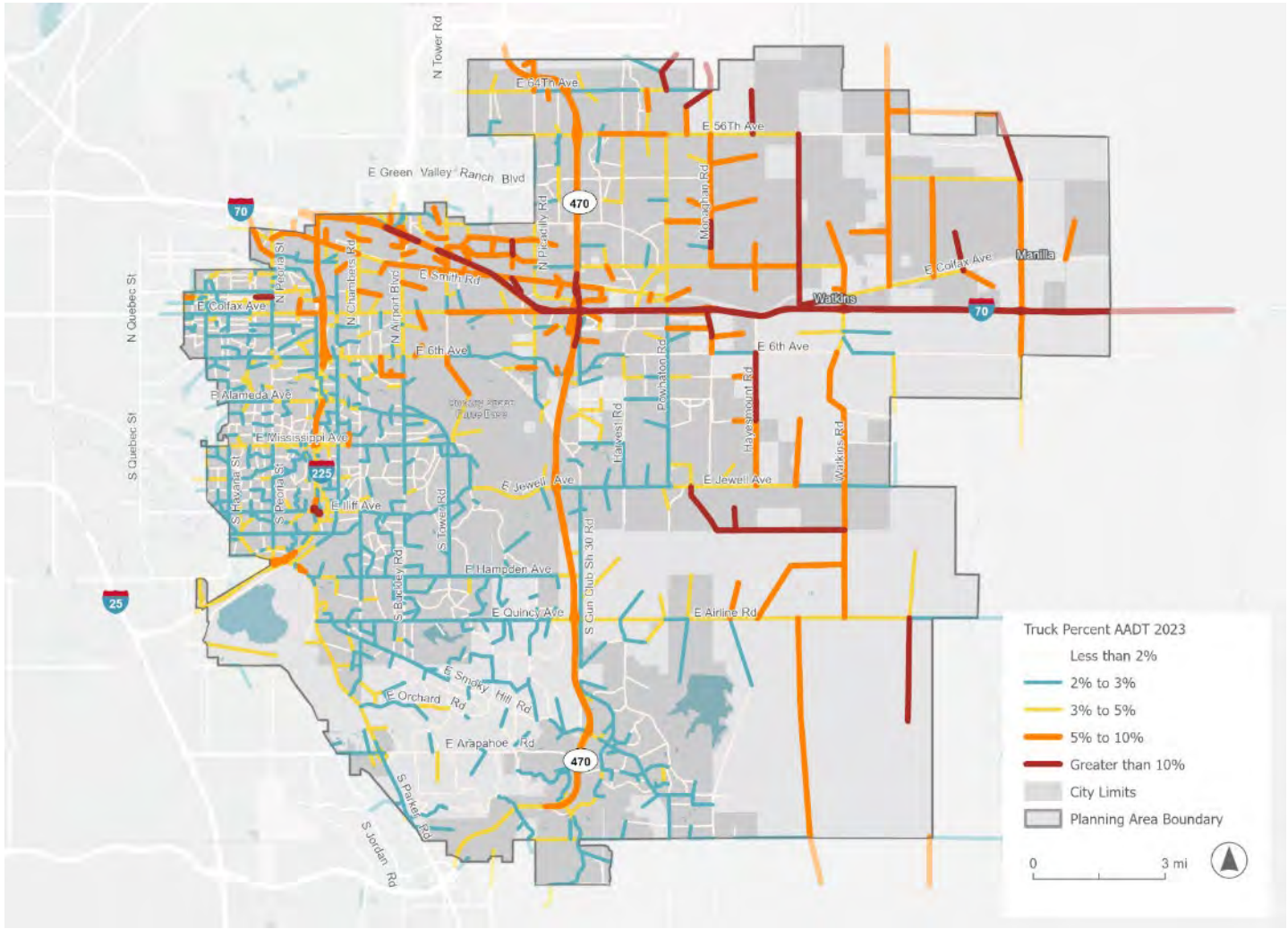
Looking at percent truck traffic, typically high truck percentages are observed in low population density, rural areas where trucks transport commodities from agricultural, mining, or manufacturing operations. This is consistent with what is observed in Aurora, where the further east the route, the higher the share of truck traffic. Notably, I-70 also carries a high share of trucks, which is not always the case in dense urban areas where personal vehicles are the primary mode of transportation. This is observable in the westernmost segment of I-70 on Figure 59 and further demonstrates the importance of I-70 for freight mobility and access in Aurora. While I-70 is not within the scope for this planning effort, it underscores the importance of the surrounding areas and transportation networks.

Figure 5-2. Annual Average Daily Truck Traffic, 2023 Modeled—Planning Area



Source: DRCOG Transportation Model, 2024

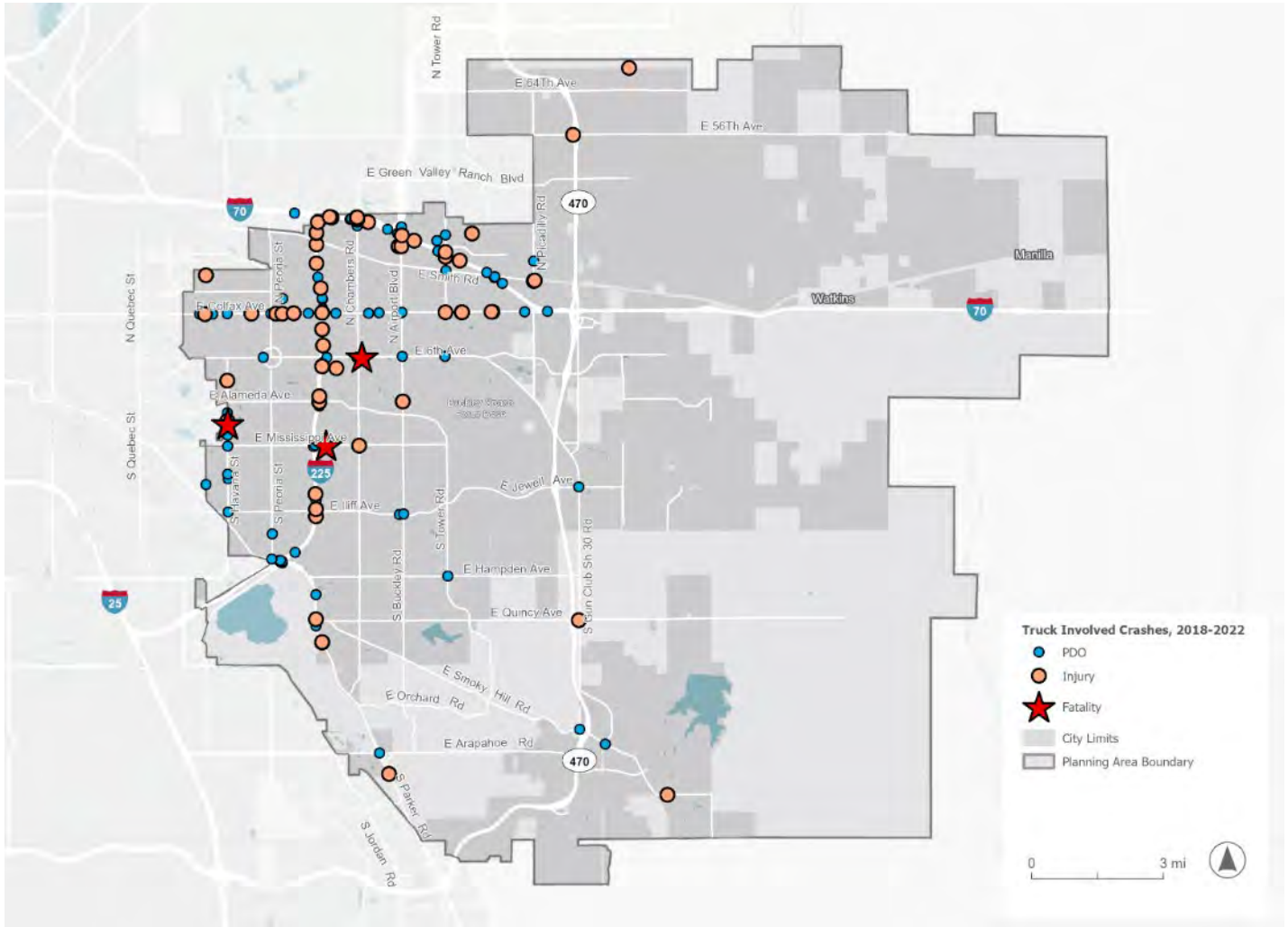
Figure 5-3. Truck Traffic Percent of Total Traffic, 2023 Modeled—Planning Area



Source: DRCOG Transportation Model, 2024

Safety is also a key component of multimodal freight planning efforts. Figure 5-4 shows the locations of crashes where one or more trucks were involved by severity within the 5-year period of 2018-2022. Three truck-involved fatalities occurred in this 5-year period, all of which were at or near intersections and involved vulnerable road users (motorcycle, bicycle, and pedestrian). The injury and property damage only (PDO) crashes primarily occur along I-70, I-225, and Colfax Avenue, coinciding with locations where there are generally high volumes of truck and non-truck vehicles. Additional safety analysis will be conducted through Adams County's upcoming safety action plan, with the findings incorporated into Aurora's final Multimodal Transportation Master Plan.

Figure 5-4. Truck Crash Locations, 2014-2023



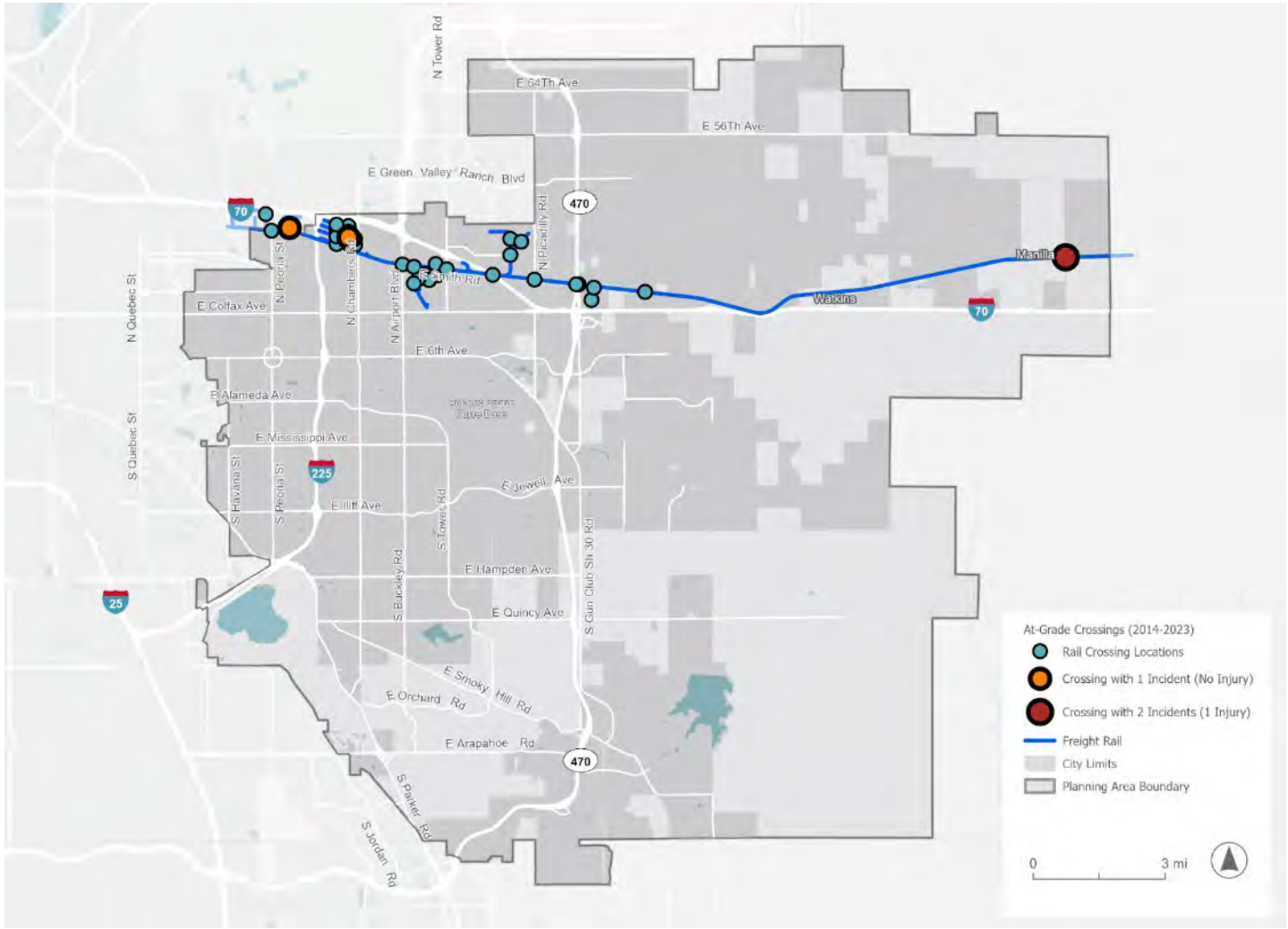
Source: City of Aurora Data Information System, 2024

5.2 Freight by Rail

Freight railroad infrastructure and its operations are largely private, with the freight railroads in the City of Aurora owned and operated by Union Pacific. While most freight using the rail system simply travels through the city, there are also multiple freight rail spur lines that directly serve land uses within the City of Aurora, including the area surrounded by I-70, I-225, Smith Road and Chambers Road; land uses just south of Smith Road and east of Airport Boulevard; and the industrial area just north of Smith Road and west of Picadilly Road. Additionally, one of the most visible interactions between freight rail and the city's transportation system is at-grade rail crossings. At-grade rail crossings pose both safety and travel reliability concerns to other users navigating the planning area. Figure 62 shows the locations of freight rail crossings in the planning area, and the number of incidents that have occurred at these locations from 2014 to 2023. During this 10-year period, four incidents have occurred at three separate locations, with one resulting in a crash and an injury. This location is the Peterson Road (CR-29) crossing at the eastern edge of the planning boundary, which also had two of the four total incidents. This crossing is along a very rural, low-traffic roadway, where the only warning device present is the crossbuck signage.

Overall, within Aurora, there are a total of 69 rail crossings, of which 21 are grade-separated and 48 are at-grade. Various warning devices are present, including gates, flashing lights, signals/bells, crossbuck signs, and other signs.

Figure 5-5. Rail Crossings and Incidents, 2014-2023



Source: Department of Transportation—Data Portal, 2024

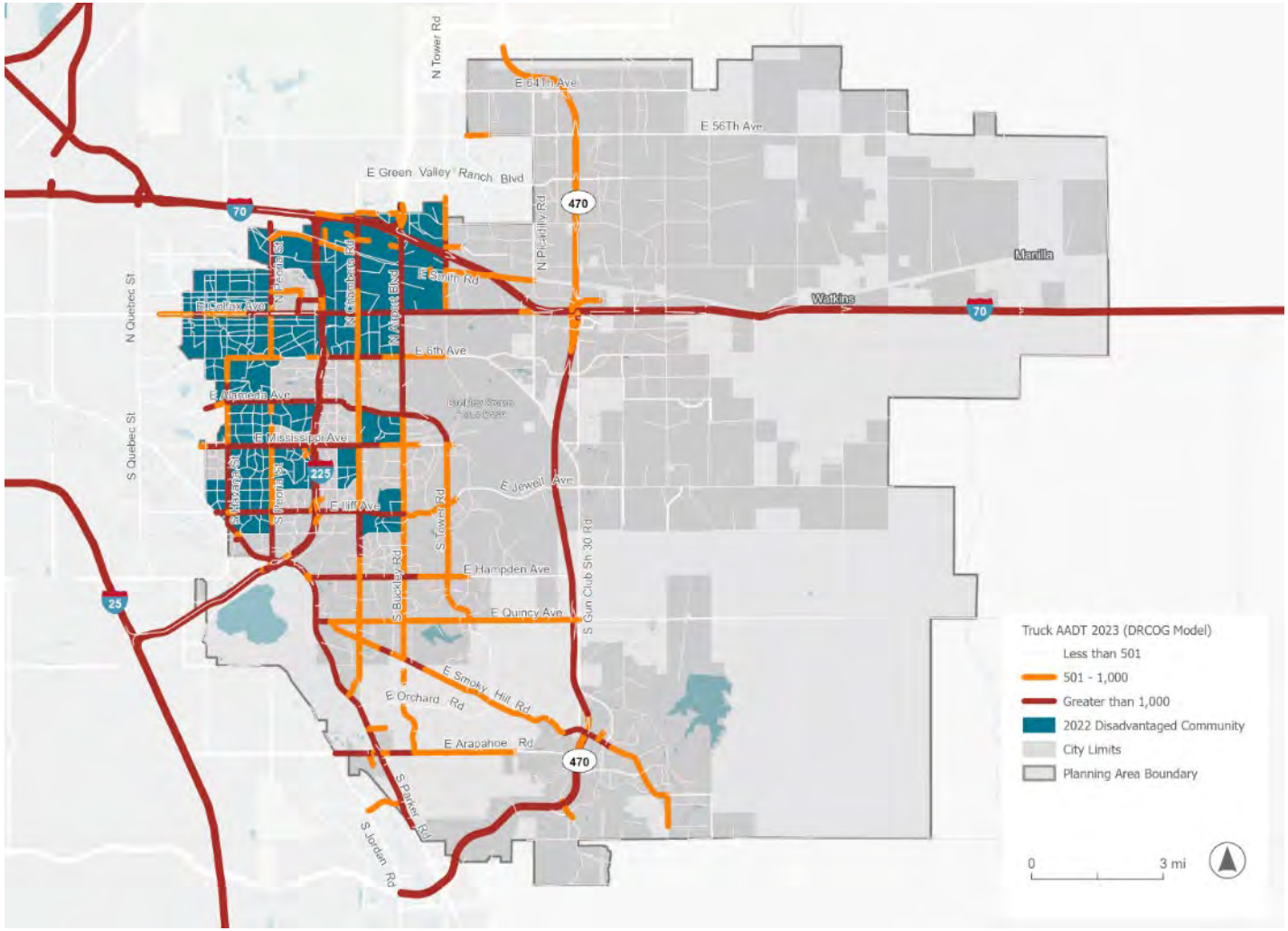
Interestingly, the highest volume freight crossings, in terms of roadway vehicle crossings, are among the safest. Chambers Road and Airport Boulevard carry the highest volume roadway routes that cross mainline freight rail tracks. These locations have not recorded an incident in the 10-year analysis period, likely as a result of two conditions/characteristics. First, these crossings have excellent safety measures. Traffic signals, gates, flashers and detection all play a major role in safely managing the intersection of roadway vehicles and trains. These crossings serve as case studies for ensuring safety at at-grade crossings. Second, the urban nature of the locations indicates an "end of the line" situation for trains, resulting in slower speeds at the crossings. This makes managing safety easier because drivers and operators have adequate time to respond to potential incidents. Incidents in Aurora typically occur on side tracks, where there is a lot of individual or small-group railcar activity, and on mainlines that intersect rural roadways, where trains operate at higher speeds and crossing safety measures are not as robust as in urban areas.

5.3 Freight and Equity

Another important consideration in transportation planning today is equity—a consideration of who benefits from the system and where the costs are borne. The U.S. Department of Transportation (among other federal agencies) currently uses the Justice40 Dashboard to identify disadvantaged communities by census tract, as a resource to inform planning and investments. The Justice40 Dashboard considers the following six criteria: Transportation, Health, Economy, Equity, Resilience, and Environmental. A subtotal of the six criteria, referred to as overall disadvantaged communities, identifies any tract where at least four of the six criteria are considered disadvantaged. Figure 63 shows the location of these communities within the City of Aurora in relation to general truck travel.

Future investments and policies should consider the benefits and impacts of freight within these communities, along with opportunities to mitigate impacts where possible.

Figure 5-6. Disadvantaged Communities, 2023



Source: U.S. Department of Transportation Justice40 Dashboard, 2023

6 Public Transportation Overview

Transit is a vital component of Aurora's transportation network, enabling residents and employees to reach destinations both within the city and across the region. Public transportation has been provided since 1972 by the Regional Transportation District (RTD), which serves 37 municipalities, including Aurora. RTD currently serves over 3 million customers in the Denver Metro area, with approximately 13 percent of them residing in Aurora.

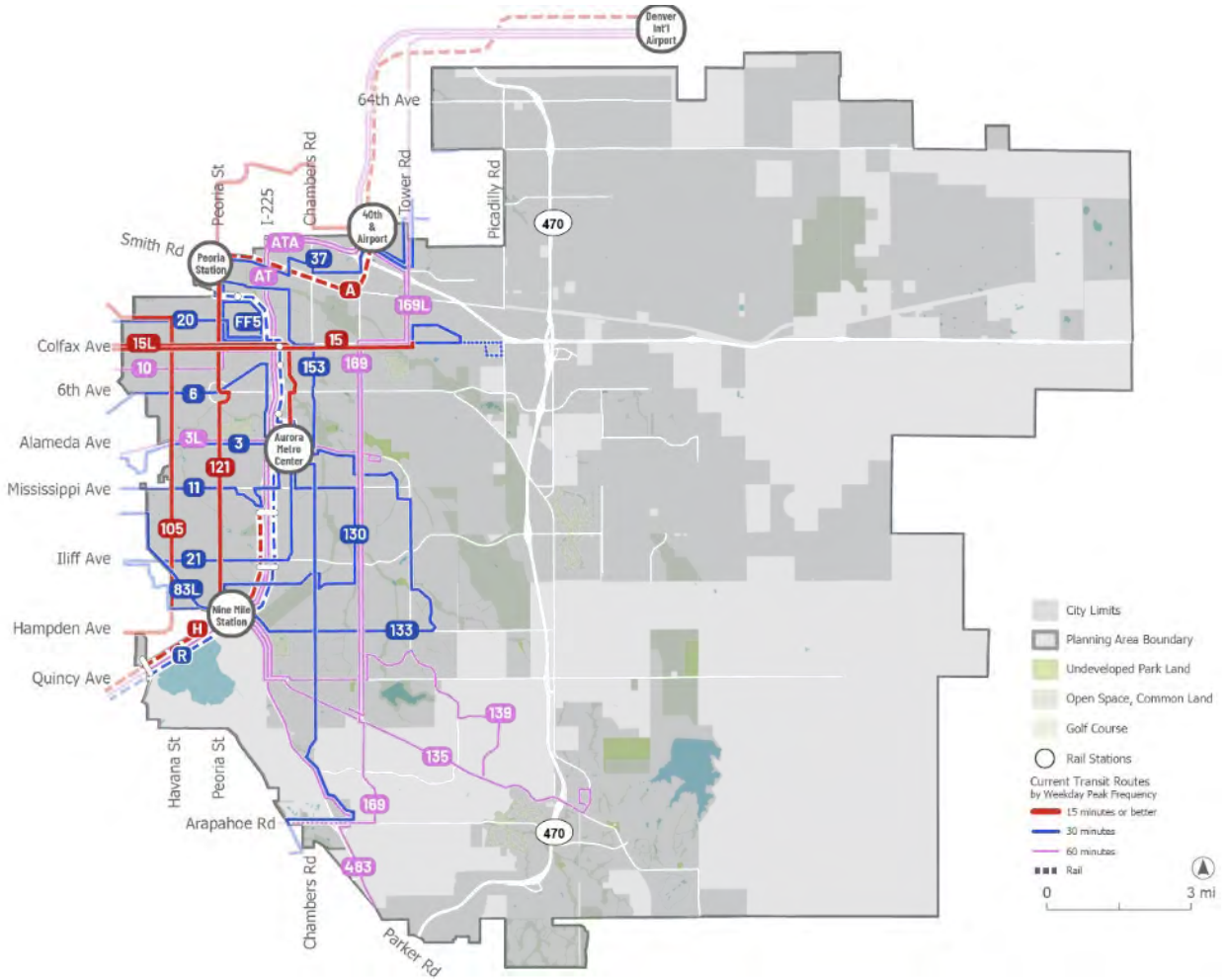
Riders can use a variety of transit modes to get to their destinations. Today, Aurora is served by 30 RTD bus and rail routes, including 24 local bus routes, one regional Flatiron Flyer route, two light rail lines, one commuter rail line, and two SkyRide lines (Table 6-1 and Figure 6-1). These routes comprise 20 percent of all RTD routes.

Table 6-1: RTD Transit Routes in Aurora Weekday Peak Service Characteristics

Route	Name	Headway (minutes)
FF5	Flatiron Flyer	30
A	A Line	15
H	H Line	15
R	R Line	30
3	E Alameda Ave	30
6	East 6th Ave	30
10	East 12th Ave	60
11	Mississippi Ave	30
15	East Colfax Ave	10
20	20th Ave	30
21	Evans Ave	30
37	Smith Rd Industrial	30
42	Central Park St Montbello	30
45	Peoria St Montbello	30
105	Havana St	15

Route	Name	Headway (minutes)
121	Peoria St	15
130	Yale/ Buckley	30
133	Hampden/ Tower	30
135	Smoky Hill Rd	60
139	Quincy Ave	60
153	Chambers Rd	30
169	Buckley Crosstown	60
483	Parker Rd/Lincoln Ave	60
15L	East Colfax Ave	10
169L	Buckley/DIA	60
3L	E Alameda Ave	60
83D	Cherry Creek/ Parker Rd	30
83L	Cherry Creek/ Parker Rd	30
AT	Arapahoe/DIA	60
ATA	Arapahoe/DIA	60

Figure 6-1: RTD Transit Routes in Aurora by Weekday Peak Frequency

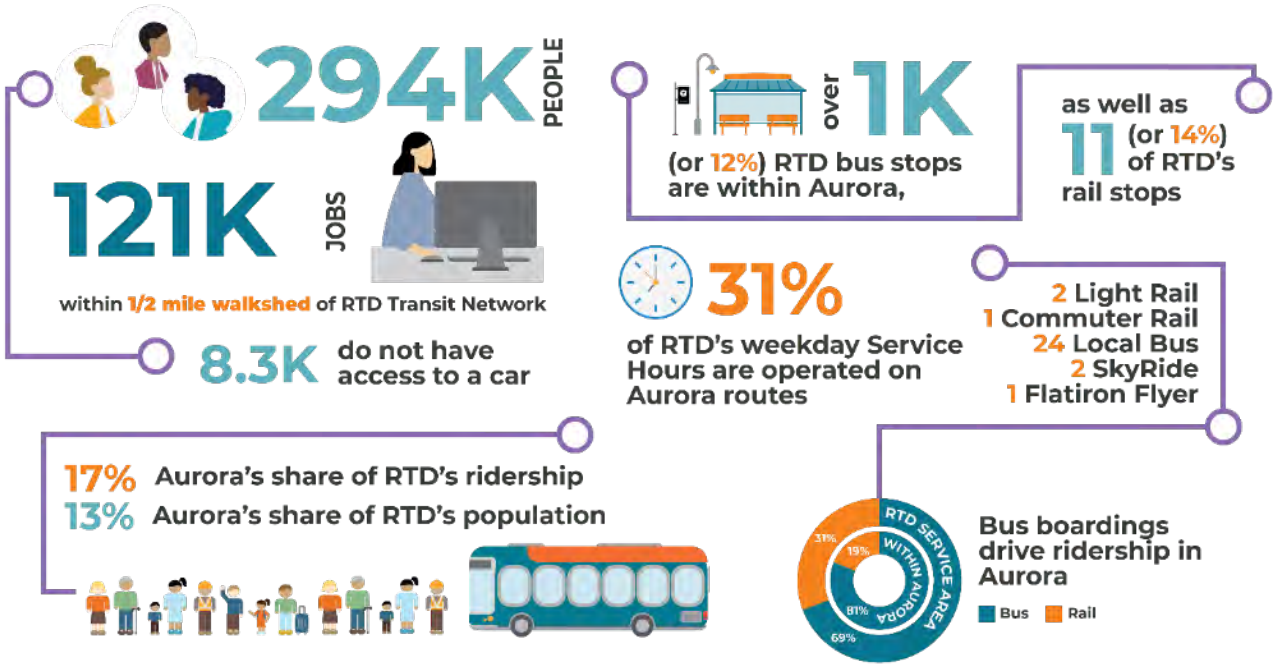


Source: RTD, September 2023

Aurora has over 1,000 bus stops and 11 rail stops. Of those, approximately 630 have benches, and around 90 have shelters. Local fares for a one-way bus and rail trip cost $2.75, while a one-way ticket to Denver International Airport costs $10. There are fare discounts of 50 percent available for seniors, students, people with disabilities, low-income individuals, and Medicare recipients, as well as free admission for youth 19 and under. All discounted fares include trips to and from Denver International Airport.

Aurora residents use transit to commute to work and school, meet family and friends, attend appointments and events, and shop at stores. Nearly 300,000 people and around 120,000 jobs in Aurora are located within a ten-minute walk to transit or within one-half mile "walkshed" of RTD's bus network. Walksheds are buffers that are calculated using the distances of the existing sidewalk and trail network from transit stops (as opposed to "as-the-crow-flies" buffers). It typically takes a person around 10 minutes to walk one half mile. Of the nearly 300,000 people near transit, over 8,300 people do not have access to a car and may rely on transit to get around. Over 35,000 people use transit in Aurora every weekday, with more than 28,000 using the bus system and the rest using the rail system.

Figure 6-2: Transit in Aurora, Today



Source: U.S. Census 2020; LEHD Jobs Data 2021; RTD, September 2023

6.1 Planned Transit

RTD is expanding and improving its offerings to better serve the Denver Metro area. In 2004, voters from the agency's eight constituent counties approved a sales tax increase to fund the FasTracks program. The FasTracks program will expand commuter rail, light rail, and express bus service in RTD's service area. The program is not expected to be built out until after 2050.

Two FasTracks rail projects currently serve the City of Aurora. The R Line, which opened in 2017, provides north-south service in the heart of Aurora from Dayton Station to Peoria Station on the University of Colorado A Line. This line has 10 stations in Aurora and provides connectivity to other major transit routes and destinations, including the Denver International Airport. It originally operated with a 15-

minute frequency but has since been reduced to 30-minute headways due to low ridership and operator shortages.

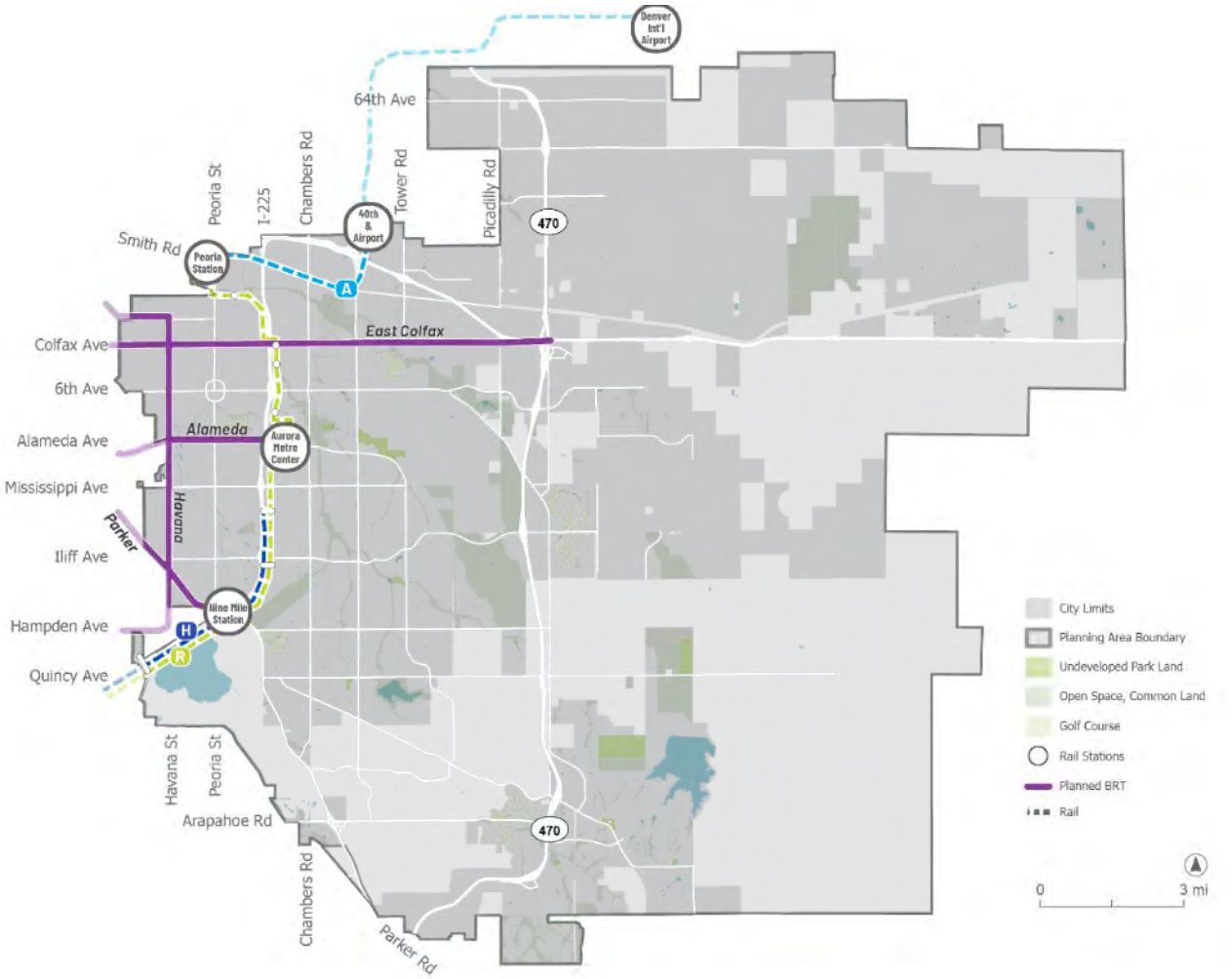
Another FasTracks line, the commuter rail transit A-Line, travels from Denver Union Station to the airport and has two stations, Peoria Station and 40th Ave & Airport Blvd-Gateway Park Station, in Aurora at frequencies of every 15 minutes. The H line, which opened in 2006, operates from Aurora to South Denver and to Downtown Denver, but it is not a part of the FasTracks program. While the planned program for Aurora has already been built, further progress is underway for FasTracks that will continue to improve connectivity for Aurora residents in the future to other parts of the region.

There have been different plans that have identified future corridors for bus rapid transit (BRT) in the Denver and Aurora region. RTD, CDOT, and DRCOG have all worked with other local partners to study the feasibility of different BRT corridors in the region. Currently in Aurora, there are five BRT corridors planned (Figure 6-3), each at different phases of planning and design and construction that if built, each of these will contribute to a more fast and reliable transit service for riders throughout the region.

- East Colfax BRT (2028)
- East Colfax BRT Extension (2030)
- Alameda Ave BRT (2031-2040)
- Speer/Leetsdale/Parker BRT (2031—2040)
- Havana/Hampden BRT (Future)

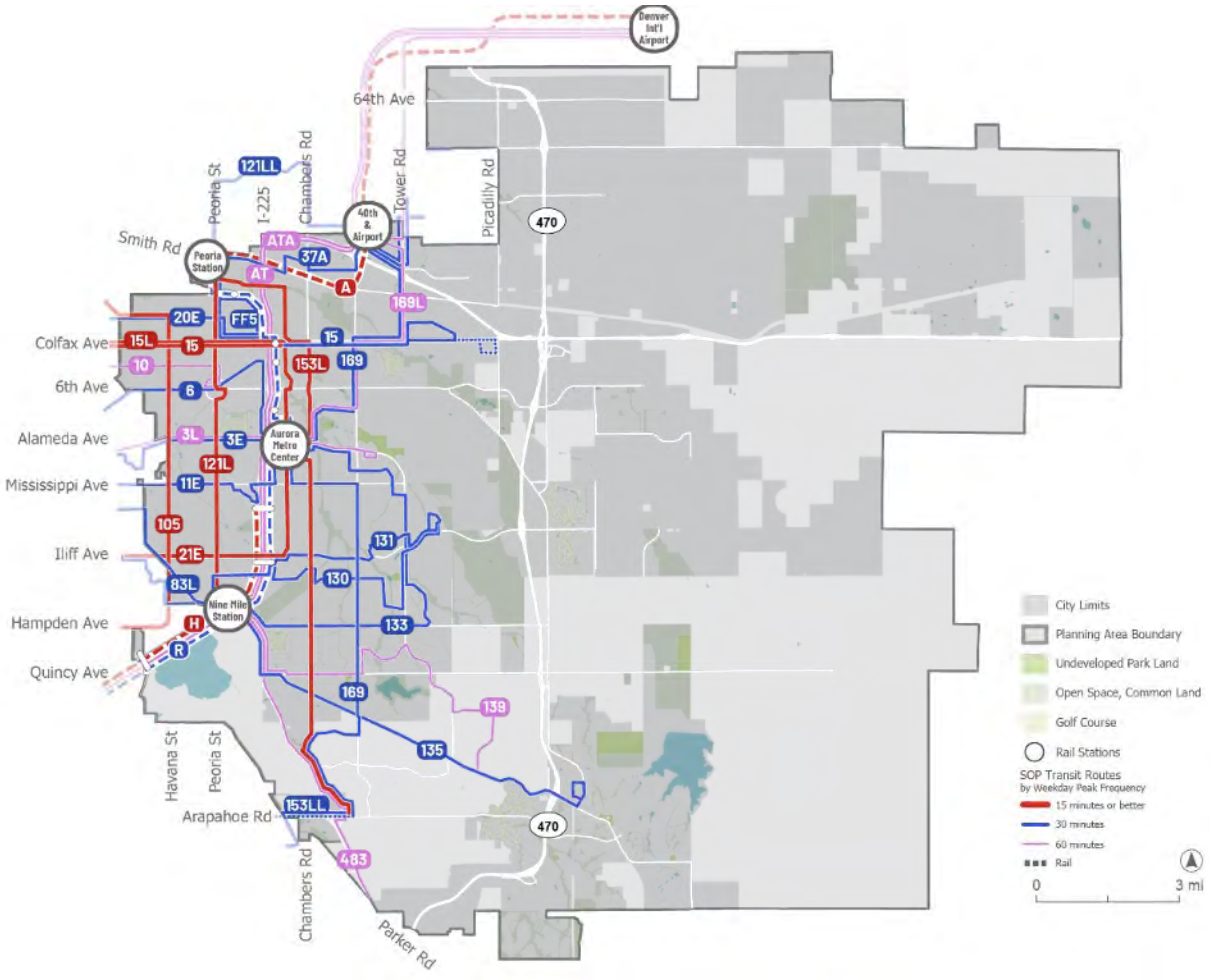
The RTD's System Optimization Plan (SOP) looked to RTD's existing bus service to identify areas for improvement in growing ridership and increasing efficiency (Figure 6-4). The process of developing the SOP involved comprehensive reviews of existing services, travel patterns, and financial capacity. These informed the recommendations for the optimized bus network, which were adopted by the RTD Board of Directors in 2022. The changes proposed by this plan are being gradually implemented through 2027 through RTD's standard runboard and service change process.

Figure 6-3: Rail Service and Planned and Programmed BRT in Aurora



Source: City of Aurora, RTD, CDOT, and DRCOG.

Figure 6-4: System Optimization Plan Routes by Frequency in Aurora



Source: RTD System Optimization Plan

In Aurora, several routes have been identified for changes; there are four routes identified for frequency improvements, one route being restored to service, two routes with a longer span of service than today, and nine routes with alignment changes.

- Route 15 East Colfax will have a short-turn at Billings Street, slightly **changing where the frequency changes** on the corridor from 15 minutes to 30 minutes, and it will be extended east to serve the Amazon distribution center near Picadilly Road
- Route 131 East Iliff **restored** (and interlined with 130)
- Route 130 Yale/Buckley **realigned** to Iliff Station
- Route 169 Buckley Crosstown **adds a deviation** to serve Aurora Metro Center Station
- Route 169L Buckley/DIA **adds a deviation** to serve 40th & Airport Station and is shortened to Aurora Metro Center Station (paired with 169 frequency increase)
- Route 21 Evans Ave frequency **increased to 15 minute**
- Route 135 Smoky Hill Rd frequency **increased to 30 minute**
- Route 153 Chambers Rd frequency **increased to 15 minute**
- Route 169 Buckley/DIA frequency **increased to 30 minute**

System reliability improvements will be made by breaking up long routes to enhance on-time performance for these existing long routes. However, this will require transfers for riders taking longer crosstown trips. This includes Route 3 East Alameda Ave, Route 11 Mississippi Ave, Route 20 20th Ave, Route 21 Evans Ave, Route 37 Smith Rd, and Route 121 Peoria Street.

- Break up Route 3 East Alameda at Alameda and Broadway/Lincoln. Route 3E runs in Aurora, east of Alameda Station
- Break up Route 11 Mississippi Avenue at I-25/Broadway Station
- Route 20 20th Avenue in Aurora will end at Denver Union Station
- Break up Route 21 Evans Avenue at Evans Station
- Route 37 Smith Road will operate between 40th & Colorado Station and Central Park Station with the ability to deviate within a short distance of alignment
- Route 121 Peoria Street will operate every other trip north of Aurora between Peoria Station and 40th & Airport Station

6.2 Transit Infrastructure

Bus stops, Rail Stations, Park-n-Rides (PNR) and other types of transit facilities and infrastructure support the daily operations of transit in Aurora and the region as a whole. Within the Aurora Planning Boundary area, there are a total of 1,128 active bus stops, 11 rail stations, and 8 PNR facilities. Each of these transit facilities provides riders with various levels of amenities and supporting infrastructure to walk, bike, or drive to access transit services. According to the RTD Bus Stop Inventory and City of Aurora Bus Stop Maintenance Program Structures Database, around 56 percent of stops have a bench, and only 8 percent of stops have a shelter (Table 6-2). Furthermore, about 47 percent of stops are ADA Accessible, and 48 percent have a handicap ramp.

Table 6-2. Existing Bus Stop Amenities

Stop Amenity	Number of Bus Stops	Percentage of Bus Stops
Bench	630	56%
Shelter	93	8%
Handicap Ramp	543	48%
Is ADA Accessible	527	47%

In Aurora, the geographic distribution of benches is relatively even across the transit routes and stops in Aurora (Figure 6-5). Shelters, although sparsely located, are generally concentrated at stops with higher ridership in the system, with approximately 40 percent of shelters situated at stops with more than 50 average daily riders on a weekday (data from September 2023). Shelters can be found along corridors such as Alameda Avenue, Colfax Avenue, Hampden Avenue, Iliff Avenue, Mississippi Avenue, Havana Street, and Smoky Hill Road.

Most bus stops in Aurora are located either within public (usually city-owned) right-of-way or on private property where the owner has provided an access easement to RTD or the city to place a bus stop. The infrastructure at each stop is funded and maintained by various entities. Approximately 538, or almost half, of the city's bus stops are maintained through a partnership between the City of Aurora and Outdoor Promotions, a marketing company that specializes in bus stop advertising. The stops operated by Outdoor Promotions are located along major arterials and all feature either a bench or shelter. Additionally, RTD directly operates and maintains 38 stops with shelters throughout the city, primarily along Colfax Avenue and at other key transfer locations (Figure 6-6). The remaining ~550 stops have an unclear maintenance agreement status, although these tend to be stops with limited or no amenities, such as benches and shelters. RTD will launch a comprehensive inventory of bus stops throughout the system in Fall 2024, which will include an implementation plan for working with local jurisdictions and advertising partners to address ADA compliance issues and the disparity of stop amenities seen throughout the network, including in Aurora.

Figure 6-5. Transit Stops and Stations and Amenities

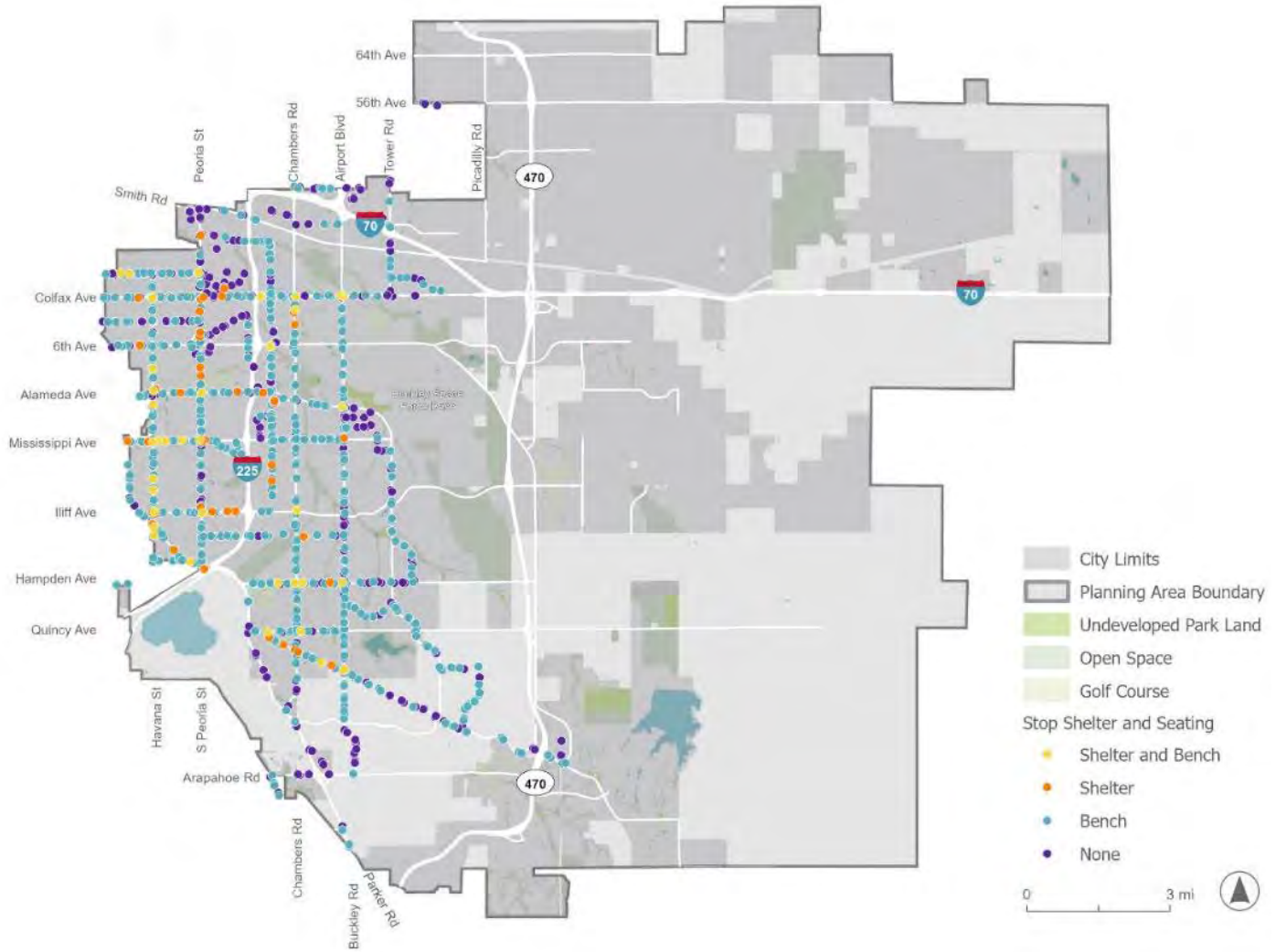
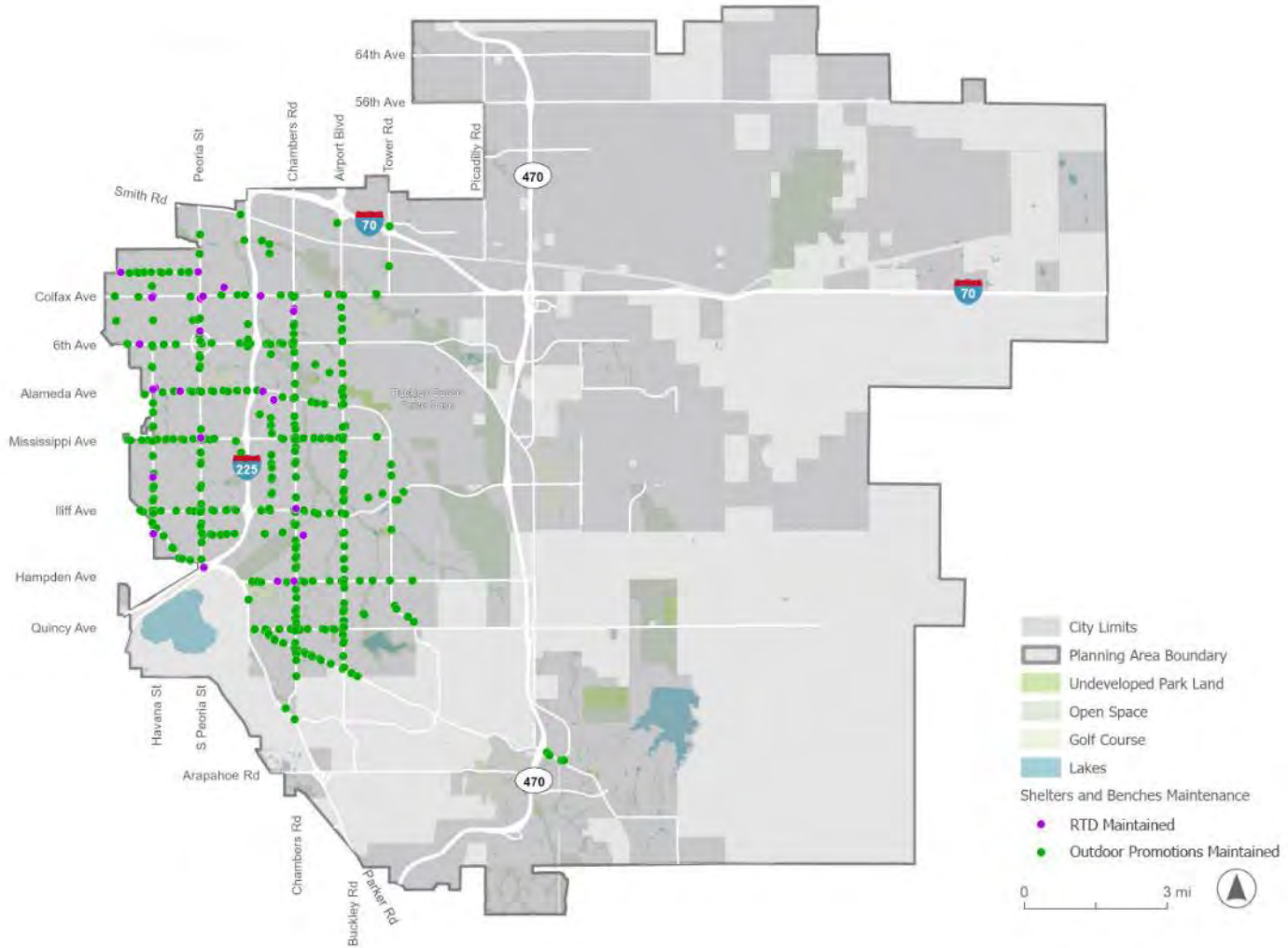
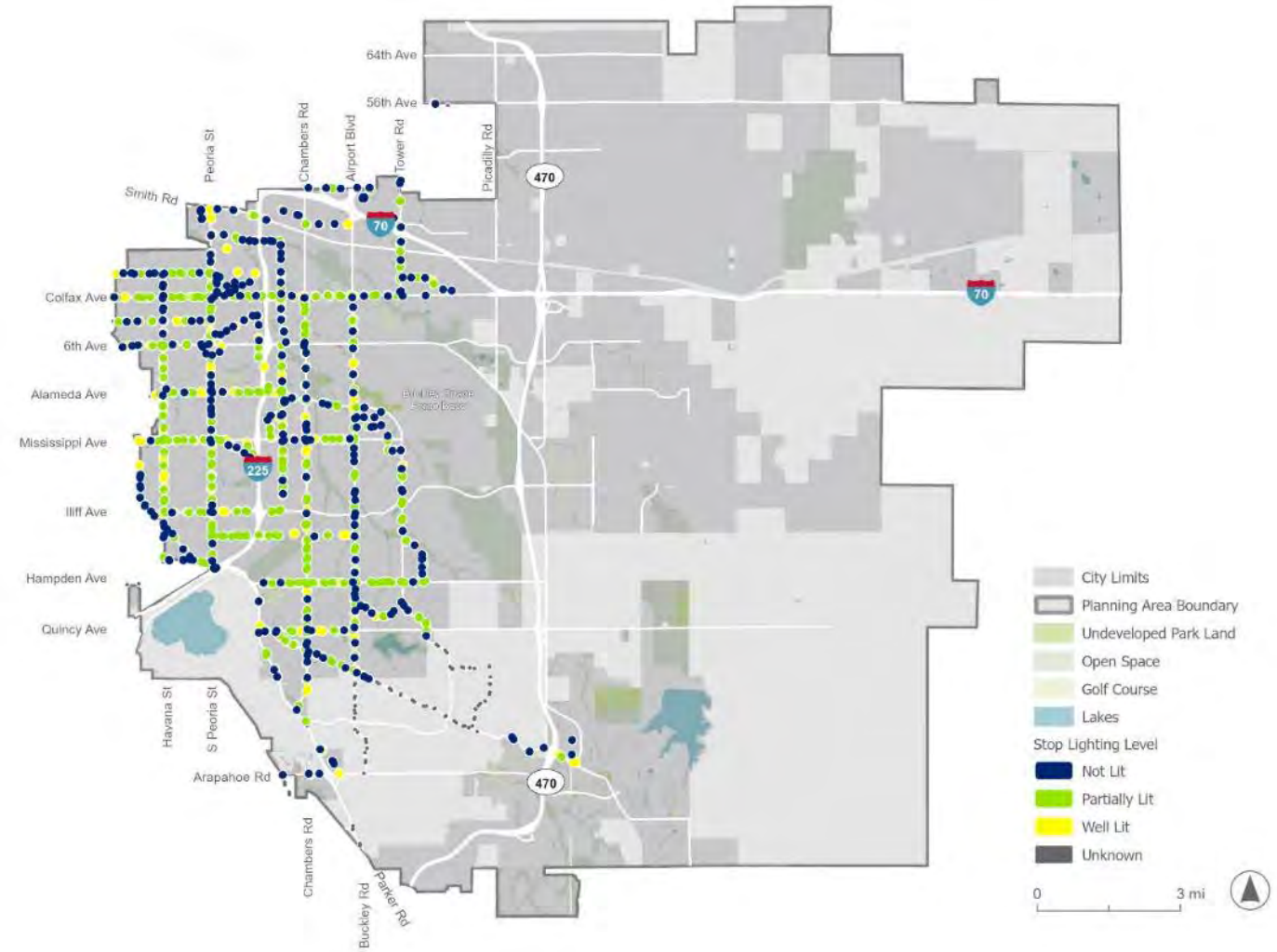


Figure 6-6: Stop shelter and bench maintenance



Lighting is another critical component of infrastructure for transit riders. A well-lit street and bus stop can provide a more comfortable and safe experience for someone walking to and from the stop and waiting at the stop for the bus at night. It also helps riders be visible to bus drivers, so that they can safely slow down while approaching the stop when they see someone waiting at night. There are almost 15,000 streetlights in the City of Aurora and nearly 10,000 pedestrian-scale neighborhood lights. Since few bus stops in Aurora outside of the enhanced Route 15L shelters on Colfax Avenue feature their own lighting, the project team compared the location of the city's street lights to the locations of bus stops to assess the level of lighting available at stops (Figure 6-7). A little over 200 stops are likely well-lit, with at least 1 streetlight within 50 feet of the stop or 3 or more streetlights within 100 feet of the stop. The majority of stops, approximately 375, are likely partially lit, meaning they are within a 100-foot distance of at least one or two streetlights. Of the remaining stops, nearly 350 were found to have no lighting within 100 feet of the stop, and the remaining 200 stops had insufficient streetlight data available to determine the likely level of lighting. The distance of 50 to 100 feet from the stop was based on a typical streetlight height of around 15 feet, and that lights should typically be spaced 2.5 to 3 times the height of the light apart for optimal lighting coverage, or approximately 50 feet apart. Therefore, it could be expected that multiple lights within 100 feet of the stop, or at least one light within 50 feet of the stop, would provide enough lighting for visibility at the stop at night

Figure 6-7: Transit Stops and Stations Lighting



There are 12 PNR facilities in Aurora, 11 of which are at rail stations, eight of which have PNR facilities on site and there is one bus PNR facility. There are nearly 4,480 total parking spaces at the PNRs in Aurora; the two facilities with the most parking spaces are the Nine Mile Station which has 1,225 spaces and serves both the H Line and R Line as well as 10 bus routes today, followed by the 40th Avenue & Airport Boulevard Gateway Park Station facility with 1,079 spaces and serves the A Line and connections to six bus routes. Of the 12 facilities, six provide bike racks, and five of those provide bike lockers in addition to racks. All of these stations, with the exception of Alameda/Havana and Iliff, offer free parking for up to 24 hours, after which they charge for longer-term parking in increments of 24-hour periods. Alameda/Havana is always free. Table 6-3 presents an inventory of transit facilities in Aurora.

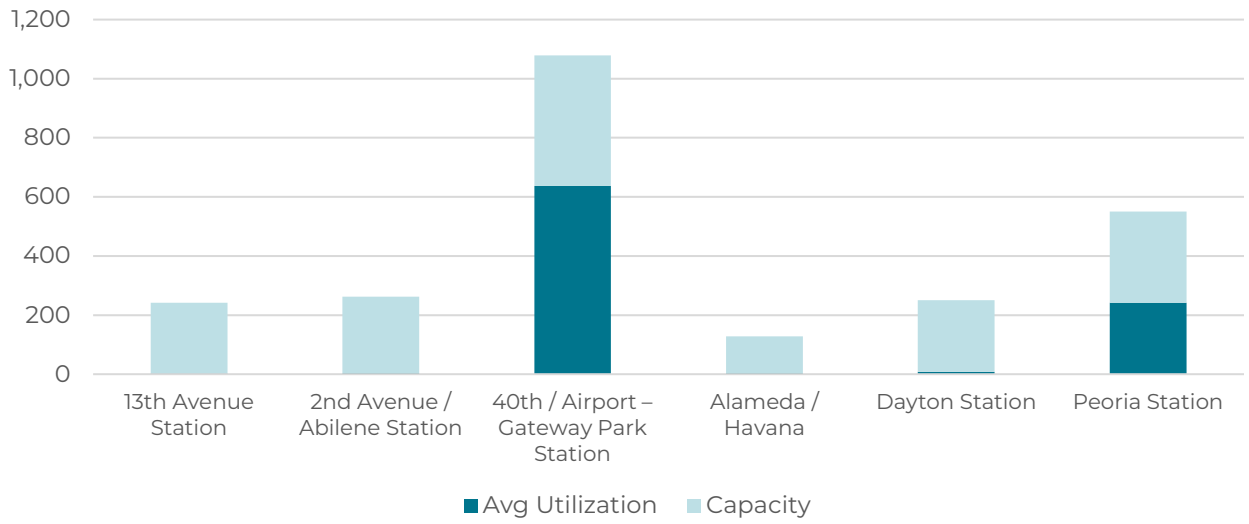
Table 6-3. Inventory of Transit Facilities in Aurora

Name	Type	Routes Served	Parking Capacity	Bike Racks	Bike Lockers
Peoria Station	PNR with Bus & Rail	A Line, R Line Routes: 37, 45, 121, 153	550 spaces	Yes	No
40th/Airport—Gateway Park Station	PNR with Bus & Rail	A Line Routes: 37, 42, 45, 121, 169, ATA	1,079 spaces	Yes	Yes
Fitzsimons Station	Rail Station	R Line	None	No	No
Colfax Station	Rail Station	R Line Routes: 10, 15, 15L, 20, FF5	None	No	No
13th Avenue Station	PNR with Rail	R Line	242 spaces	No	No
2nd Avenue/Abilene Station	PNR with Bus & Rail	R Line Route 6	262 spaces	No	No
Aurora Metro Center Station	PNR with Bus & Rail	R Line Routes: 3, 3L, 6, 11, 15L, 21, 130, 133, 153	145 spaces	No	No
Florida Station	Rail Station	H Line, R Line Route 11	None	No	No
Iliff Station	PNR with Bus & Rail	H Line, R Line Route 21	600 spaces	Yes	Yes
Nine Mile Station	PNR with Bus & Rail	H Line, R Line Routes: 83D, 83L, 121, 130, 133, 135, 139, 483, AT, ATA	1,225 spaces	Yes	Yes
Dayton Station	PNR with Rail	H Line, R Line	250 spaces	Yes	Yes
Alameda/Havana	PNR with Bus	Routes: 3L, 105	128 spaces	Yes	Yes

Source: RTD

In 2023, RTD collected data on the average use of their parking facilities (Figure 6-8). Of the facilities with data available in Aurora, 40th and Airport—Gateway Park Station had the highest utilization at an average of 59 percent and Peoria Station at 44percent. The other PNR facilities had an average utilization of only 1 percent to 3 percent in 2023.

Figure 6-8: Average Parking Utilization at RTD PNR Facilities in 2023



Transit Conditions

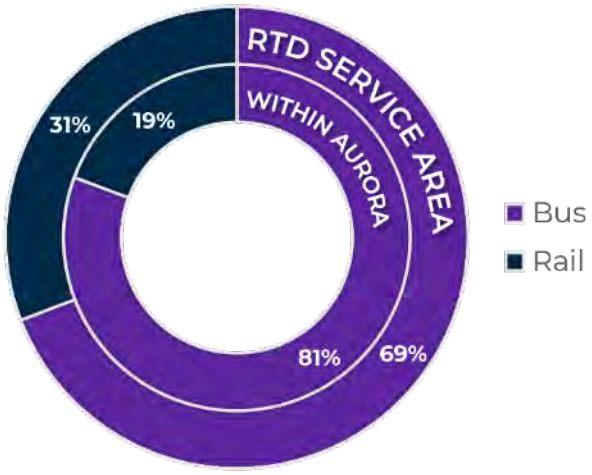
Examinations of ridership and demand reveal where transit is or will be used most frequently and can provide insight into opportunities for future expansion or service redesign. While the City of Aurora and the Planning Area Boundary cover a large area, RTD service is provided only on their western edge, where population and employment densities are high enough to support frequent fixed-route transit. In this section, analyses of route ridership, bus stop boardings, a transit gap analysis, access to destinations via transit, and bus delay were analyzed to assess transit conditions and opportunities.

Transit Performance

As described above, riders can use a variety of transit modes to get to where they want to go. The R-line provides a light rail service that operates from Peoria Station in North Aurora along I-225 and I-25 through the Denver Tech Center out to Lone Tree in the south. The R-line is a north to south backbone which connects to many of Aurora's bus routes, to the A-line commuter rail with connections to Downtown Denver and Denver International Airport, and to the H-line light rail route to Downtown Denver. Shortly after the route opened in 2017, RTD reduced frequency from 15-minutes to 30-minutes to respond to lower-than-expected ridership. Over the past ~5 years, the R-Line has also experienced severe reliability issues, causing slower travel speeds and delays due to maintenance issues and track closures, as well as canceled trips resulting from a shortage of light rail operators. These issues make it difficult for riders to rely on, especially due to the potentially long wait times. Both the A-line, which provides connections to northeast Denver and the Airport, and the H line, which provides connections to south Denver and Downtown Denver, typically operate every 15 minutes but serve smaller sections of north and south Aurora, respectively.

The majority of transit service operated by RTD in Aurora today is bus service along 27 bus routes, with 4 of those routes being high frequency with buses arriving every 15 minutes or more frequently throughout most of the weekdays. Bus boardings drive more of the ridership than rail at 81% of weekday boardings at 29,415 boardings per day within the Planning Area Boundary, while bus boardings only make up 69% of all RTD Service Area weekday ridership (Figure 72).

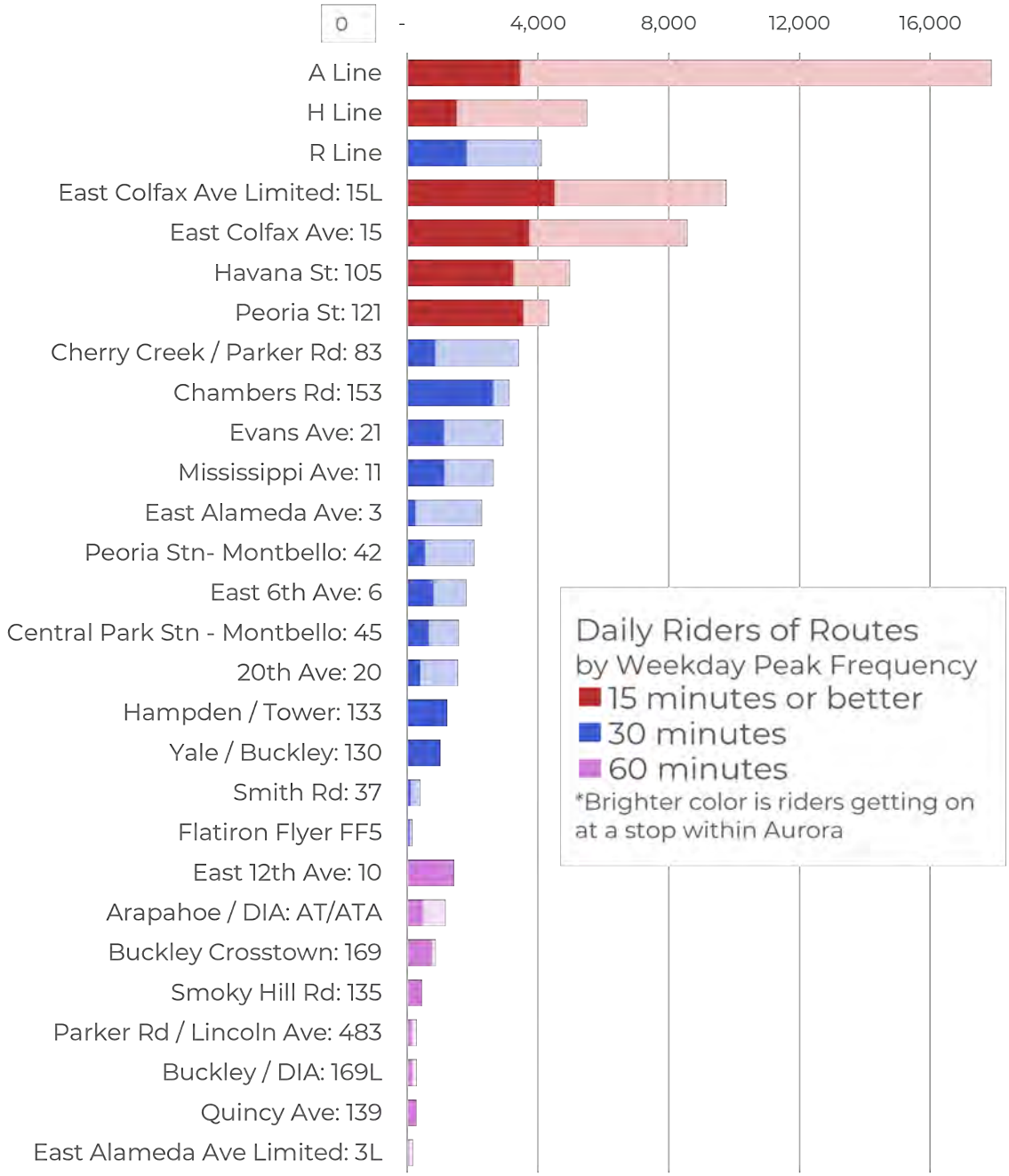
Figure 6-9: Bus Boardings Ridership in Aurora



Source: RTD, September 2023.

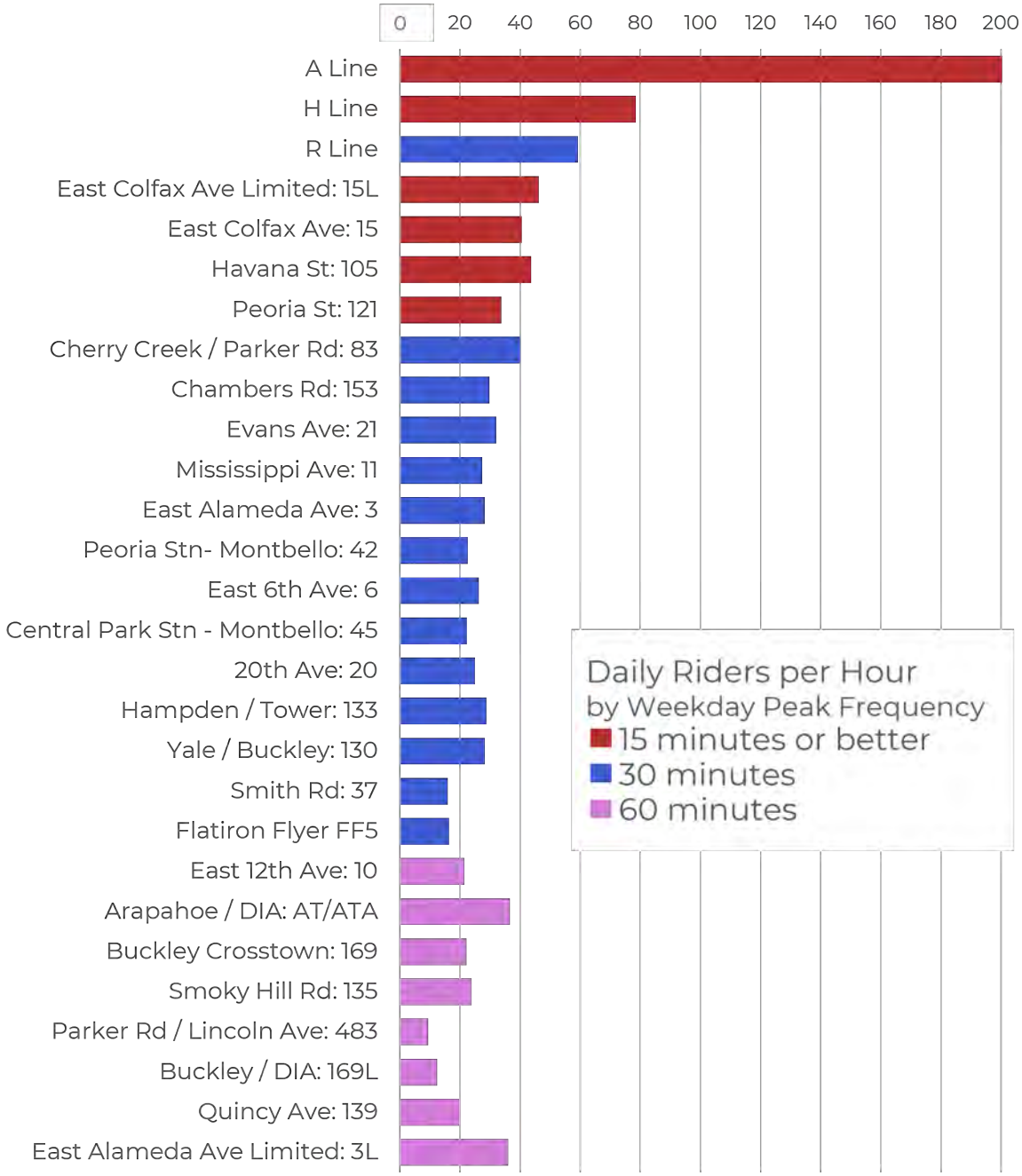
Average weekday boardings are greatest on high-frequency and high-capacity routes, with the A Line, East Colfax Limited (15L), and East Colfax (15) as the strongest performers. Rail services have a high number of boardings relative to their revenue hours, and at a system level, their share of boardings exceeds their share of revenue hours. Higher-frequency bus routes with 15-minute headways or better also perform strongly in terms of riders per revenue hours, averaging 41 riders per hour, while the 30-minute headway routes average closer to 26 riders per hour. The 60-minute routes average a bit lower. This does not mean that these lower-frequency routes are not performing as intended, as their primary function is to connect riders in outlying and more sparsely populated areas to higher-frequency bus routes and rail lines. Because of this, evaluations of productivity should be nuanced and consider the interconnected network, rather than limiting the analysis to a single route or type of route. Figure 6-10 and Figure 6-11 summarize some key ridership trends.

Figure 6-10: Daily Ridership by Route



Source: RTD, September 2023.

Figure 6-11: Boardings per Revenue Hour



Source: RTD, September 2023.

Boardings per trip can be another effective measurement of productivity, as it accounts for routes with few trips per day but a high number of boardings per trip. Patterns emerge when analyzing boardings per trip by time of day. In general, Rail and 15-minute routes have a softer peak during the morning peak and a sharper peak during the afternoon peak, before dropping precipitously in the evening. This

may be due to people using transit in the morning primarily to commute to work and school, while they use transit in the evening to commute, in addition to running errands, attending appointments, and going to social events and entertainment. The high afternoon peak may also indicate a high number of Aurora residents commuting to second-shift jobs (i.e., jobs with work hours between 5 PM and 1 AM, such as those in the medical or service industries). Some services have low overall ridership but relatively high numbers of boardings per trip. These services operate only a few trips per day, but each trip has high ridership.

As shown in Figure 6-12 through Figure 6-15, most routes experience at least an afternoon peak of ridership, but many routes see much flatter distributions of boardings throughout the day, with only slight peaks during the morning and afternoon. There are some exceptions: East Alameda Avenue Limited (3L), East 6th Avenue (6), 20, and 11, which have more defined peaks, typically with a stronger afternoon peak.

Figure 6-12. Average Daily Boardings per Trip by Time of Day (60-minute routes)

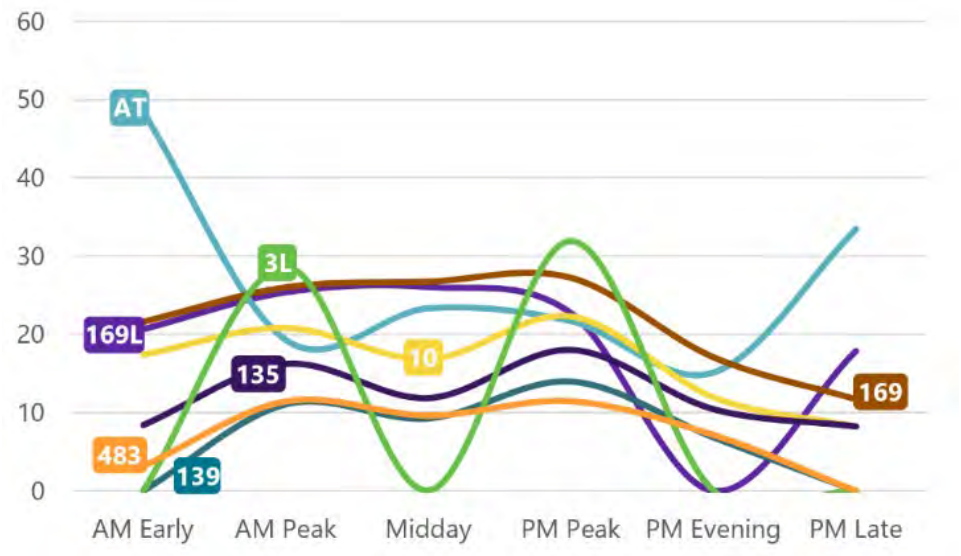


Figure 6-13. Average Daily Boardings per Trip by Time of Day (30-minute routes)

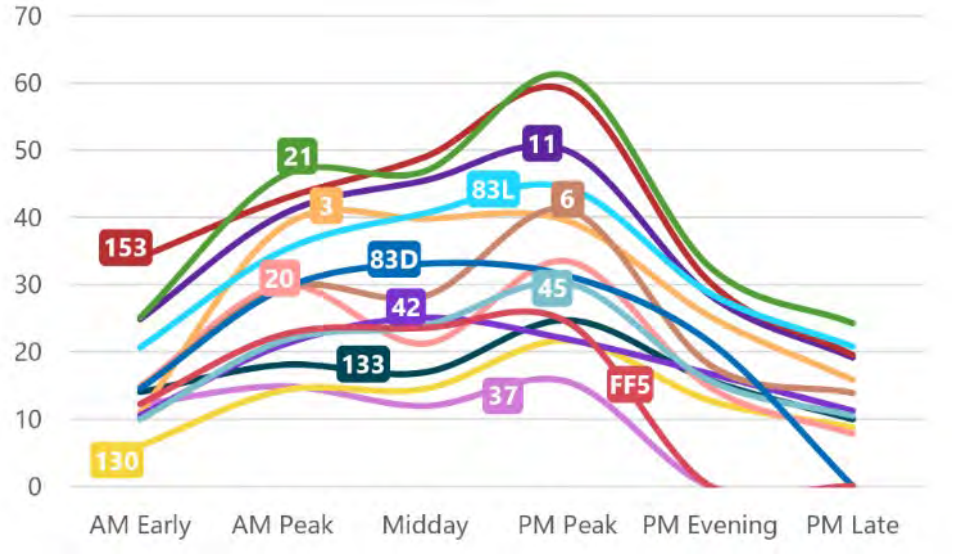


Figure 6-14: Average Daily Boardings per Trip by Time of Day (Rail)

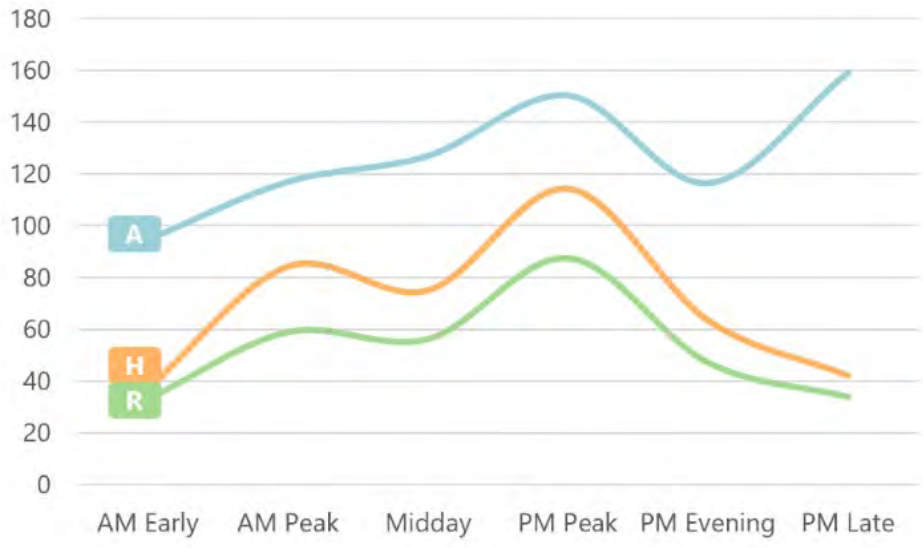
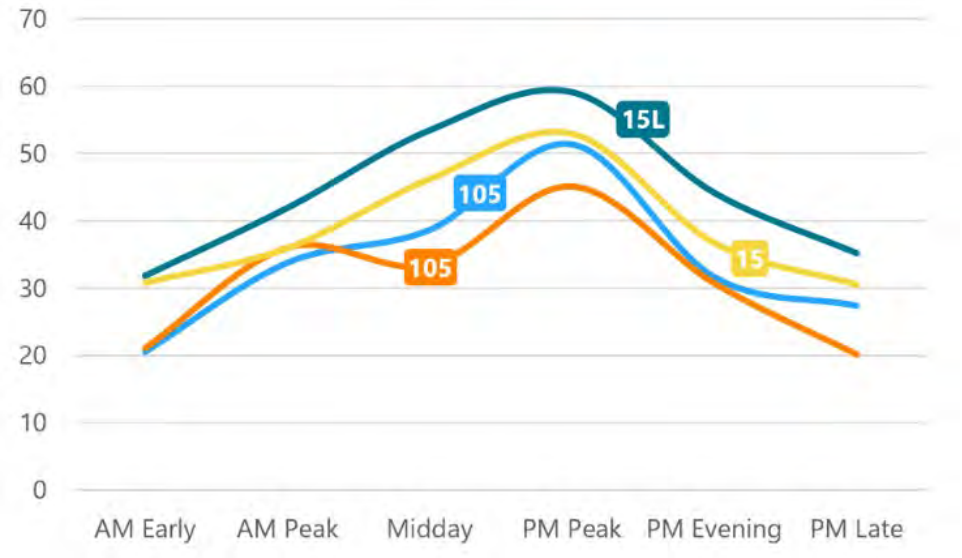


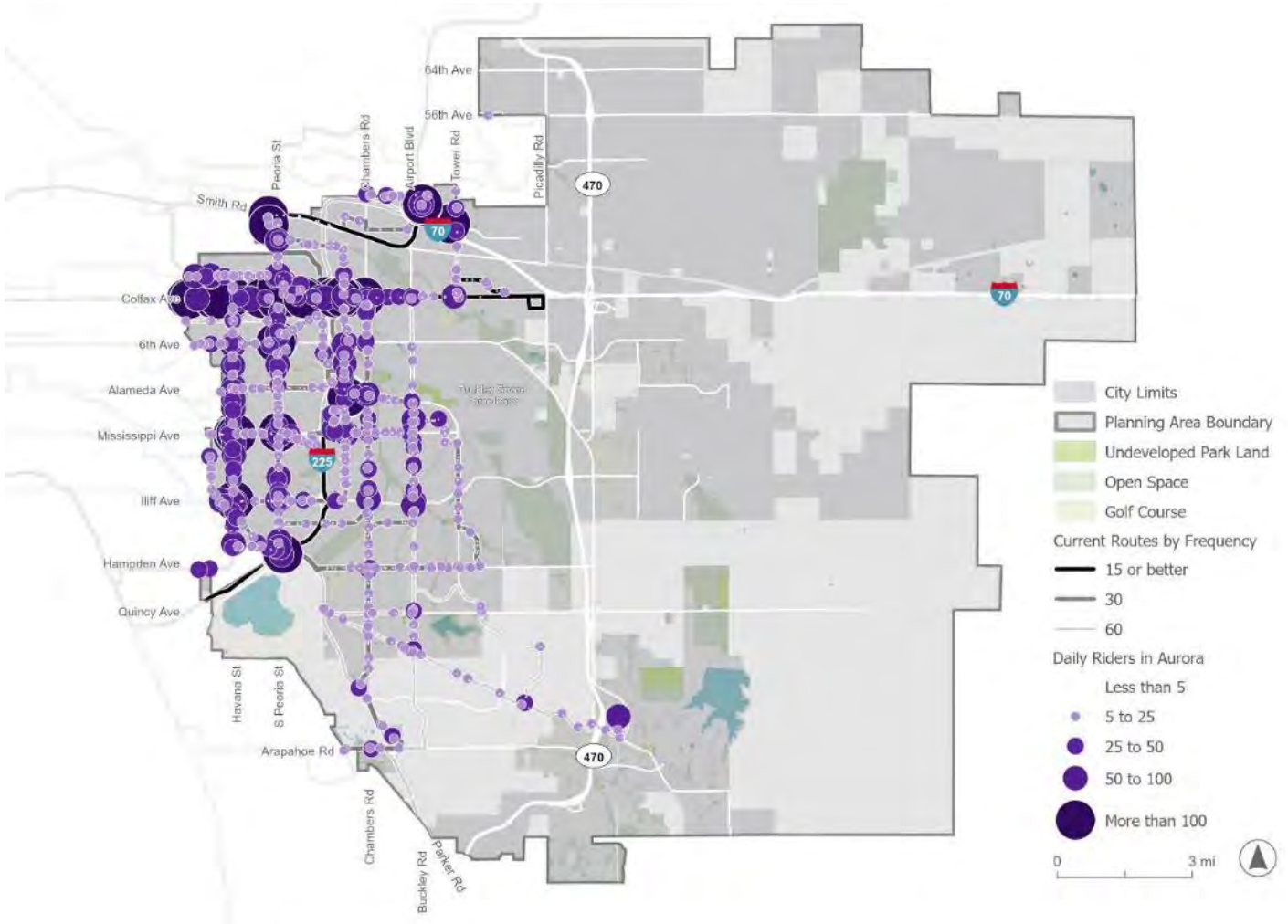
Figure 6-15. Average Daily Boardings per Trip by Time of Day (15-minute routes)



Ridership by Stop

Assessing how many people ride transit from specific stops and stations across the city can provide insights into where the system is in highest demand today. Ridership and the amount of service are inherently linked; people are more likely to ride transit that is convenient for them and reliable, and a route that comes more frequently (like every 10 to 15 minutes) is easier to use without planning to a schedule. However, that doesn't necessarily mean that if 10 to 15 minute service was provided at every stop in the system, ridership would be equally high and distributed across the city. The demand for transit is also linked to the number of people, jobs, and destinations located near transit which is discussed in more detail in the next section. Figure 79 depicts the weekday daily boardings by stop in Aurora.

Figure 6-16. Weekday Daily Boardings by Stop



Source: RTD, September 2023.

The transit stops in Aurora with the greatest number of boardings and alightings are found at major hubs for transit, like the Aurora Metro Center Station, Nine Mile Station and Peoria Station (Figure 6-16). Aurora Metro Center Station, at over 2,000 boardings a day, is positioned between a large shopping complex anchored by the Town Center at Aurora to the west and several municipal service buildings to the northeast, including the public library, courthouse, Aurora Municipal Center, and police headquarters. This station is served by the R Light Rail line as well as nine bus routes. Nine Mile Station serves a diverse array of multifamily housing, commercial development, human services, and the Arizona College of Nursing. Peoria Station has a Park & Ride and provides transfers to the A Line, R Line, and bus routes 37, 45, 121, and 153.

The other highest ridership stops are found along Colfax Avenue, at the intersections at Havana Street and at Peoria Street. Colfax Avenue is the main thoroughfare for the city's highest ridership routes, the 15 and 15L. Stops on this corridor provide access to apartment buildings, grocery stores, culturally diverse restaurants and food markets, and the medical complex at Fitzsimons and Anschutz.

6.3 Transit Demand

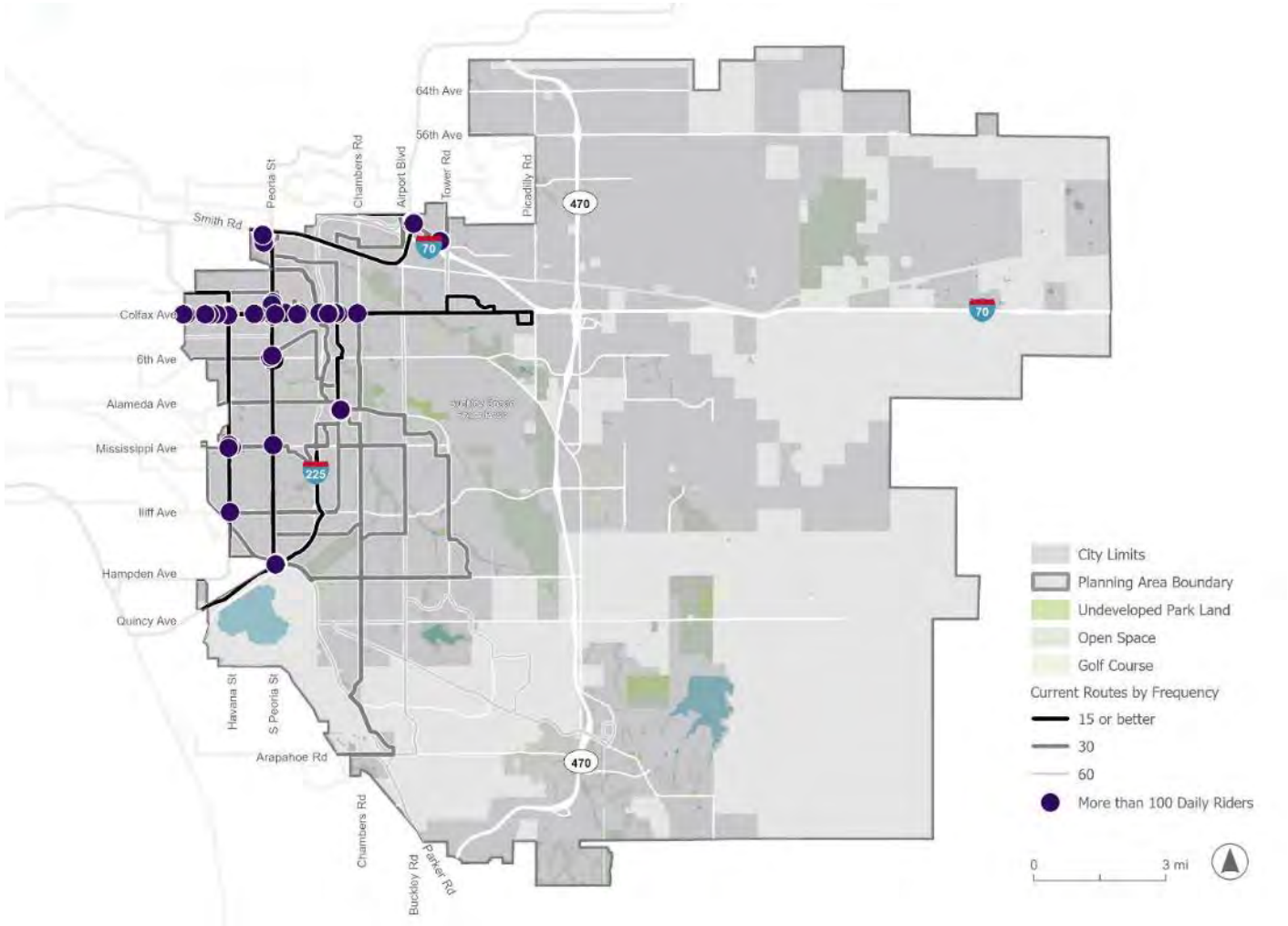
A Composite Transit Demand Analysis was performed to examine which areas of Aurora are most likely to generate demand for fixed-route public transportation, based on where people live and work. Fixed-route transit refers to public transportation that has designated stops and follows a consistent route throughout the day. Both a population and employment density analysis were conducted. Employment data is critical to understanding transit demand, as travel to and from work is a regularly occurring trip for transit riders. Many destinations for transit riders, such as retail and restaurants, are also places where people work. Because of this, employment densities are combined with population densities to represent a composite demand.

It is essential to note that certain employment types, particularly warehouse and distribution jobs, may not exhibit strong transit demand using this methodology, as these facilities tend to occupy a significantly larger land footprint with fewer employees per square foot compared to office or retail jobs. These types of jobs are also harder to serve with regular fixed-route transit, given the wide disparity in shift times at many of these facilities and the design of industrial job centers, which often feature a relatively sparse street network, with building entrances often set far back from publicly accessible rights of way. Still, given that these jobs are places where hybrid work is less likely and, therefore, daily commuting patterns may still be similar to pre-COVID conditions, the project team will explore ways to meet the travel needs of places with concentrations of these types of jobs (like Northeast Aurora) through non-traditional forms of transit service.

In Aurora, demand is somewhat evenly spread throughout the northwest section of the city, with a pocket of significant demand at the medical and dental campus at the intersection of Colfax Avenue and I-225, as shown in Figure 6-17.

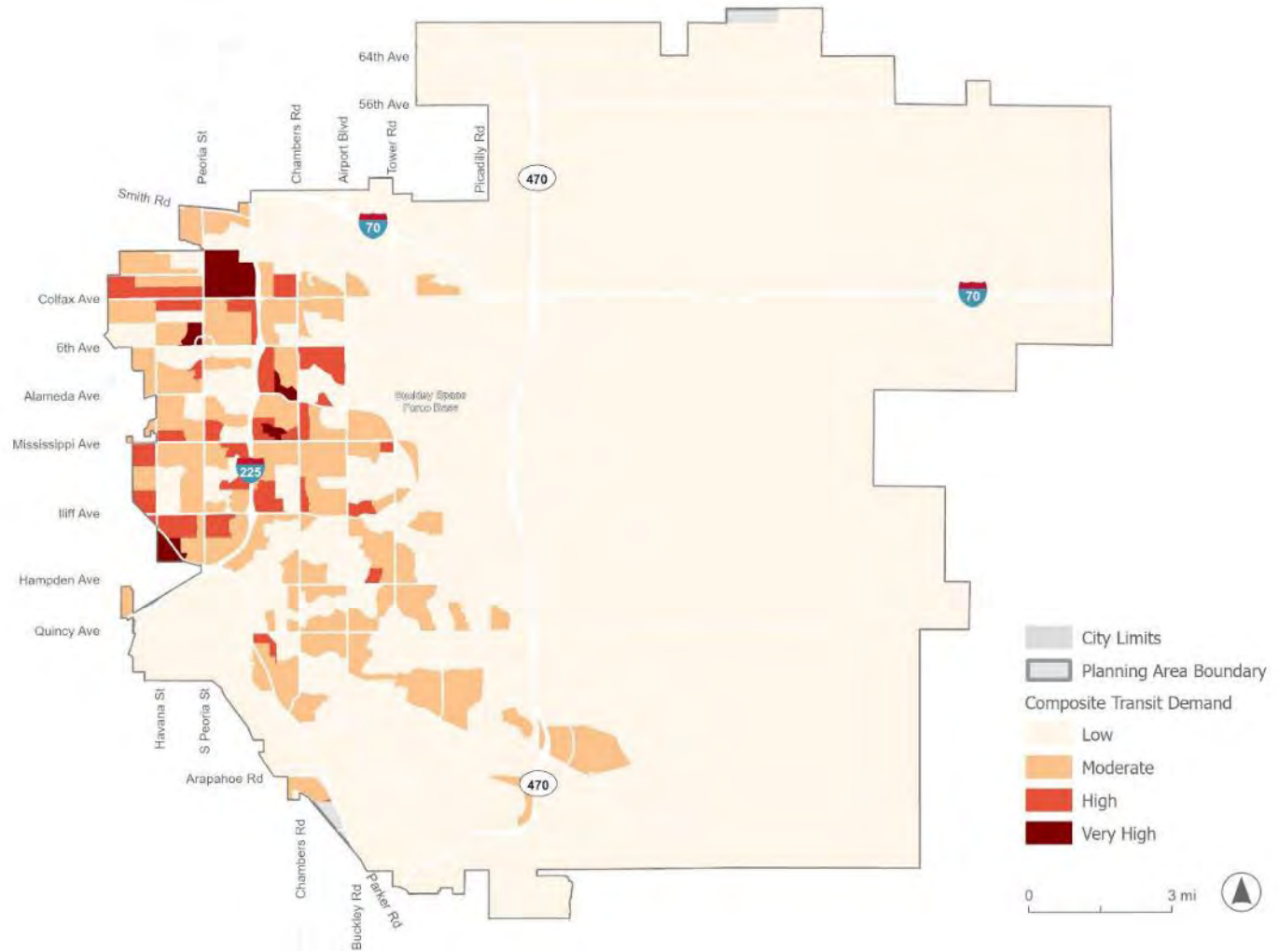
The population is growing, and more jobs are expected to continue arriving in Aurora. By 2050, there is anticipated growth across the city, with much of the central and western portions of Auroa growing to at least a medium level of demand for fixed-route transit and more density showing up in the northeastern part of the city, where there is job growth happening already today. Demand for transit is expected to increase to more areas with high and very high demand along the central spine of Aurora, where the R line is situated today, and along the Havana Street, Chambers Road, and Colfax Avenue corridors (Figure 6-18).

Figure 6-17: Stops with 100 daily riders or more



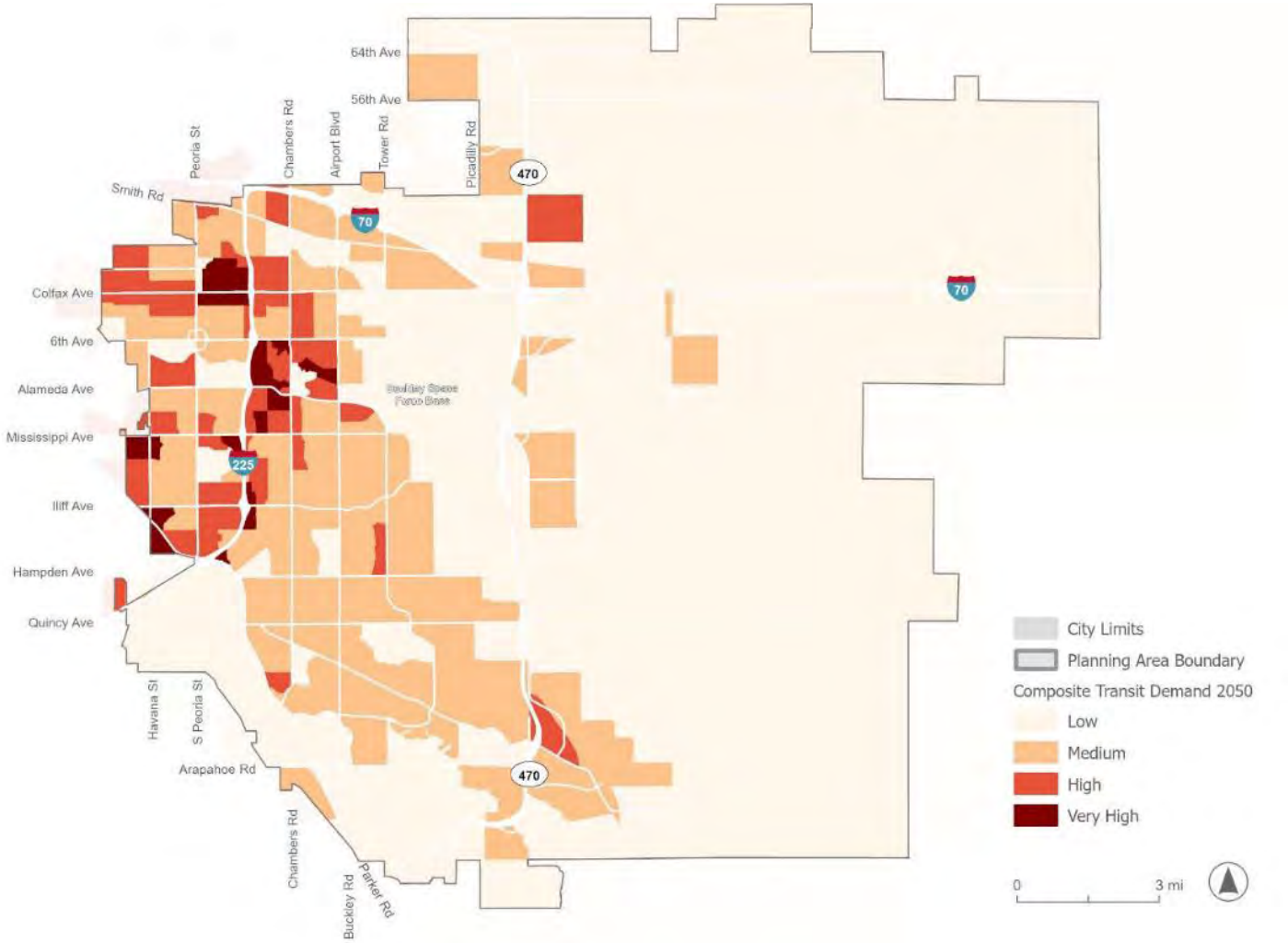
Source: RTD, September 2023.

Figure 6-18. Composite Transit Demand in Aurora



Source: U.S. Census 2020; LEHD Jobs Data 2021

Figure 6-19: Future Composite Transit Demand in Aurora



Source: Travel Demand Model, Small Area Forecasts 2020

6.4 Transit Propensity

Population and employment density alone do not fully capture the nuance of transit usage and who is most likely to rely on and use transit services. The Transit Propensity Analysis measures which demographic groups living in Aurora are most likely to use transit to get to work and where these populations are located. This analysis used 2022 5-year ACS Census data to examine demographic factors, including race and ethnicity, household income, household vehicle access, and citizenship status. These factors are understood to influence transit propensity. The relative transit propensity values indicated in Table 6-4 are specific to Aurora and to the timeframe in which the census data was collected. They describe how likely an individual from the demographic group is to use transit as compared to the area's general population. A value of 1.0 represents that a person with a specific demographic characteristic would be neither more nor less likely to use transit when compared to the average person in Aurora. A characteristic's influence may differ between geographies or may change over time within a single geography. For example, a person in Aurora with a household income of less than $25,000 per year is 1.66 times as likely to use transit as the average person in Aurora. This propensity may be different from what it is for the same group in a different city, or for the same group in Aurora twenty years ago. A value of less than 1 indicates that the group is less likely to be a transit user, while a value higher than 1 suggests that the group is more likely to be a transit user on average.

Table 6-4. Relative Transit Propensity

Demographic Group	Relative Transit Propensity
Race & Ethnicity	
White Alone (Not Hispanic or Latino)	0.91
Black Alone	1.19
Asian Alone	1.13
Native American Alone	1.18
Hispanic or Latino	1.05
Household Vehicle Ownership	
No Car	5.02
One Car	1.47
Two Cars	0.52
Country of Origin	
Native	1.01
Foreign	0.97
Household Income	
Less than $25,000	1.66
$25,000-$50,000	1.09
More than $50,000	0.68

The analysis found that the greatest influencing factor on an individual's transit use is household vehicle ownership. Individuals living in households with no vehicles are five times as likely to use transit, while individuals living in households with access to two or more vehicles are half as likely to use transit. Household income is also a significant factor, as individuals in households earning less than $25,000 per

year are more likely to use transit than their higher-earning peers. As incomes rise, transit propensity tends to decrease. Race and Ethnicity also have a moderate influence on an individual's propensity to use transit in Aurora, with Black and Native American individuals having the highest propensity and Non-Hispanic White individuals having the lowest. However, the range in this category is slightly less than 0.3, which is still significant but not as much as Household Income (range of 1.0) or Household Vehicle Ownership (range of 4.5).

In Aurora, the populations that are most likely to use transit are concentrated in the northwestern section of the city, particularly in the neighborhoods immediately surrounding Colfax Avenue and sharing a border with Denver. There is also a significant concentration of these populations immediately southeast of I-225, and a moderate concentration immediately near E Alameda Parkway. This provides evidence that a transit network should focus on providing high-quality service to these areas. Figure 6-20 depicts the transit propensity in Aurora.

6.5 Low-Income Jobs

As discussed in the section above on Transit Demand, not all employment centers will show up when examining the density of jobs or demand for fixed-route transit. This is due to a few factors, including the large size of Census Block Groups in areas where land use is predominantly employment-focused, and buildings that contain warehouse and distribution jobs often take up a large footprint of land with fewer employees per square foot than other job types (like office or retail). To better capture these nuances, the project team mapped the number of jobs with earnings of $1,250 per month or less. Many of these jobs are located in Northeast Aurora (Figure 6-21). While the nature of the shift times at these facilities and the sparse street network may make these locations hard to serve with fixed-route transit, these commute patterns should still be considered for transit investments such as microtransit services or employer-provided shuttles.

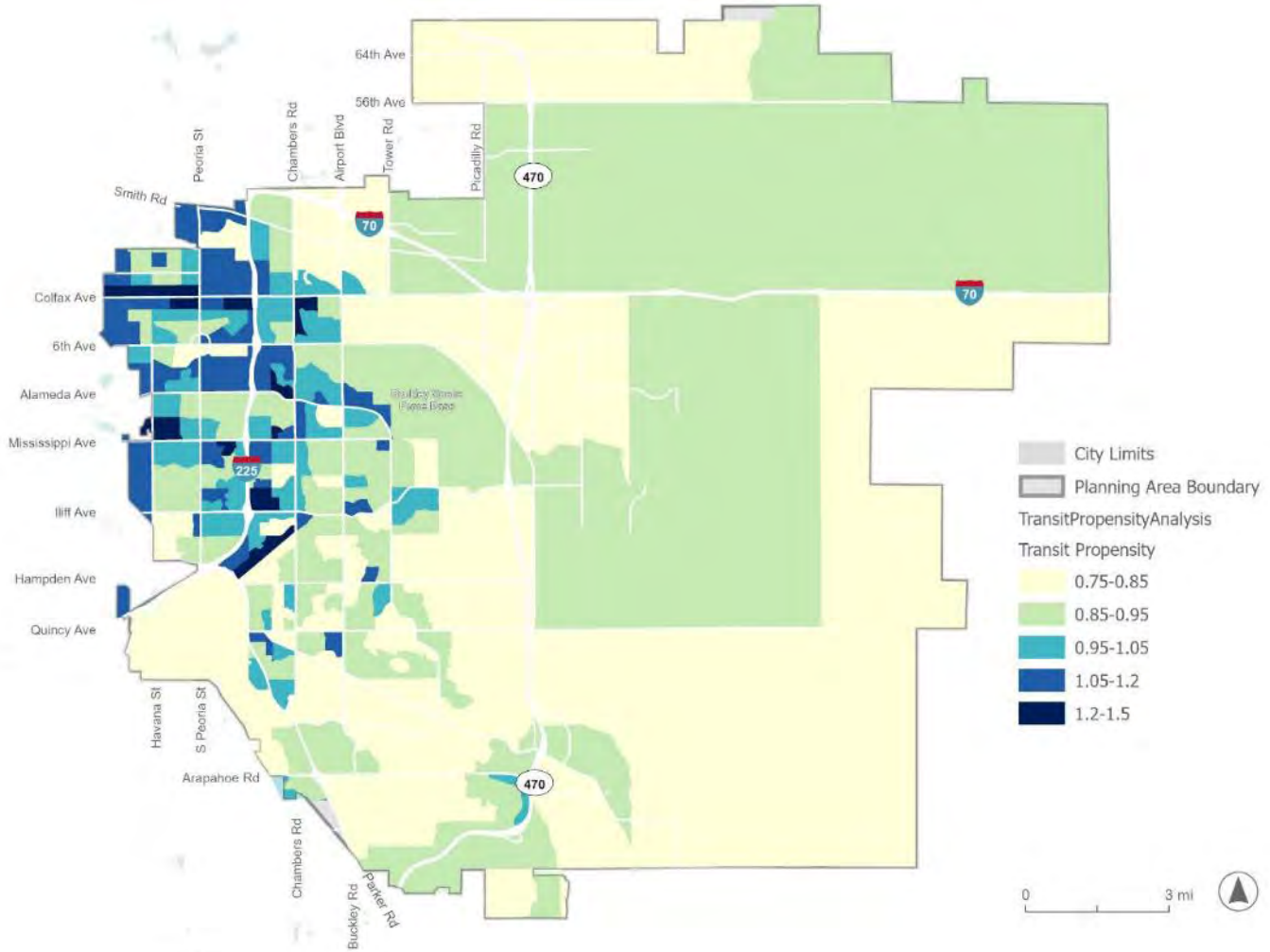
6.6 Transit Access to Destinations

Using Remix's Network Jane, the project team conducted an assessment of access to several key destinations via transit. Network Jane uses travel-time isochrones to assess how far a person can travel from different points in the network in 60 minutes and applies this to the entire network to compare the differences in access to destinations and opportunities at various locations within the City of Aurora. The destinations and opportunities assessed included:

- Hospitals,
- Supermarket and Grocery Stores
- Colleges and Universities
- Essential Jobs (as defined by LEHD)

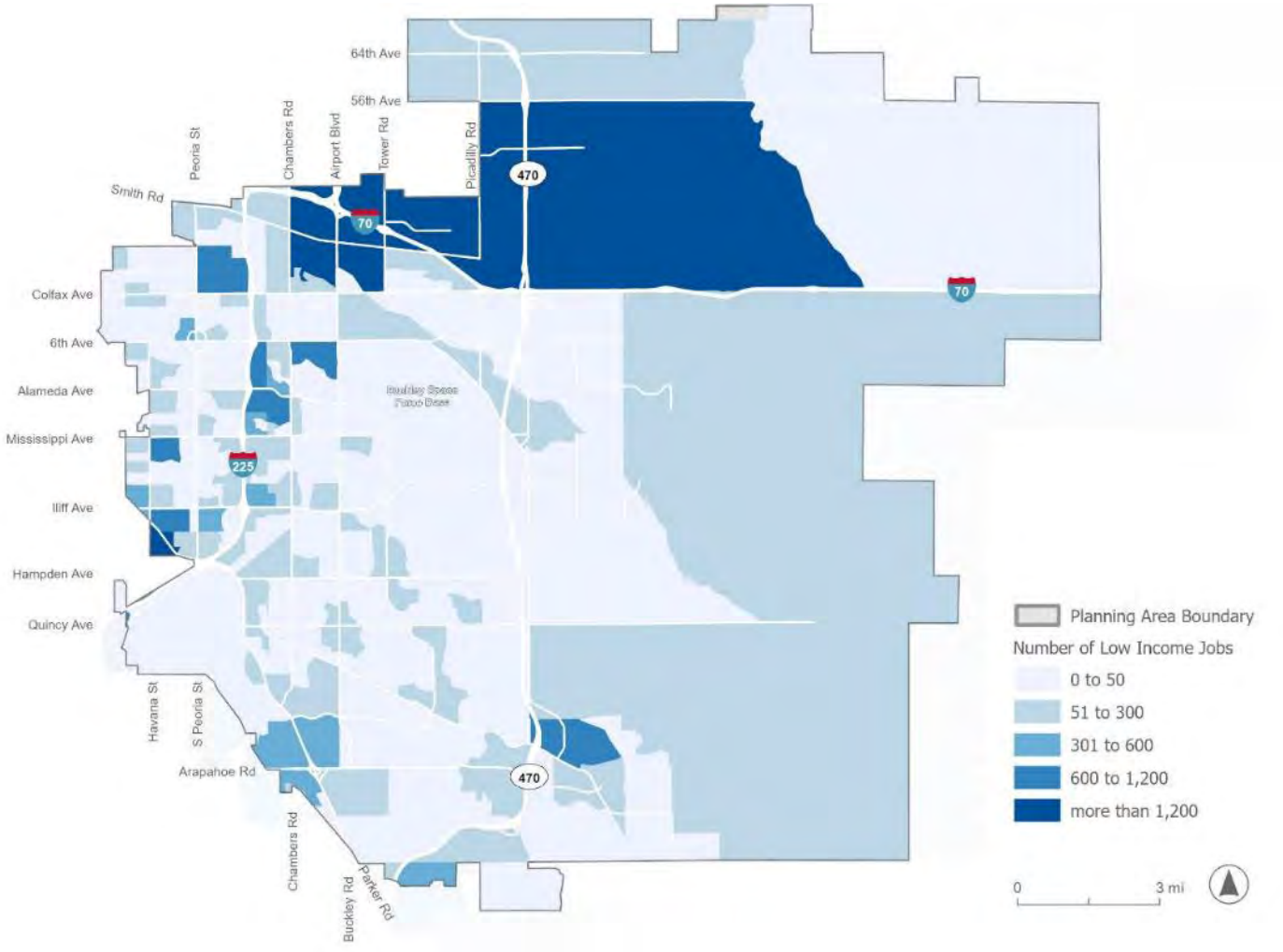
Hospitals are typically co-located with other medical facilities and offer areas with jobs and services that people can access by taking transit. There are usually relatively few hospitals in a geographic area and they generate a lot of activity that can be served by transit. In Aurora, access to hospitals via transit is highest in northwest Aurora, on the same corridor as the Anschutz Medical Campus (Figure 85). There is moderate access to hospitals from the more frequent transit corridors such as Havana Street and Peoria Street.

Figure 6-20. Transit Propensity in Aurora



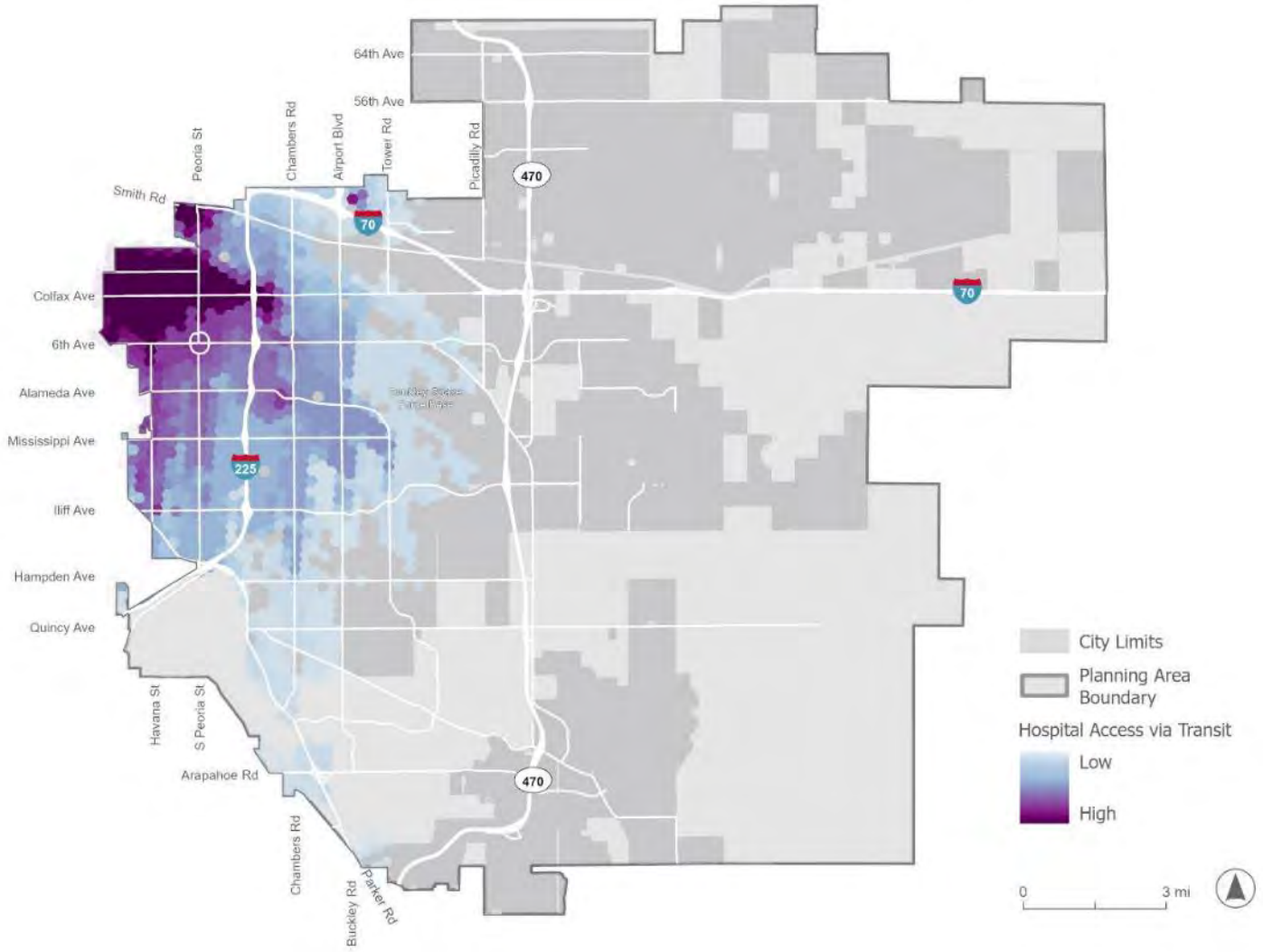
Source: 2022 5-year ACS Census

Figure 6-21: Locations of Low-Income Jobs



Source: LEHD Jobs Data 2021

Figure 6-22: Access to Hospitals via Transit within 60 minutes at 5pm on a Weekday



Supermarkets and grocery stores are critical services that people rely on. Trips to and from the grocery store occur regularly and consistently, and these are trips that can be well-served by transit. There are many supermarkets and grocery stores, which are typically located throughout neighborhoods. However, sometimes there are gaps where there are too few grocery stores to meet people's needs, sometimes referred to as "food deserts". Generally, there is high access to grocery stores across much of the transit network in Aurora, although east of Chambers Road and south of Hampden Avenue, the number of stores accessible decreases in comparison to western Aurora (Figure 6-23).

Colleges and universities are like hospitals in that they are places that provide both jobs and services that are well-served by transit. Colleges can have more specific needs in terms of planning routes that get students to campus for activities or classes and to their housing. Access to colleges and universities is moderate to high along the rail routes in Aurora, east of I-225, and highest in the areas with the most frequent transit like Colfax Avenue (Figure 6-24).

Essential jobs include industries such as manufacturing, retail, warehousing, construction, healthcare, and food services. These are often jobs with shifts that do not follow the 9 am to 5 pm work hours and were defined during the COVID-19 pandemic to identify jobs that are critical to the operation of cities. Examining access to essential jobs is helpful in identifying potential gaps in transit service where workers may lack connectivity to reach these jobs. Northwest Aurora has high access to a number of essential jobs in the region, and the access is much lower east of Chambers Road where services are lower frequency (Figure 6-25).

Figure 6-23: Access to Supermarket and Grocery Stores via Transit within 60 minutes at 5pm on a Weekday

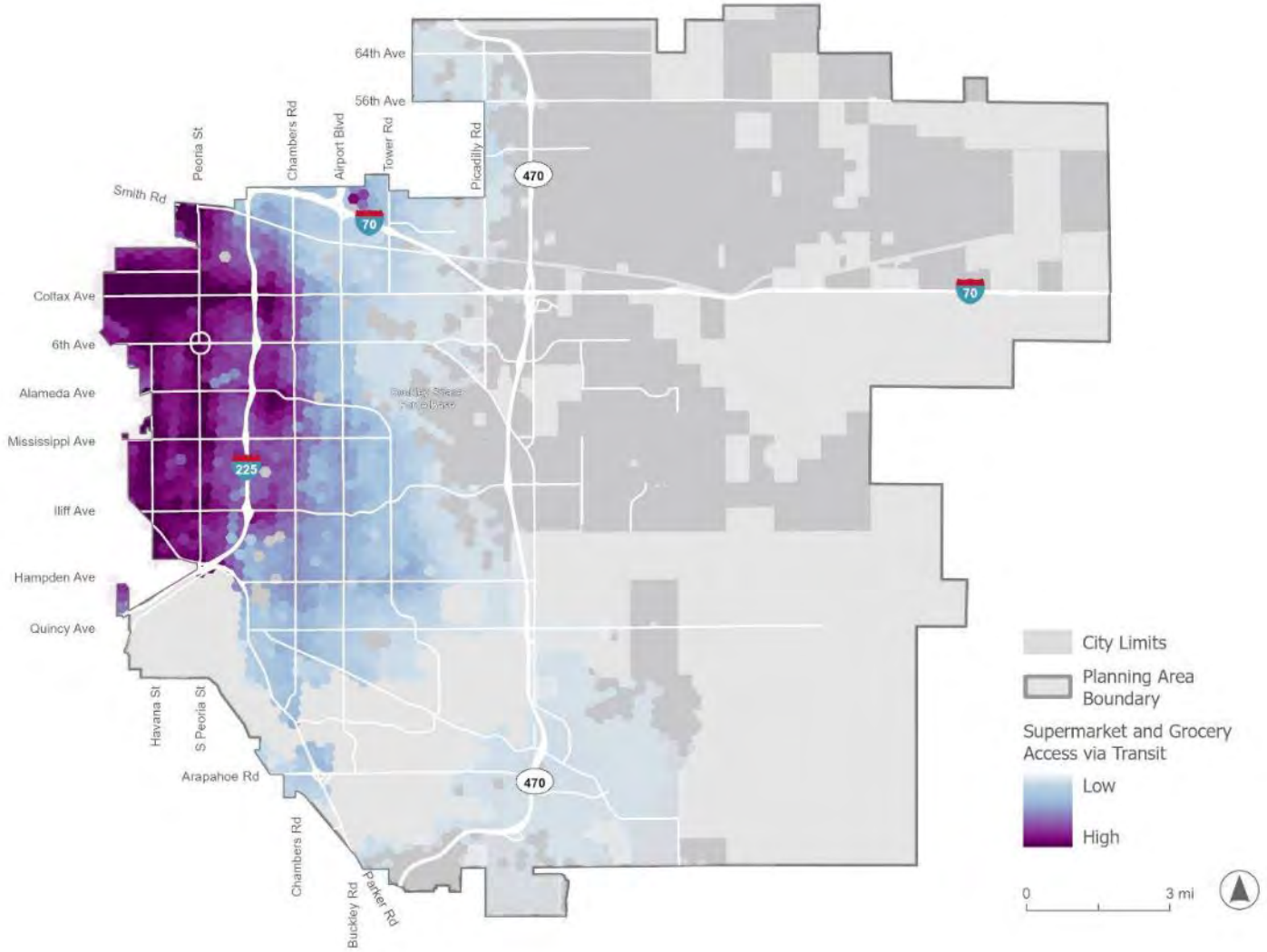


Figure 6-24: Access to Colleges and Universities via Transit within 60 minutes at 5pm on a Weekday

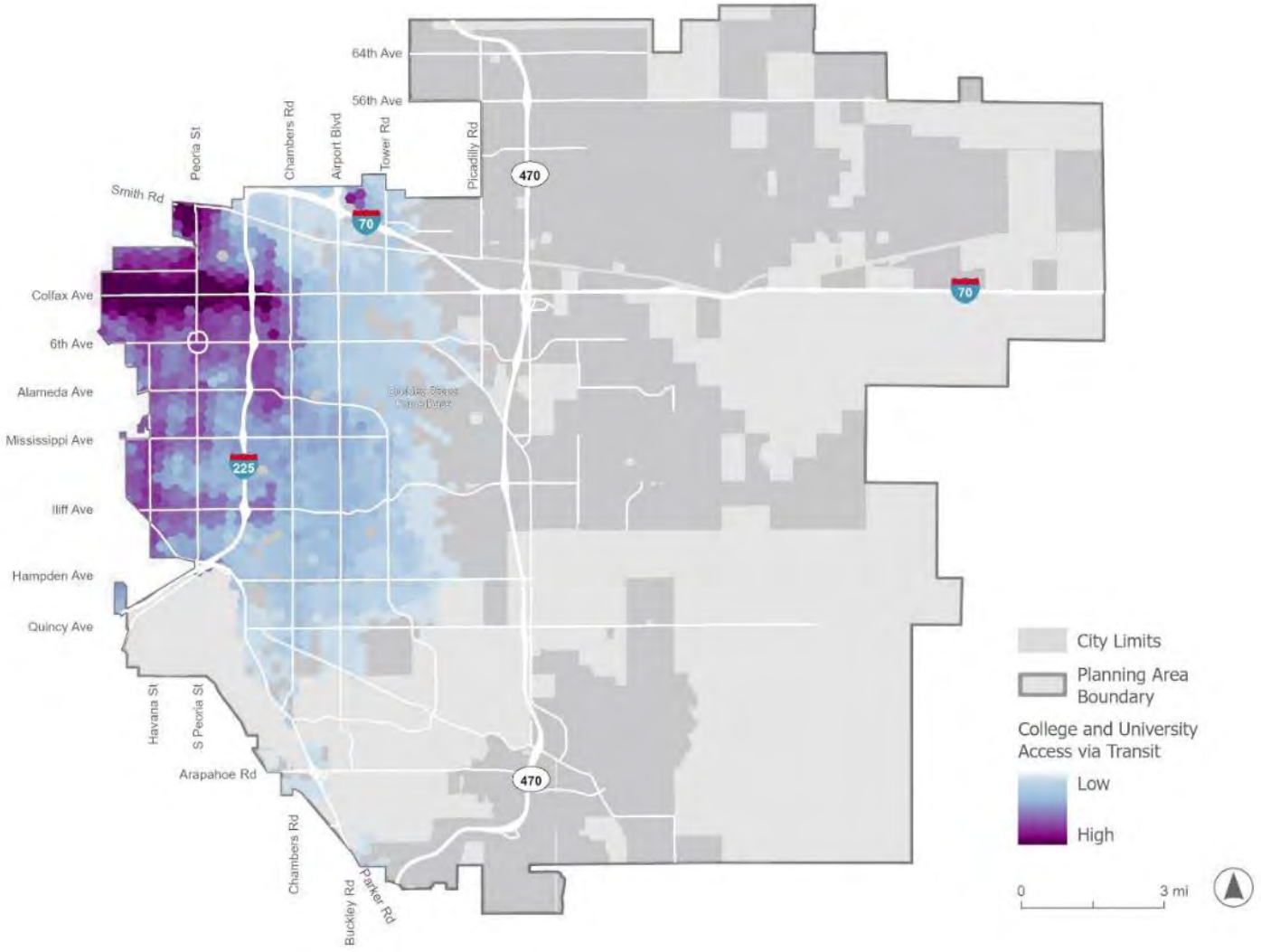
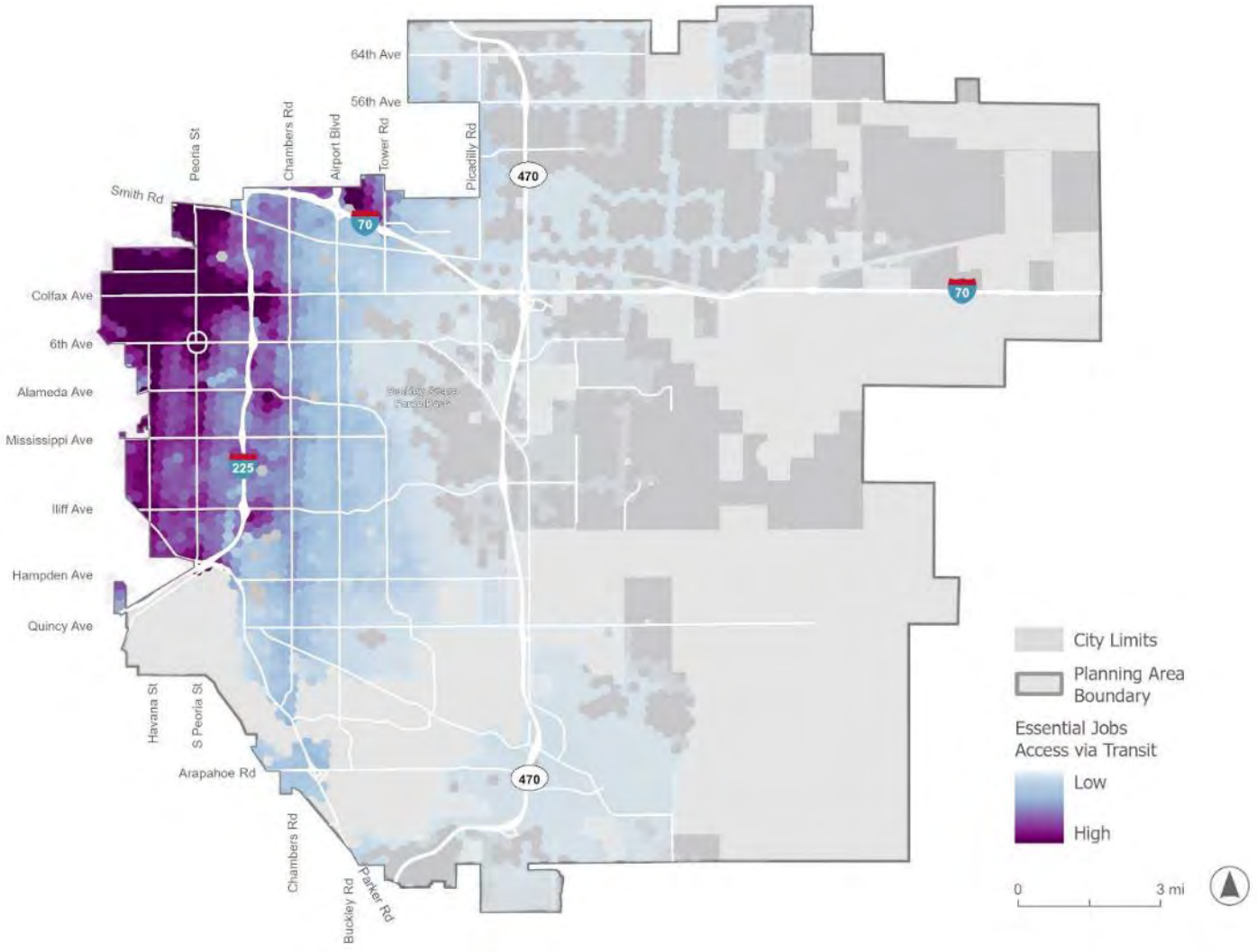


Figure 6-25: Access to Essential Jobs via Transit within 60 minutes at 5pm on a Weekday



6.7 Transit Service Gap Analysis

A transit service gap analysis identified areas where the existing demand for transit may be higher than the transit currently supplied to the area, or where changes to transit routing or the connected transportation network might be necessary to better meet the City of Aurora's needs.

Walkshed Access

Nearly 300,000 people and around 120,000 jobs in Aurora are located within a 10-minute walk to transit (Figure 6-26). It typically takes a person around 10 minutes to walk one half mile. As a reminder, "walksheds" are buffers that are calculated using the distances of the existing sidewalk and trail network from the stop. The five and 10-minute walksheds illustrate the reach of the existing transit network in the City of Aurora. However, it's important to note that some riders ride a bike to reach transit, or drive to a park-and-ride stop. Those modes have a wider reach, but most people who ride transit start or end their trip by walking. There are many factors that can impact the reach of a walkshed and the access to transit, including:

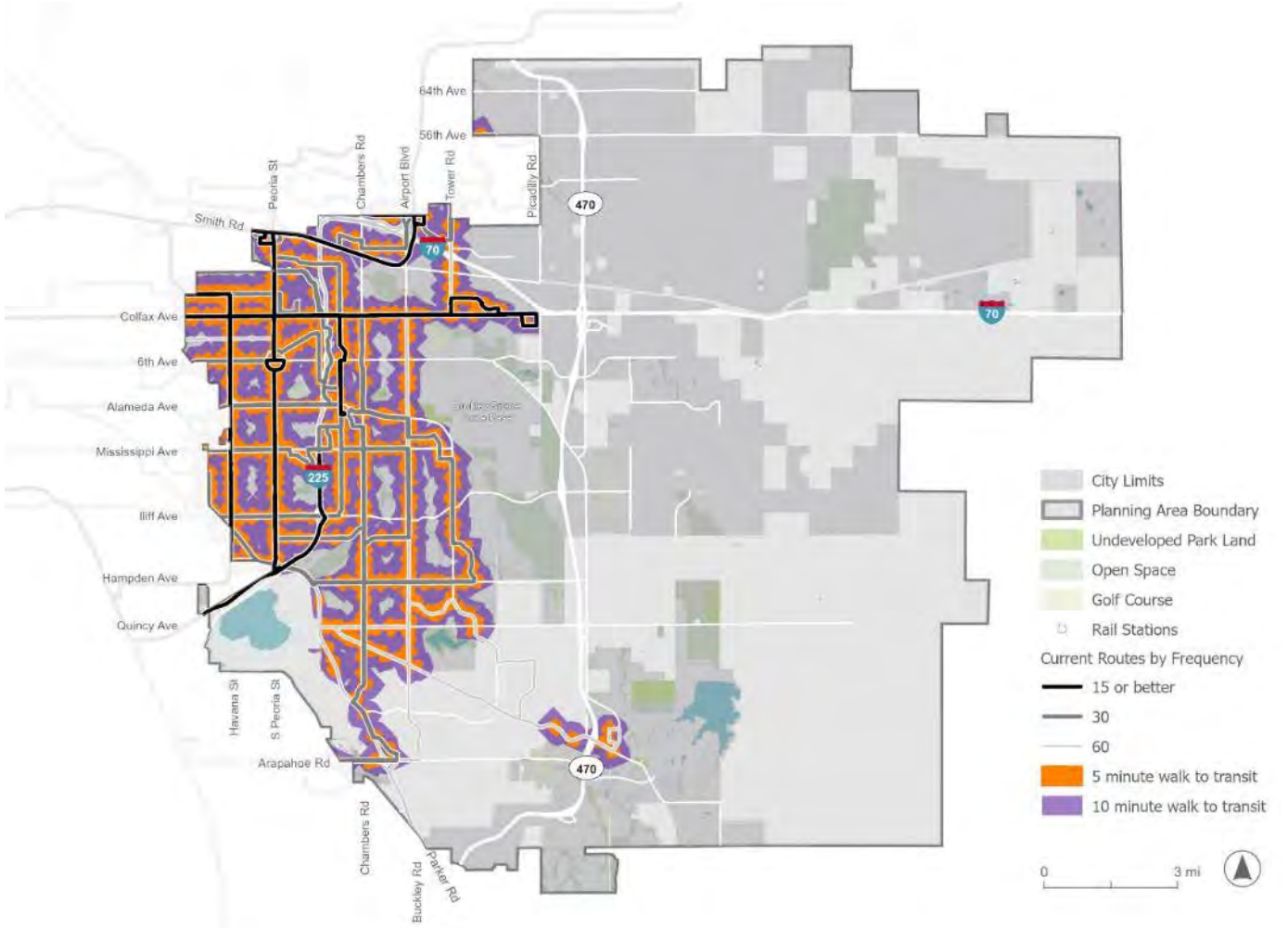
- Barriers such as high-stress pathways like interstates
- Connectivity of the street network and distance of street blocks
- Distance between transit stops and evenness of the spacing
- Distance between transit routes and the "grid" of the roadway network

Each of these contributes to the presence of gaps in the network that can be reviewed for creating better access to transit and coverage. In Aurora, some transit stops and stations are surrounded by high-stress pathways, which create significant barriers to access for people walking to and from the bus or train. Creating some narrow walksheds and providing safe crossings and connections across major barriers can increase the reach of transit.

Long blocks and areas with numerous disconnected streets can be challenging to serve with fixed-route transit. Creating a more connected street network with shorter distances between crossings can increase the reach of transit; however, this is usually more difficult and costly to change in established and built-out areas. In areas with new development, the connectivity of streets should be considered to plan for future transit services.

Transit vehicles typically require straight streets with wide enough lanes for standard buses (usually between forty and sixty feet long) to operate on and pavement that can handle these types of vehicles. Most transit agencies avoid operating regular buses on narrow, winding streets. This means that sometimes the distance between the interior of neighborhoods and transit routes is wide, which may indicate a need to find a way to connect people in neighborhoods to transit when the walk is too long. This is sometimes accomplished with a service called microtransit or on-demand transit, which operates similarly to ride-hailing services like Uber and Lyft, where a user requests a ride, and a smaller transit vehicle (like a van or cutaway bus) can bring people from the neighborhood to the nearest fixed-route transit stop/station or nearby destinations.

Figure 6-26: 5-minute and 10-minute walk to transit in Aurora



Source: City of Aurora; RTD.

Transit Supply

Transit supply was determined by using the transit walksheds. If an area is within a 10-minute walk to a transit stop, it was scored as having some level of transit supply. More specifically, the project team tallied the number of buses serving each walkshed within an hour. For example, if a stop provides service to two 60-minute routes like the 169 and 169L, which provide service to much of Airport Boulevard, then those stops were scored as having two buses per hour. This scoring allowed the team to determine whether a neighborhood is "very well served" by transit service. This would include areas where a rider can walk to frequent transit routes or to where multiple transit services are present. Both of these indicate that a location is well supplied by transit service. These scores were then scaled from zero to five, with zero indicating no transit service was present and five indicating a place with more than six buses stopping in an hour. This analysis was completed by summarizing the amount of service within the walksheds to a hexagon grid of around a quarter mile in size. Hexagon grids are useful for analyzing geographic patterns for features like roads or transit routes that are curved or irregular, and they provide a granular level of analysis for determining clusters of data.

The Transit Supply Score results closely followed where the most frequent transit service is provided (Figure 6-27). The area surrounding Colfax Avenue, Chambers Road, Alameda Avenue, and the areas near stops where multiple routes come together to create connections between routes, like Peoria Station, had the highest transit supply score.

Transit Demand

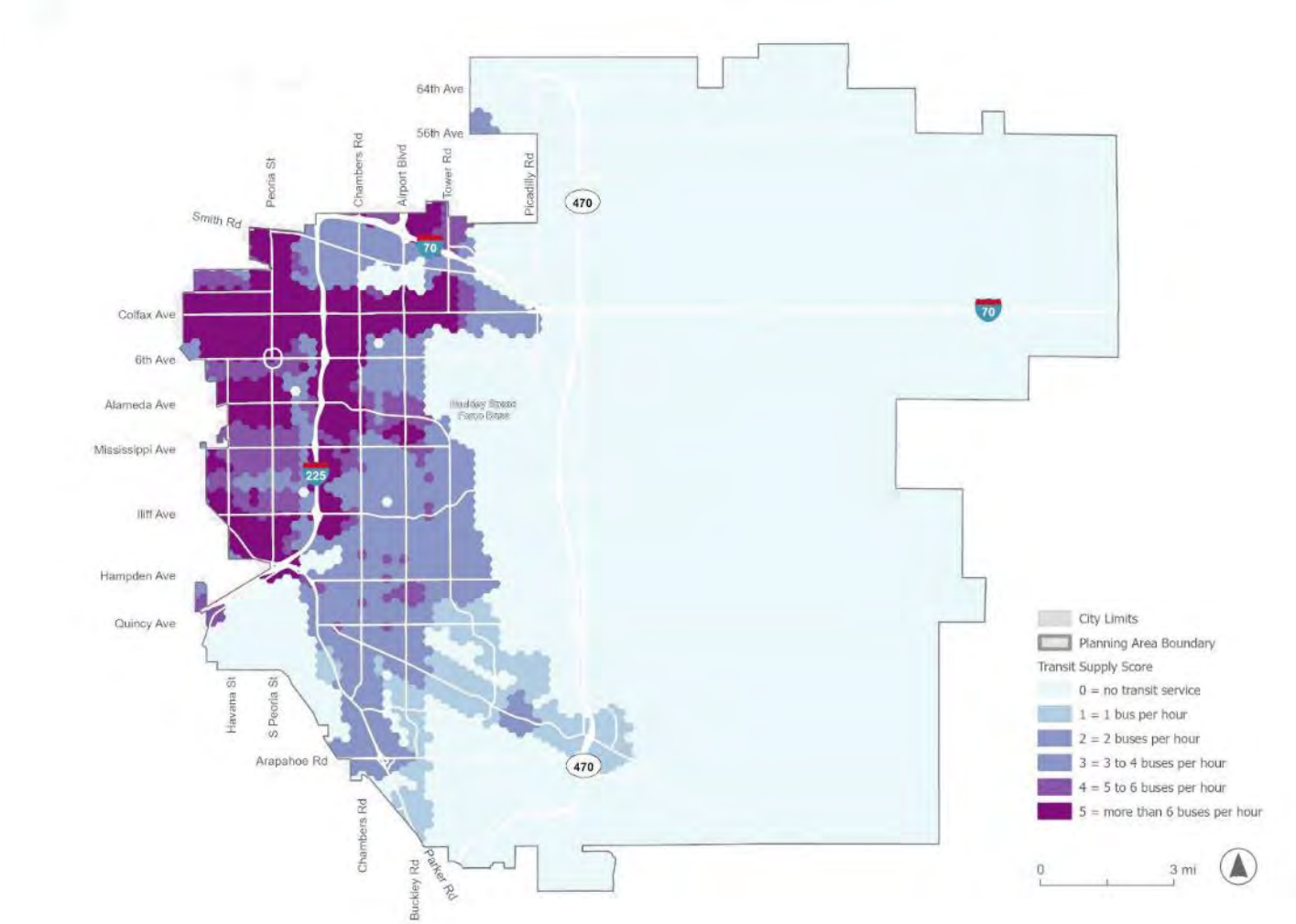
Transit demand was calculated using the Composite Transit Demand and the Transit Propensity layers. The block group level population density was adjusted to account for the propensity or likelihood for transit use based on the socio-economic makeup. The Composite Transit Demand, which accounts for both the adjusted population density and the density of jobs, was applied to the same quarter-mile hexagon grids, and the values of people and jobs per square mile were scaled from zero to five. This Transit Demand Score (Figure 6-28) closely resembles the Composite Transit Demand in Aurora (Figure 6-18).

Potential Gaps

Finally, the Transit Demand Score was subtracted by the Transit Supply Score to determine the difference between the level of transit being supplied to the amount of potential transit demand in each hexagon. As shown in Figure 6-29, a value near 0 indicates that there is sufficient transit supply. A negative value (orange) indicates a potential gap in service with unmet demand and a positive value (purple) indicates an area that is well served by transit today. Some potential gaps include:

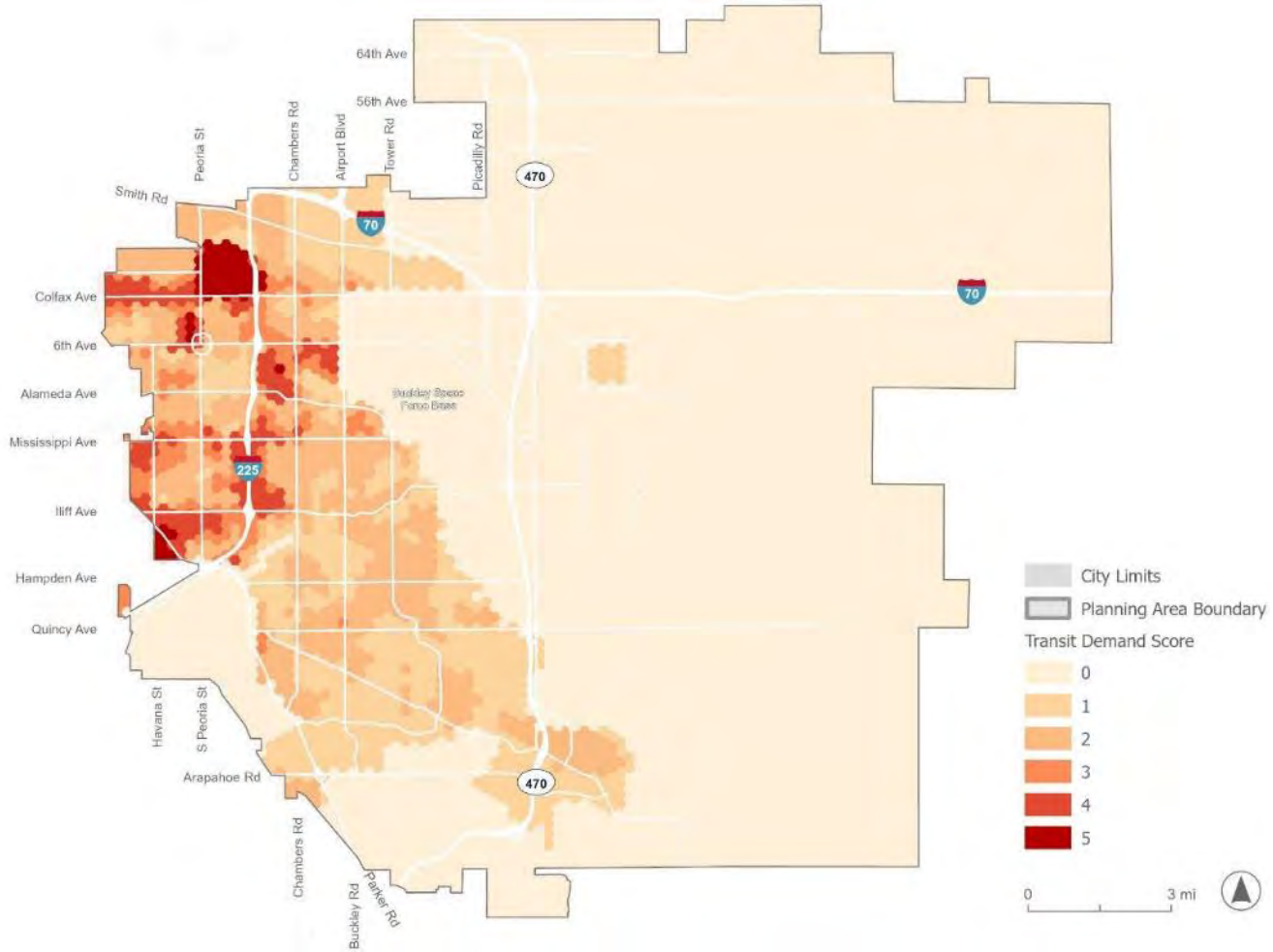
- Community College of Aurora and the housing and businesses nearby located south of 6th Avenue and east of Chambers Road
- South of the Fitzsimmons R-Line Station
- The Heather Gardens community near I-225 and Parker Road
- West of I-225 near Iliff Station and Florida Station
- On Quincy Avenue near the Walmart neighborhood market at Piccadilly Road
- Southeast Aurora near the Southlands development

Figure 6-27: Transit Supply Score Results



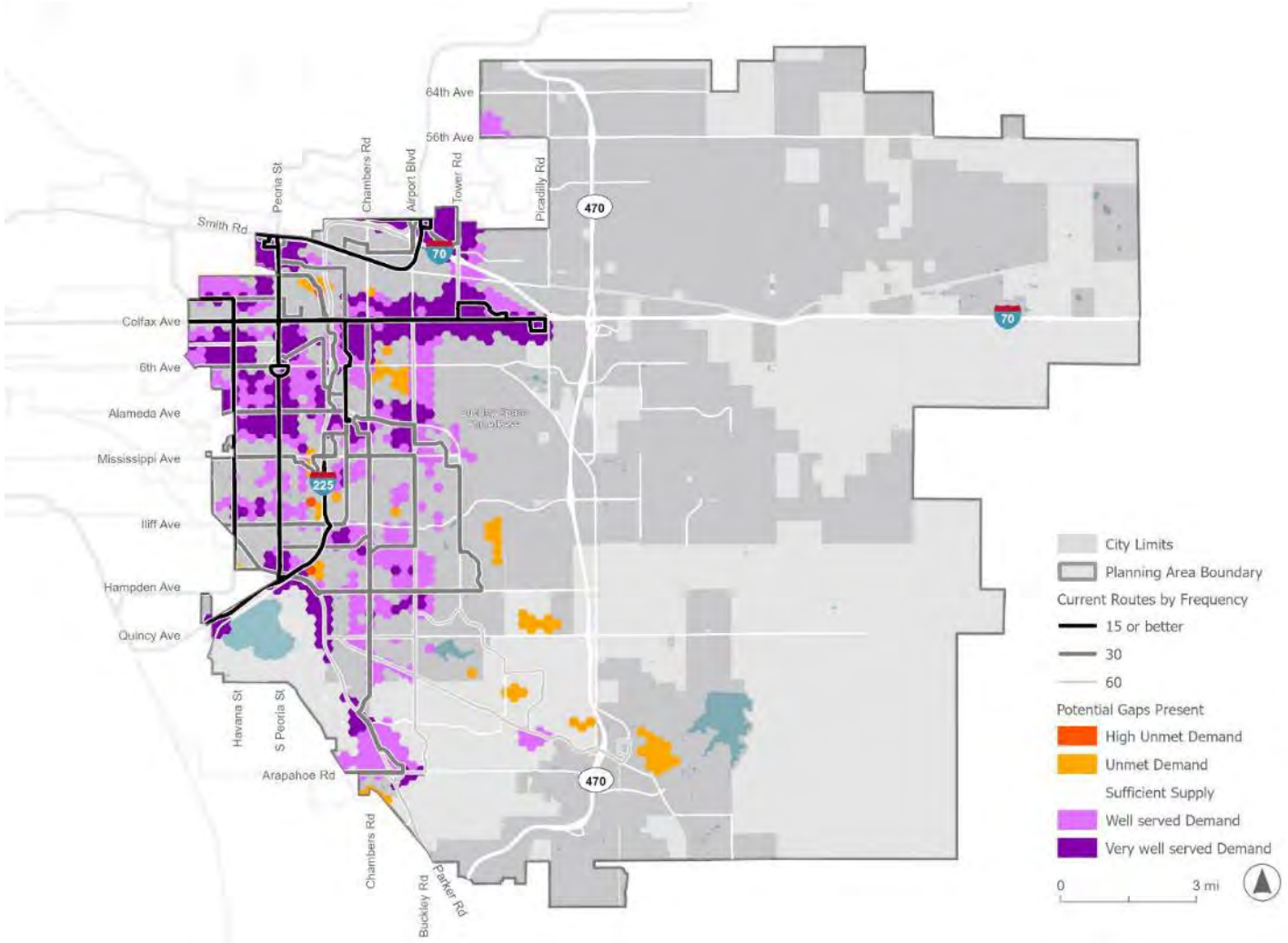
Source: RTD, September 2023.

Figure 6-28: Transit Demand Score Results



Source: U.S. Census 2020; LEHD Jobs Data 2021; 2022 5-year ACS Census

Figure 6-29: Transit Gaps Analysis Results



These locations can be prioritized for improvements to the sidewalks, trails, and crossings that connect more people to existing stops and stations. This is especially true for areas near I-225, which represents a large barrier to access. Additionally, microtransit, new fixed-route services or altering existing bus routes can also be considered to fill potential gaps in service.

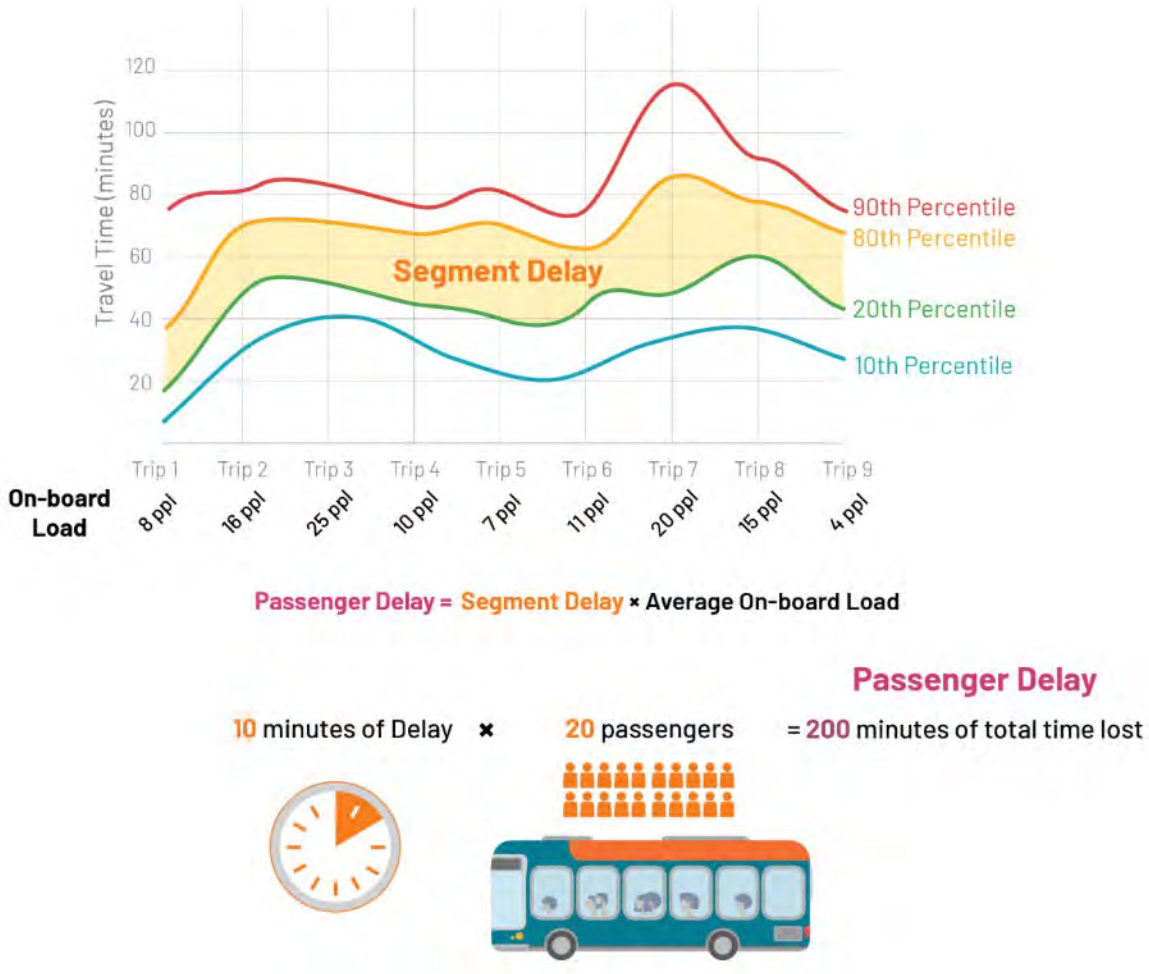
6.8 Citywide Bus Delay

The Bus Delay Analysis Tool (BDAT) provides an interactive dashboard for reviewing a series of performance data for analyzing bus delay over time in the Denver Metro area. Its key data inputs are Automated Passenger Count (APC) data which provides information about how many riders are using the transit system at different locations, General Transit Feed Specification (GTFS) data which provides insights into the location and quality of transit service, and Automated Vehicle Location (AVL) data which tracks bus speeds throughout the day. Bus Delay is an important metric as it can give insight into where there is congestion or operational challenges that are causing buses and therefore passengers to be delayed. It is also critical to understand where buses experience the most delay today as this delay is likely to increase over time with traffic congestion and population growth.

There are different metrics and measurements that can be used to quantify the delay experienced by buses and the passengers on board (Figure 6-30). The following are definitions for key terms used throughout this section summarizing bus delay. Note that delay is typically quantified for an average weekday rather than weekends since there is usually more delay during weekdays.

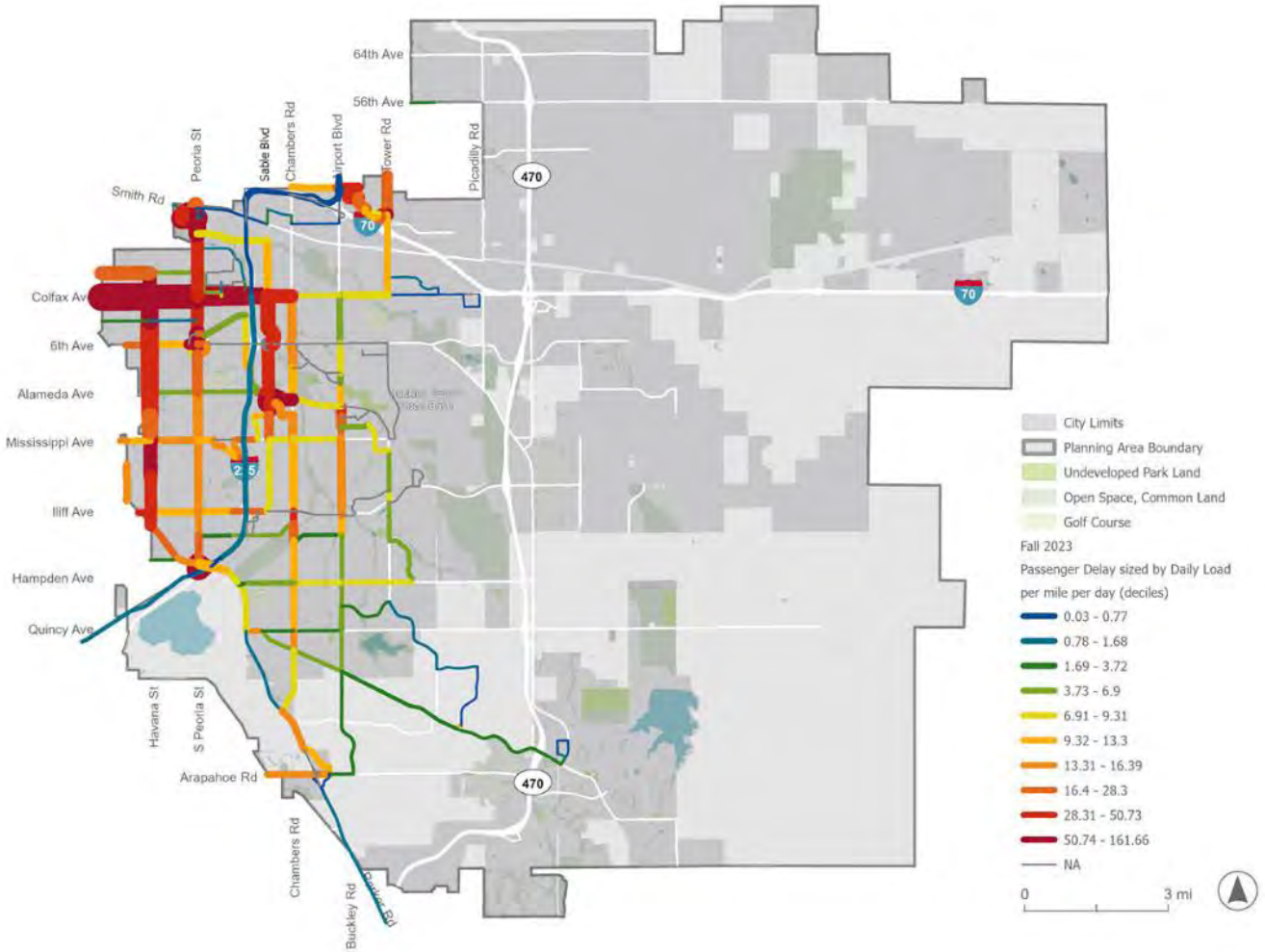
- **Segment**—the bus network is broken down into logical roadway segments to be able to study delay and reliability at a granular level.
- **Speed**—how fast the buses travel along a segment.
- **Travel time**—the unimpeded time it takes for a bus to travel from point to point including stopping at intersections and bus stops.
- **Delay**—additional time buses spend on a road segment due to traffic congestion, signalized intersections, waiting to merge into and out of traffic lanes, slowing to a stop and being stopped at bus stops while passengers unload and load. Delay is calculated for each trip taken on each segment in the network over the course of the day and normalized by the length of the segment. For this analysis, the difference between the 80th and 20th percentile travel times are used to represent delay to account for any outliers.
- **Passenger Delay**—time passengers spend delayed on a road segment. Passenger Delay is calculated by multiplying the average number of weekday passengers on board for a trip on that segment by the average delay. This metric identifies where would transit improvements have the biggest impact for the most passengers.
- **Reliability**—there are several aspects that contribute to reliable or unreliable transit service. Are buses for specific trips punctual, do buses regularly show up at a stop every 15 minutes if that is the scheduled headway, are there any trips that don't show up at all? It can also refer to the variability of the service throughout the day, like if it takes a lot longer at peak times to get to a destination than at non-peak times.

Figure 6-30: Passenger Delay Explanation



In Fall 2023, Aurora bus service experienced the highest passenger delay along the highest used transit corridors and at large transit centers with park and ride facilities. There are around 147 miles of bus service and 1,819 total passenger hours of delay per day. In Figure 6-31, areas with the highest passenger delay in hours is represented in red and orange and the thickness of the line represents the average daily load or number of people typically riding a bus on that segment of the network. Generally, the areas that experience the most passenger hours of delay in the system on an average weekday are in west and central Aurora, near major transit centers and on high frequency bus corridors with more ridership like Colfax Avenue and Havana Street.

Figure 6-31: Passenger Hours of Delay sized by Daily Load, Fall 2023



The areas that experience the highest passenger delay (top 20 percent of segments) make up only 12 percent of the miles of bus service in Aurora, at around 18 miles, but carry around 68 percent of the daily boardings and 52 percent of the passenger hours of delay in the Aurora network (Figure 6-32).

- **Peoria Station**—Located: near Smith Road and Peoria Street in central NW Aurora. It serves the A Line and R Line as well as the bus routes 37, 45, 121, and 153. It has 550 parking spaces.
- **Nine Mile Station**—The largest park and ride in Aurora with 1,225 spaces is located near Peoria Street in between Hwy 83 and I-225 in central SW Aurora. Serves the H Line and R Line and bus routes 121, 130, 133, 135, 139, 483, 83D, 83L, AT, and ATA.
- **Colfax Avenue Corridor**—From the western edge of Aurora to Picadilly (?) Road, Colfax Avenue serves routes 15 and 15L and is a future BRT corridor. It is the highest ridership corridor in Aurora with many high ridership stops.
- **Havana Street Corridor**—Serves route 105 and is a future BRT corridor. Havana Street has many stops with medium to high ridership.
- **Peoria Street Corridor**—Serves route 121 and the flatiron flyer.
- **Sable Boulevard**—Serves route 15L to Aurora Metro Center Station.
- **40th Avenue/Airport Boulevard–Gateway Park Station**—A Line Station with 1,079 parking spaces located in north Aurora. Serves routes: 37, 42, 45, 121, 169, and ATA.
- **Aurora Metro Center Station**—Located near Alameda Avenue near I-225 and Town Center Mall. It serves the R Line and bus routes 3, 3L, 6, 11, 15L, 21, 130, 133, and 153 with 145 parking spaces
- **Walmart @ Salida Street and Tower Road**—A high ridership stop at around 150 average daily boardings. Serves routes 42, 45, and 169.
- **Airport Boulevard & Alameda Avenue**—Serves routes 133, 169, and 169L.
- **Chambers Road & Iliff Avenue**—Serves route 153.
- **Intersection at Colfax Avenue and Havana Street**—Serves routes 105, 15, and 15L.
- **Intersection at Peoria Street and 6th Avenue** near Del Mar Circle—Serves routes 6 and 121.

Segment delay is an input to calculating the passenger delay and can be another useful way to look at where hours of bus delay are experienced in the system. There are around 270 total hours of bus delay per day in Aurora. Generally, the areas that experience the most bus hours of delay in the system are similar to the areas where the most passenger delay occurred (Figure 6-33).

Many of the top locations of segment delay align with the top areas of passenger delay. The top 20 percent of segments make up only 10 percent of the miles of bus service in Aurora at around 15 miles, but carry around 55 percent of the daily boardings and 49 percent of the hours of bus delay in the Aurora network (Figure 6-34.) There are a few differences from passenger delay in that fewer segments on the Havana Street corridor experience significant bus delay as well as fewer segments on the Sable Boulevard corridor. Conversely, more segments near 40th Avenue & Airport Boulevard at Gateway Park station approaches are among the segments experiencing the most bus delays.

Figure 6-32: Top Locations of Passenger Hours Delay, Fall 2023

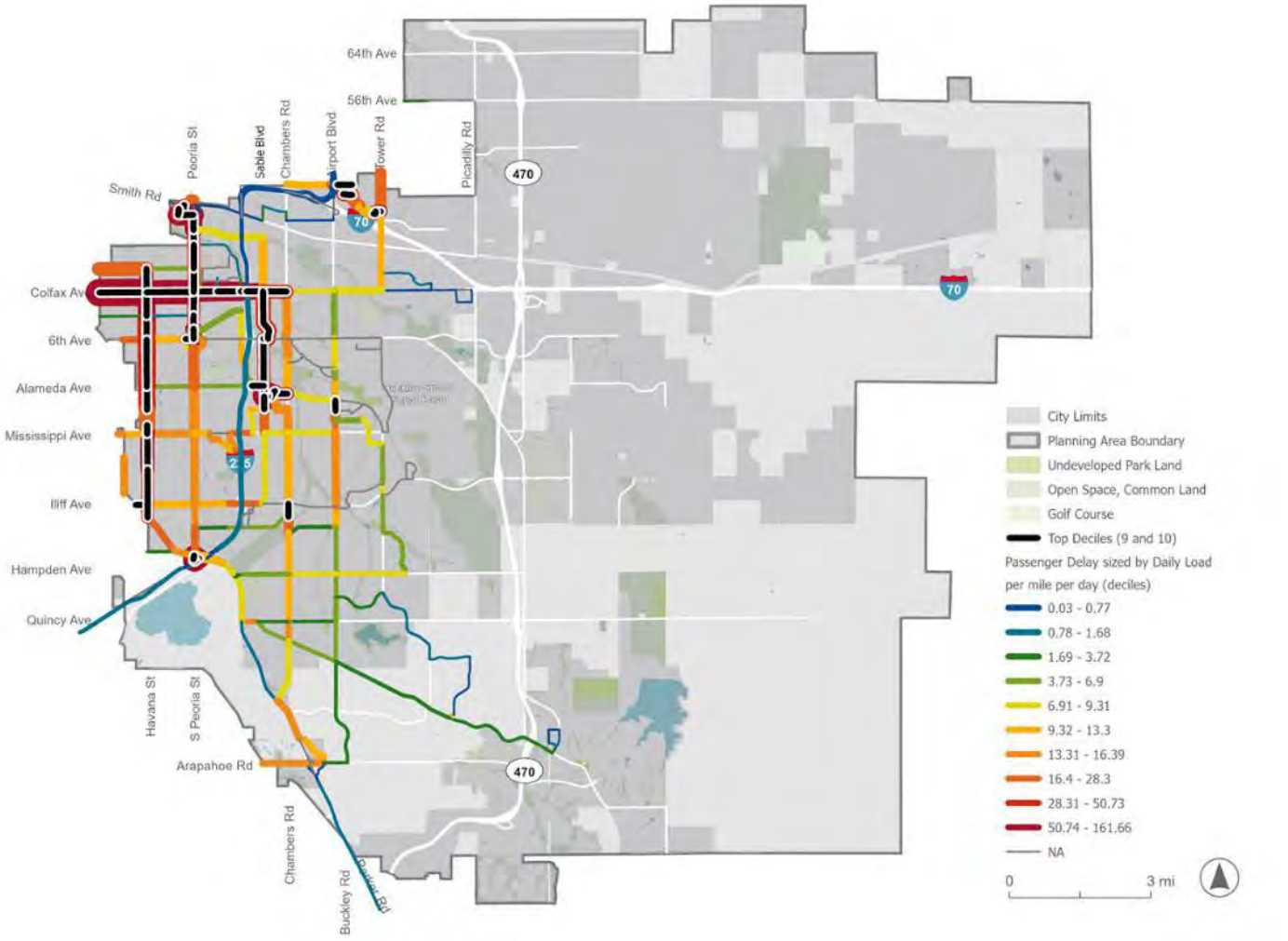


Figure 6-33: Segment Hours of Delay, Fall 2023

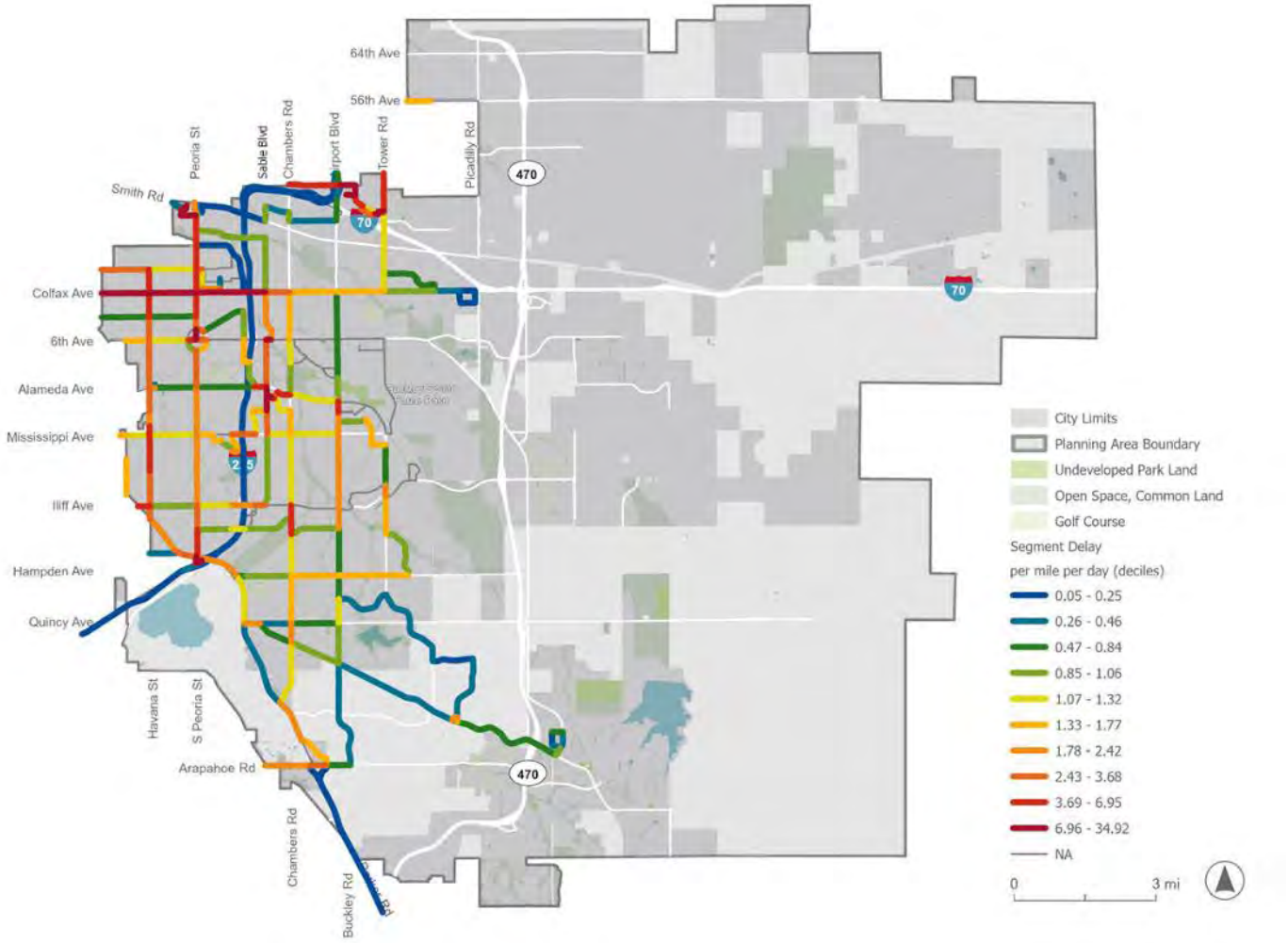
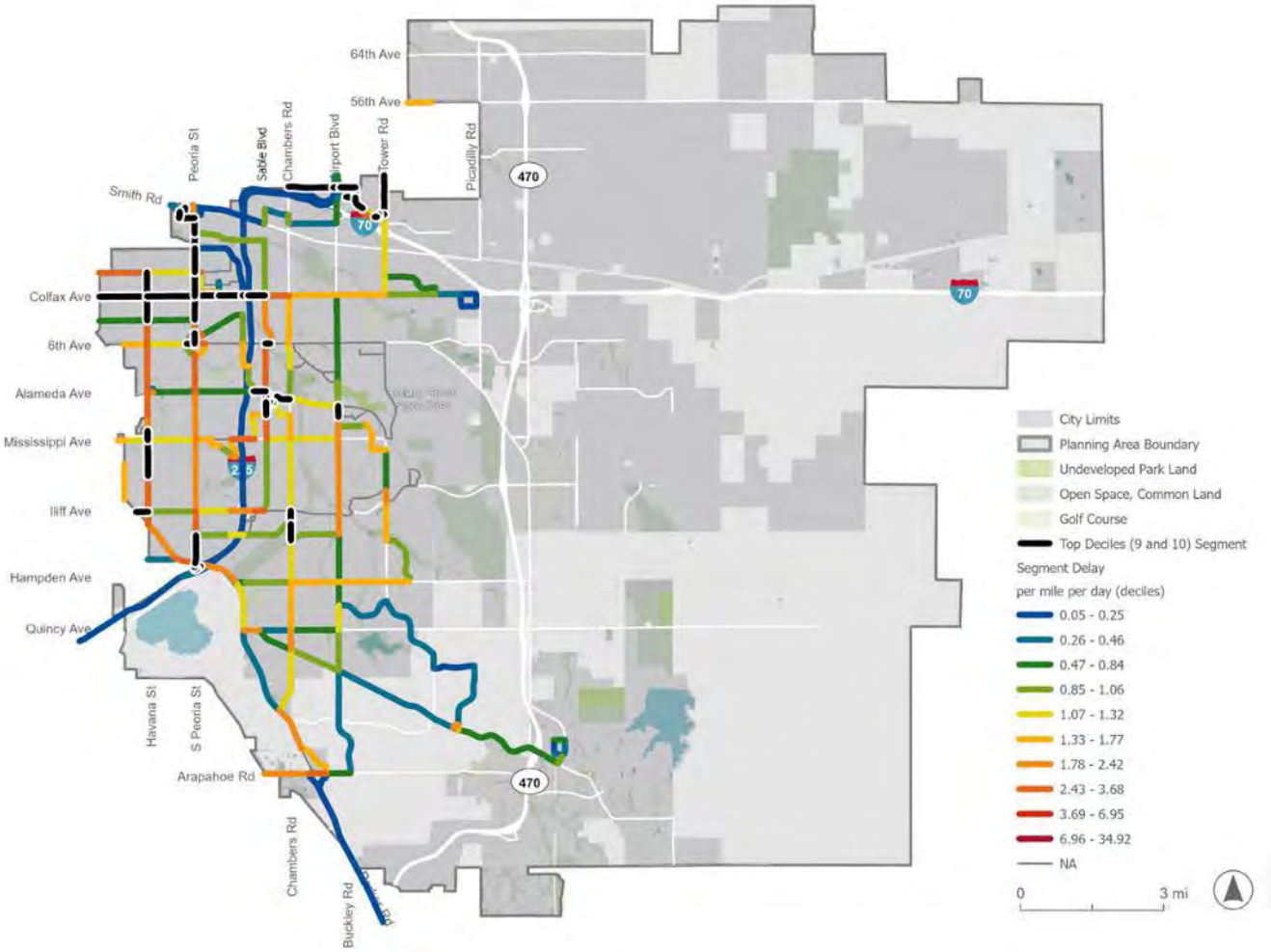


Figure 6-34: Top Locations of Segment Hours Delay, Fall 2023



In calculating the bus and passenger delay, the 80th and 20th percentile travel times were used to account for outliers. To better illustrate these concepts, average bus speeds in miles per hour for the 80th and 20th percentile travel times are mapped in Figure 6-35 and Figure 6-36. The 20th percentile average bus speeds represent the slower travel times and speeds typically experienced on the network in an average day, such as those encountered during peak times. Many of the segments where the most delay in the system have bus speeds below 10 MPH. The 80th percentile average bus speeds are where travel times are faster and more like speeds that may be experienced in the evenings. It is important to note when looking at speeds that these are inverse to travel time, in that the 80th percentile values of travel speeds are better (i.e. faster) than the 20th percentile travel speeds.

Looking at the segment delay per trip accounts for the level of service being provided and is agnostic of ridership (Figure 6-37). So, if a segment shows a higher delay of around 3 minutes per mile per trip, that is how much longer a vehicle would be traveling on that segment on any given trip. It doesn't indicate how many people are on the vehicle during that trip or how many trips occur on that segment. Locations where buses are delayed more than around 2.5 minutes on average per mile per trip include:

- Colfax Avenue near Fitzsimmons Parkway and I-225
- Near Del Mar Circle
- On Havana Street north of Colfax Avenue
- Near Aurora Metro Center Station
- On Buckley Road near Alameda Parkway
- Chambers Road & Iliff Avenue
- Iliff Avenue & Havana Street
- Alameda & Havana Park and Ride
- 6th Avenue connection between Sable Boulevard

The travel time reliability ratio is a metric used to analyze the reliability of transit service. It is calculated by taking the standard deviation of travel time during peak hours and dividing it by the standard deviation of the reference time, which is typically a time with minimal travel time variation. It best represents areas that have vastly different travel times at peak times compared to other times of day. So, if a route on a segment is delayed at all times of the day, it would be reliably slow and have a value closer to 1; similarly, an area with very little delay at any time of day would have a ratio near 1. However, a segment where the travel times vary significantly throughout the day would have a high ratio or poor reliability. The most unreliable segments can be found around Peoria Station, on Parker Road near Arapahoe Road, near Aurora Metro Center Station, near Nine Mile Station, a few segments on Colfax Avenue, and near 40th Avenue & Airport Boulevard at Gateway Park station (Figure 6-38). While the AT and ATA commute route segments on I-225 do not rank at the top in terms of delay, they do experience moderately unreliable travel times or are more significantly impacted by peak travel time changes.

Figure 6-35: Average Bus Speeds (20th Percentile)

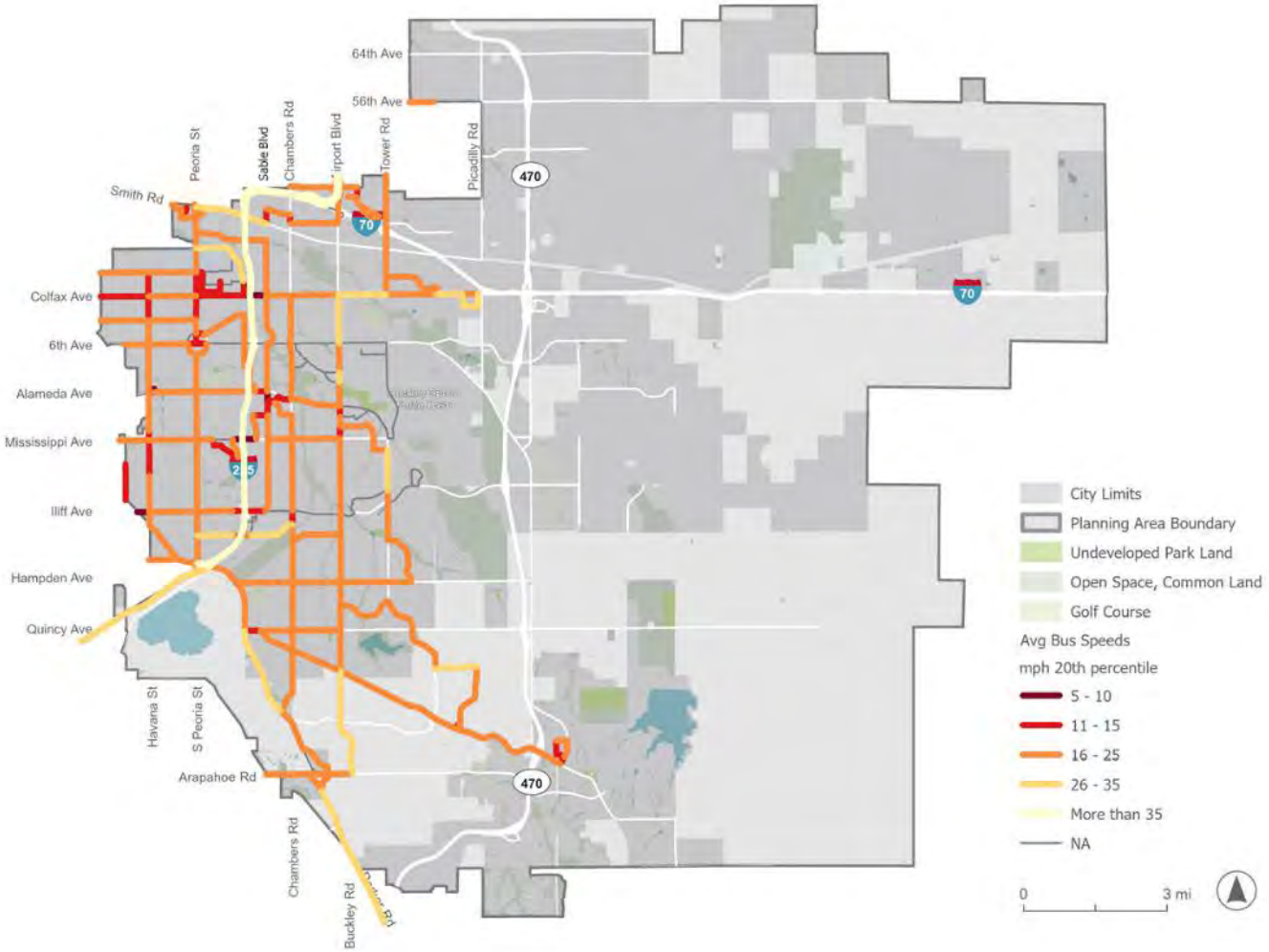


Figure 6-36: Average Bus Speeds (80th Percentile)

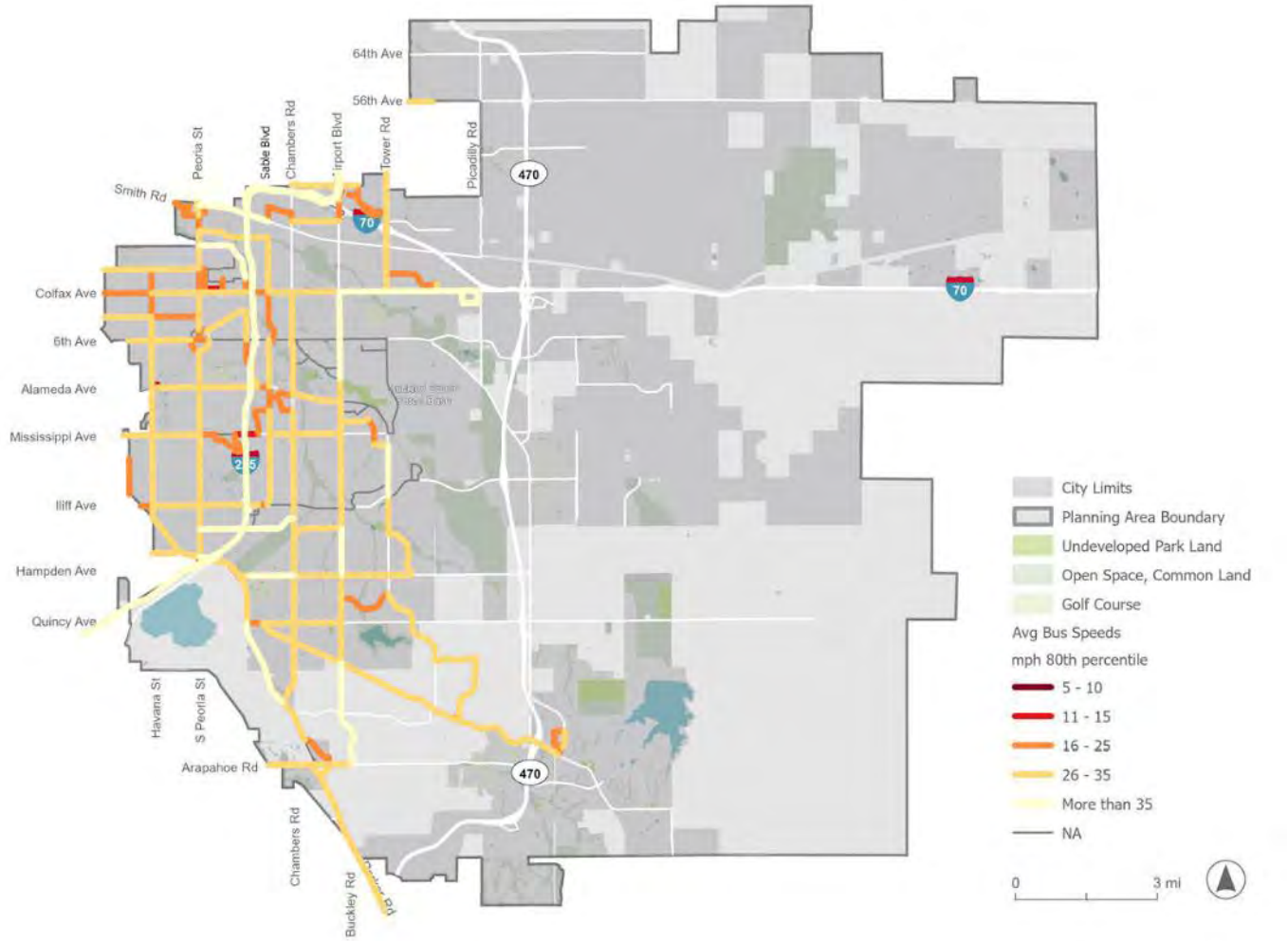


Figure 6-37: Segment Hours Delay per Trip, Fall 2023

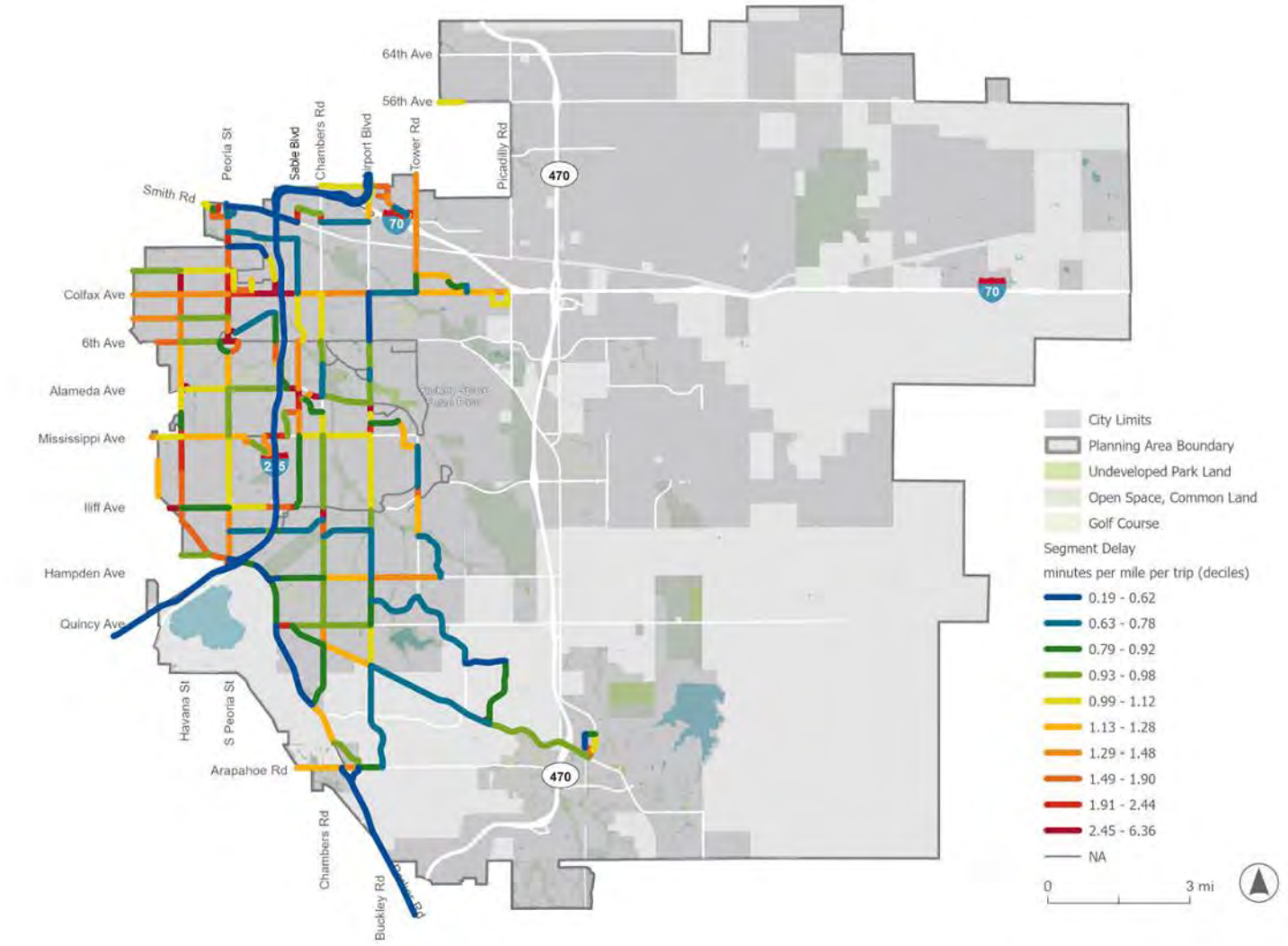
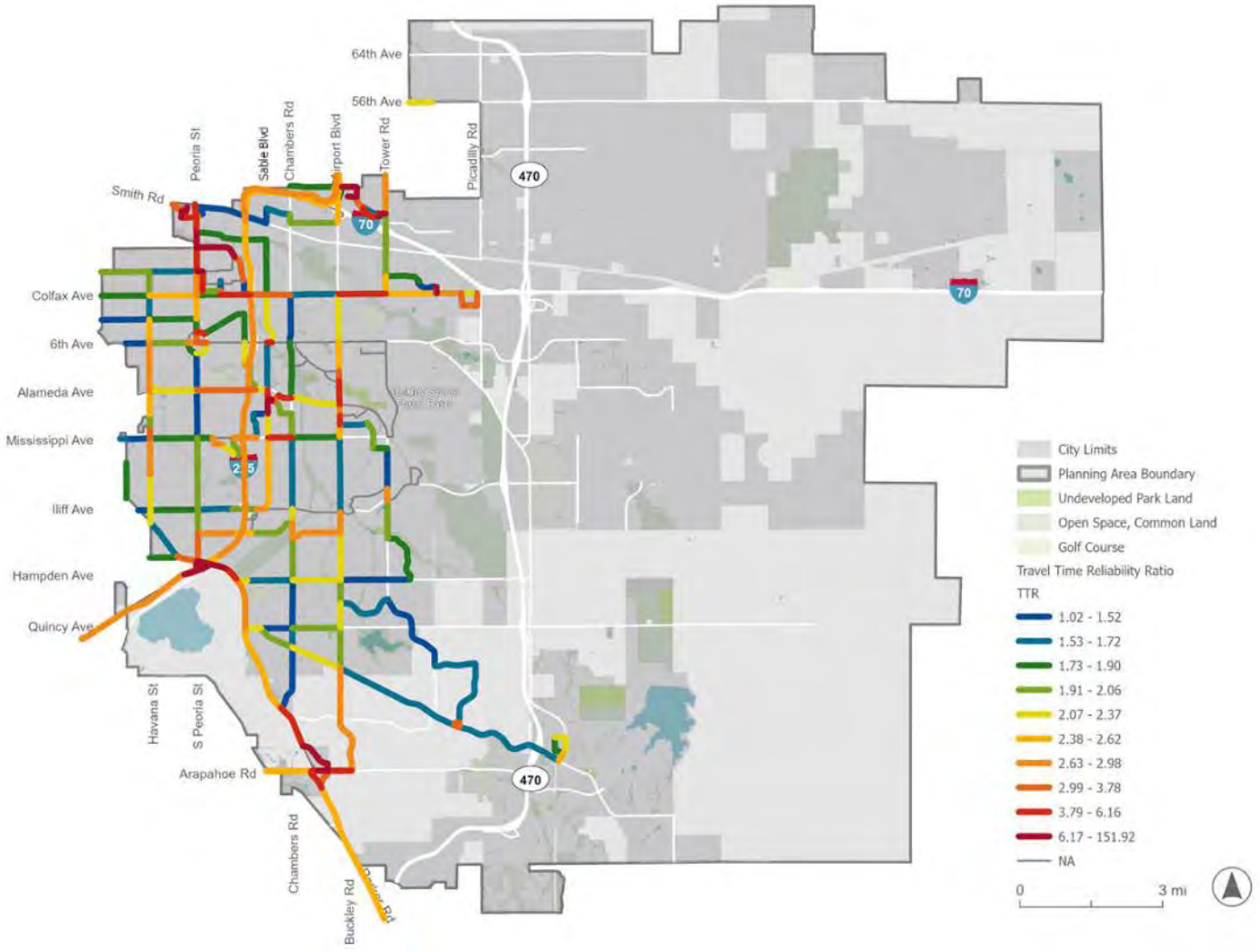


Figure 6-38: Travel Time Reliability, Fall 2023



6.9 Corridor Bus Delay

Colfax Avenue

The Colfax Avenue Corridor in Aurora starts at the western edge of Aurora at Yosemite Street and ends near Picadilly Road and I-70. Colfax Avenue serves the frequent routes 15 and 15L and is a future BRT corridor. It is the highest ridership bus corridor in Aurora, with many stops, and consistently high daily ridership. This section of Colfax is around 7 miles long and carries 17% of the passenger delay hours experienced in Aurora at 315 hours per day, and 23% of the segment delay hours experienced at 62 hours (Figure 6-39).

Figure 6-39: Colfax Avenue Corridor Passenger Delay



Most of the passenger delay experienced on Colfax Avenue is between Yosemite Street and Chambers Road. In reviewing the passenger delay (Figure 6-40) and segment delay (Figure 6-41) per mile in the east and westbound directions, the most intense delay is experienced approaching I-225 in both directions.

Figure 6-40: Colfax Avenue Average Weekday Hours of Passenger Delay per mile by direction

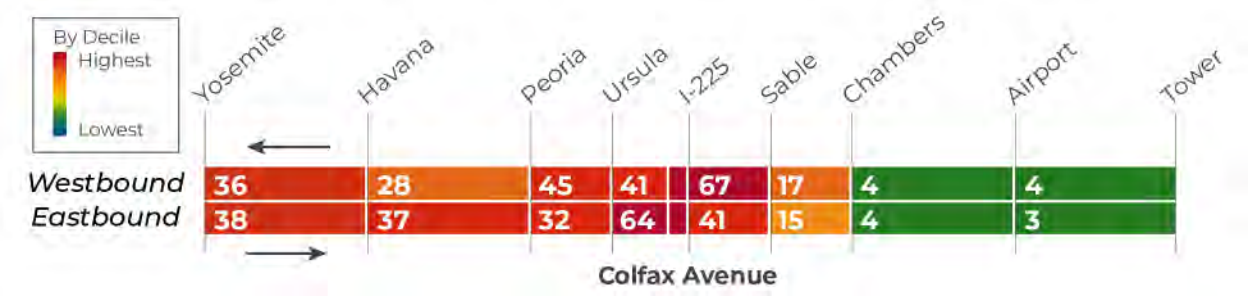
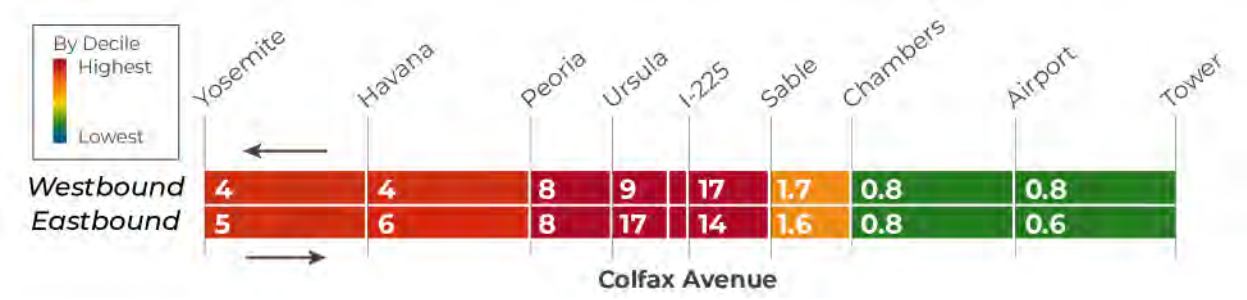
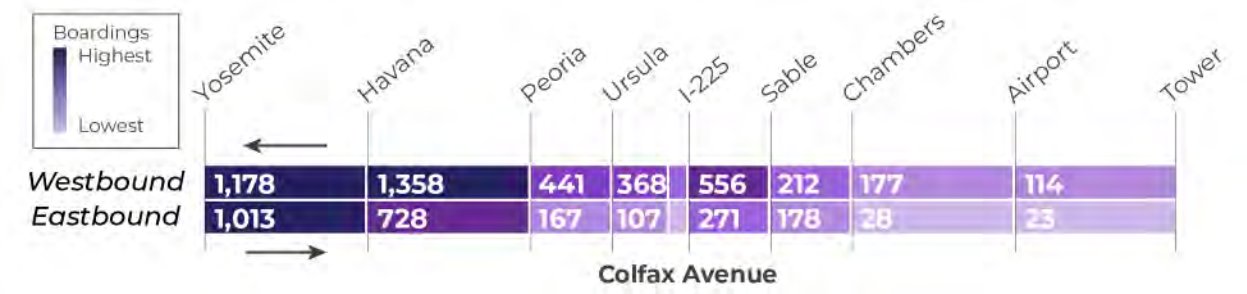


Figure 6-41: Colfax Avenue Average Weekday Hours of Segment Delay per mile by direction



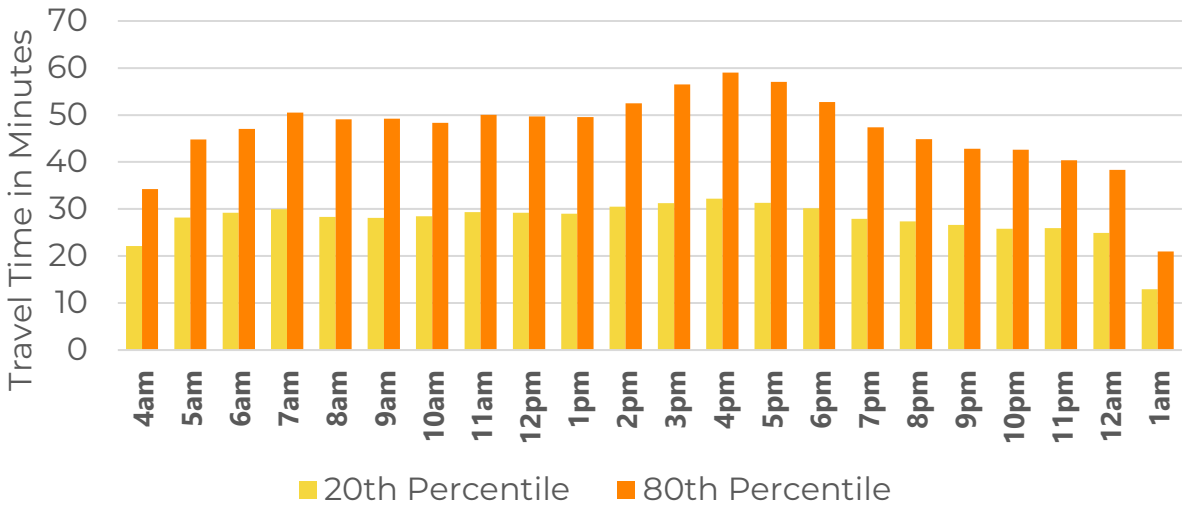
Most of the boardings occur on Colfax Avenue between Yosemite Street and Peoria Street, and generally traveling westbound to Downtown (Figure 6-42).

Figure 6-42: Colfax Avenue Average Weekday Boardings by direction



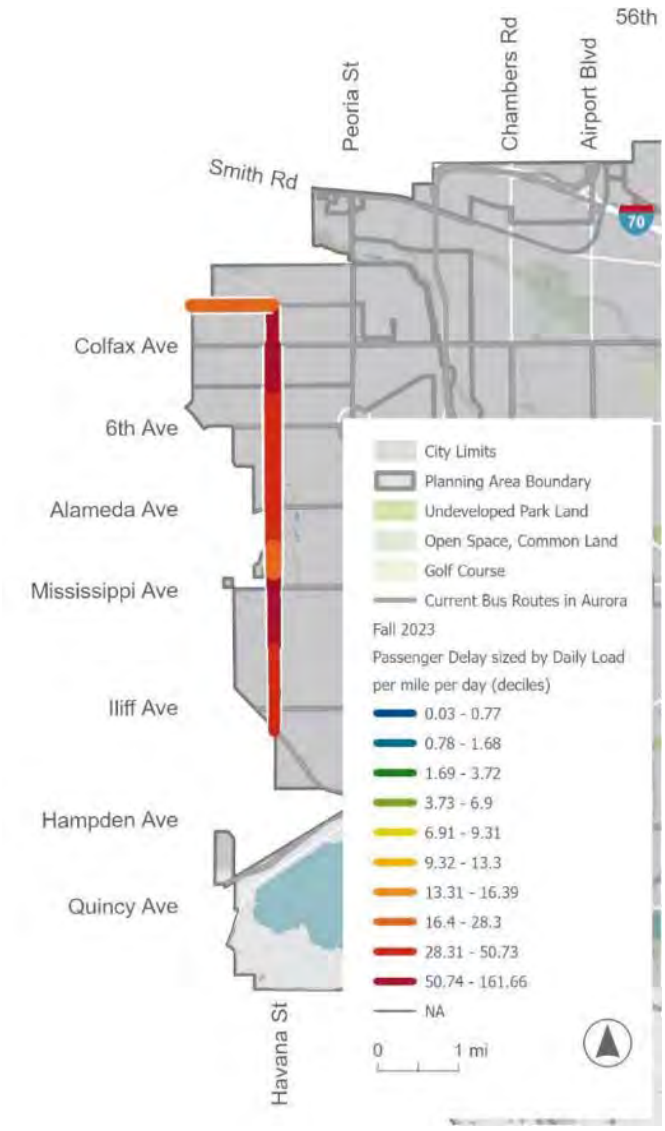
On Colfax Avenue, the 20th percentile travel time remains relatively steady throughout the day at around 30 minutes to travel Colfax, while the 80th percentile travel time fluctuates up to around 60 minutes at the peak around 4pm (Figure 6-43).

Figure 6-43: Colfax Avenue Travel Time in Minutes (20th and 80th Percentile) by Time of Day



Havana Street

Figure 6-44: Havana Street Corridor Passenger Delay



The Havana Street Corridor in Aurora starts on Montview Boulevard at the western edge of the City of Aurora and continues onto Havana Street, ending at Dartmouth Avenue. Havana Street serves route 105 and is a future BRT corridor. Havana has many stops with medium to high ridership. This section of Havana is around 6.3 miles long and carries 15 percent of the passenger delay hours experienced in Aurora at 271 hours per day (Figure 6-44). It carries a smaller percentage of segment hours of delay at around 9 percent at 24 hours.

The passenger delay experienced on Havana is consistently high across the corridor but is highest approaching Mississippi Boulevard in the southbound and northbound directions and near Havana Street and Colfax Avenue in both directions (Figure 6-45).

The segment delay (Figure 6-46) shows similar areas with high delay. In the southbound direction, the segment approaching Mississippi Boulevard is highest. In the northbound direction, between Colfax Avenue and Montview Boulevard is highest.

Havana carries a lot of daily riders. More than half of the riders in the southbound direction are getting on before 11th Street, but ridership is still steady on the latter half of the corridor (Figure 6-47). Similarly, many riders get on near the southern end of the corridor in the northbound direction, but also near the northern end.

Figure 6-45: Havana Street Average Weekday Hours of Passenger Delay per mile by direction

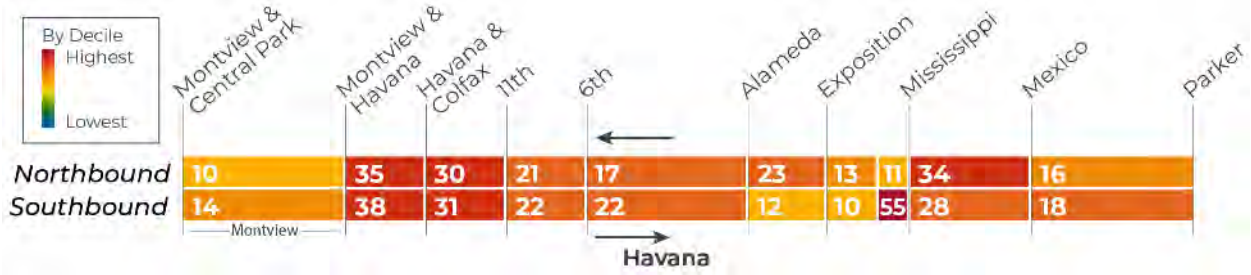


Figure 6-46: Havana Street Average Weekday Hours of Segment Delay per mile by direction

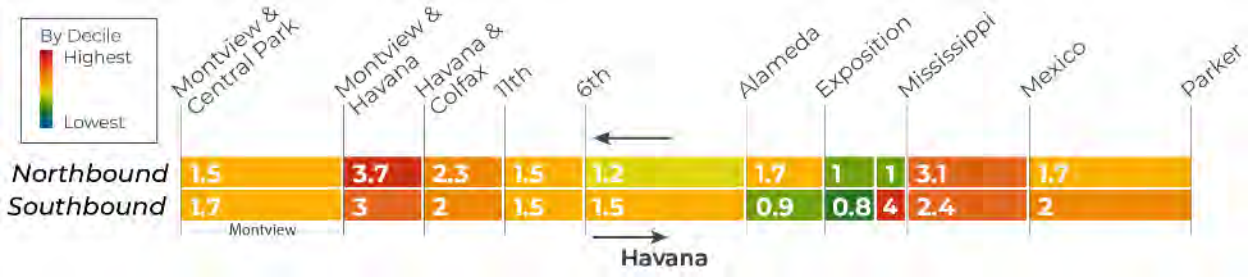
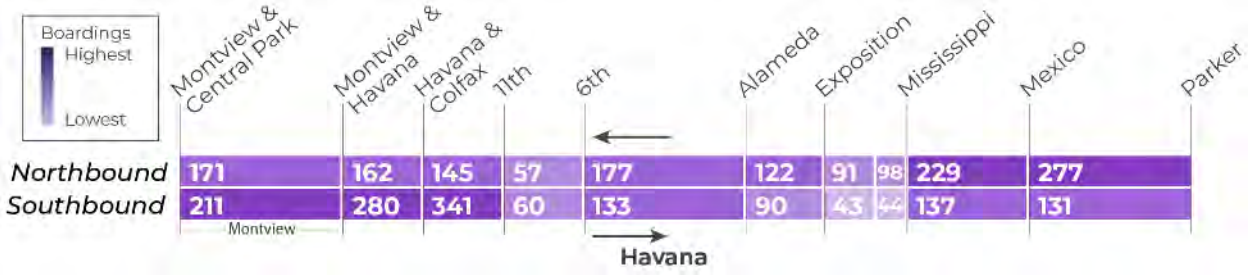
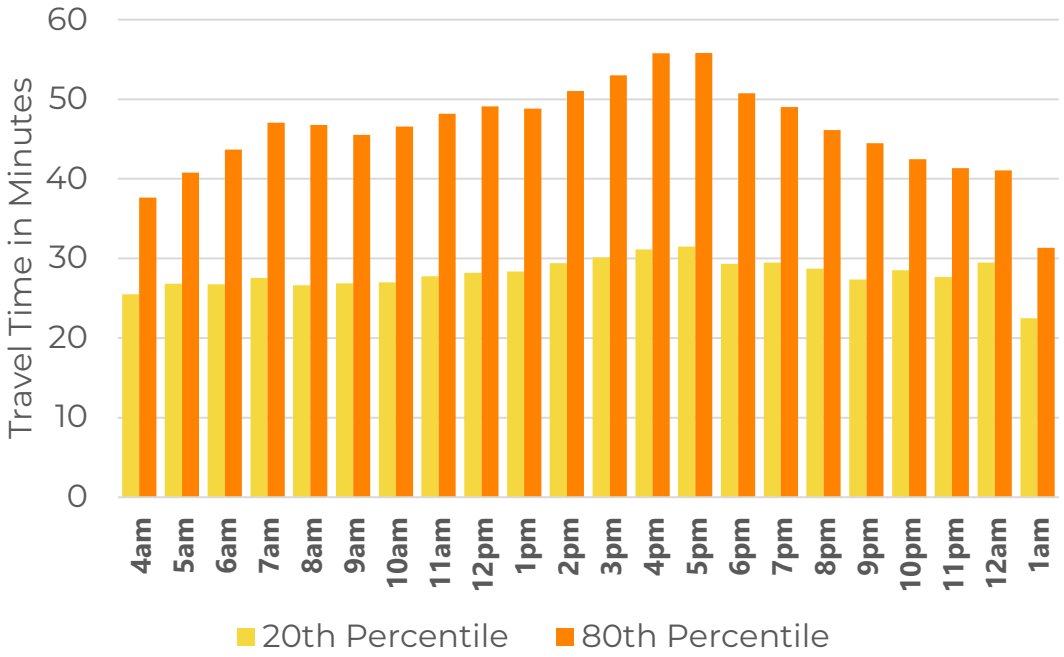


Figure 6-47: Havana Street Average Weekday Boardings by direction



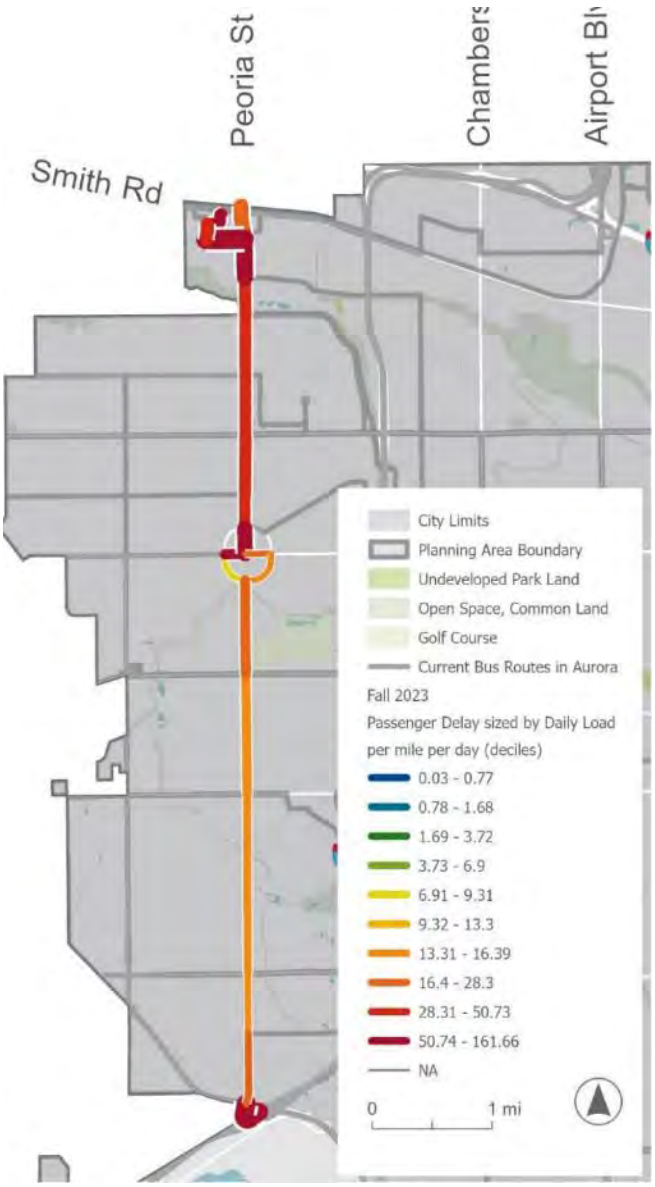
On Havana, the 20th percentile travel time remains relatively consistent throughout the day at around 25 to 30 minutes (Figure 6-48). The 80th percentile travel time ranges throughout the day, from around 30 to 55 minutes, and peaks from 4 pm to 5 pm.

Figure 6-48: Havana Street Travel Time in Minutes (20th and 80th Percentile) by Time of Day



Peoria Street

Figure 6-49: Peoria Street Corridor Passenger Delay



The Peoria Street Corridor in Aurora starts at the northern edge of Aurora near Peoria Station and ends at the southern edge of Aurora at Nine Mile Station. It serves the frequent route 121 and the Flatiron Flyer. Peoria Station and Nine Mile Station offer a convenient location for riders to connect with other services, including multiple bus and rail routes, as well as park-and-ride facilities. The Peoria Street Corridor is around 9.3 miles long and carries 285 hours of passenger delay or about 16 percent of the delay experienced in Aurora (Figure 6-49). It carries a similar amount of segment delay at 15 percent of the delay experienced in Aurora or 41 hours.

The highest delay on the corridor is found at Peoria Station, Nine Mile Station, and segments north of Del Mar Circle. Overall, more passenger delay is experienced in the southbound direction than the northbound one (Figure 6-50).

Peoria Street segment delay is very similar to passenger delay with the same higher and lower delay locations (Figure 6-51).

A lot of riders board transit at the major transfer stations, but there is also consistent boarding activity along the length of the corridor (Figure 6-52).

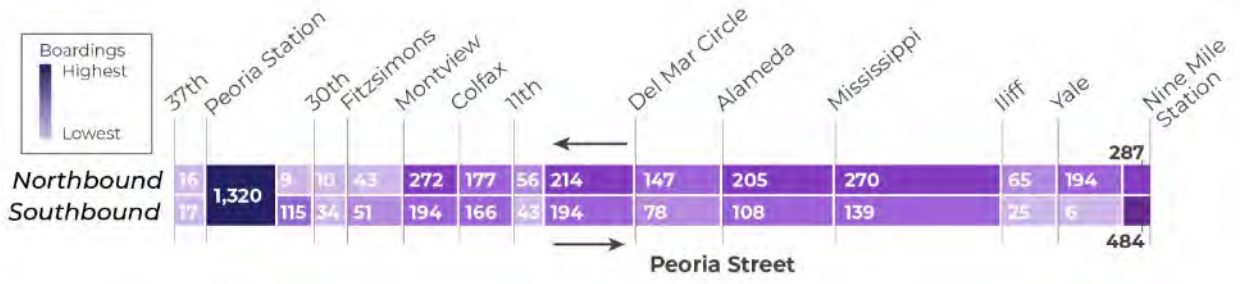
Figure 6-50: Peoria Street Average Weekday Hours of Passenger Delay per mile by direction



Figure 6-51: Peoria Street Average Weekday Hours of Segment Delay per mile by direction

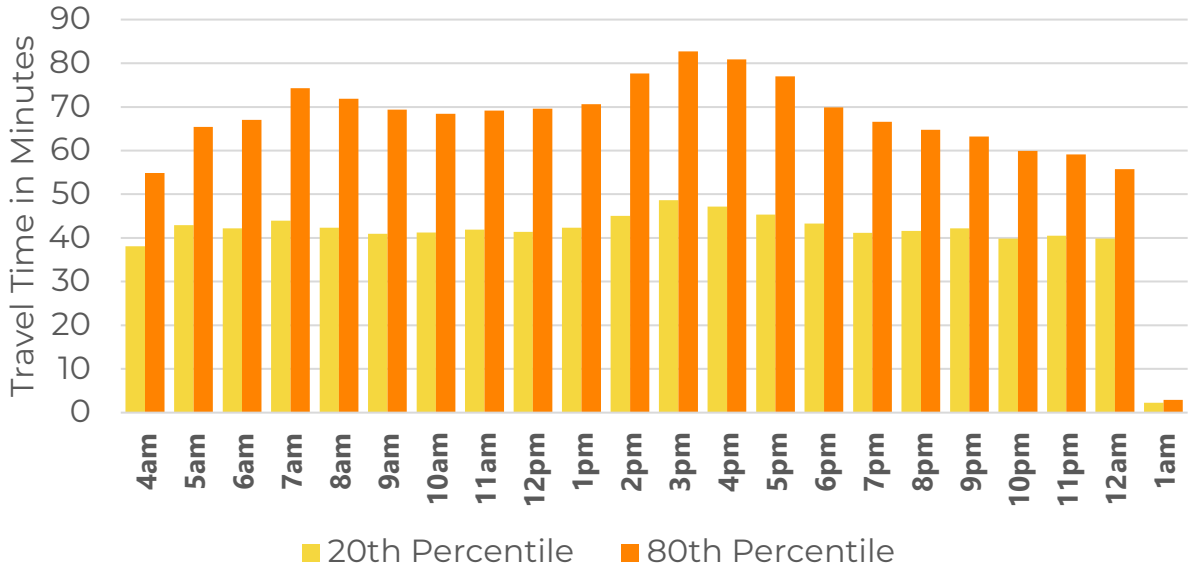


Figure 6-52: Peoria Street Average Weekday Boardings by direction



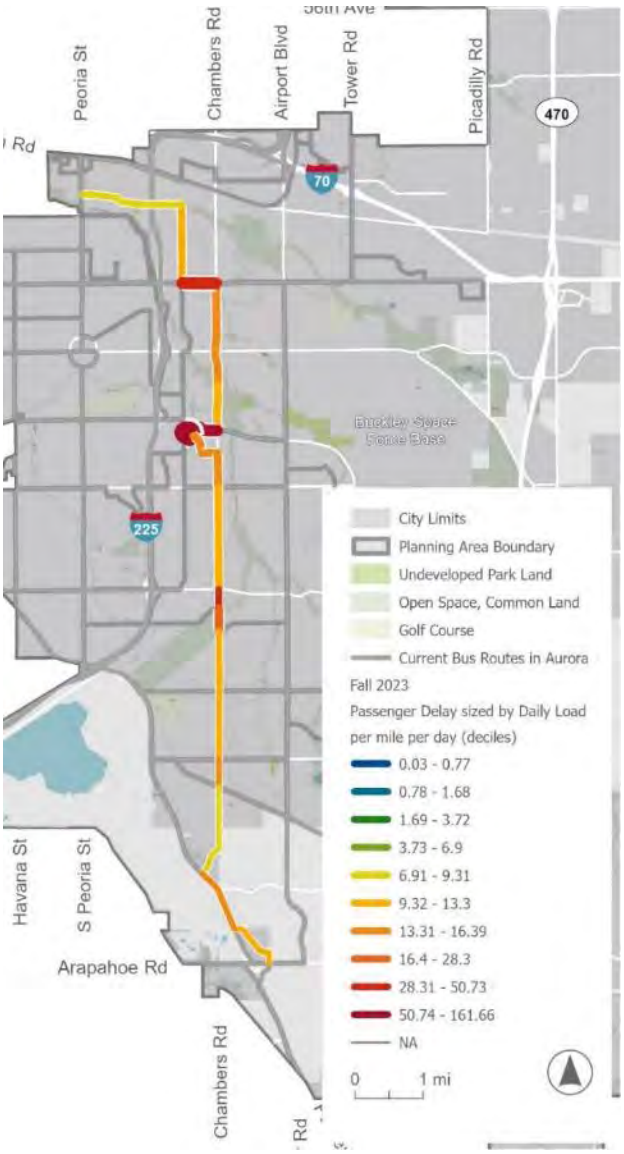
On Peoria Street, the 20th percentile travel time is steady throughout the day, ranging from just under 40 minutes to 50 minutes (Figure 6-53). The 80th percentile travel time has two small peaks in morning and the afternoon, with travel times as high as 80 minutes around 3 pm to 4 pm.

Figure 6-53: Peoria Street Travel Time in Minutes (20th and 80th Percentile) by Time of Day



Chambers Road

Figure 6-54: Chambers Road Corridor Passenger Delay



The Chambers Road corridor runs mostly north to south, starting at 30th Street and Peoria, and ending at Arapahoe Road in the south. It serves route 153, which is a 30-minute bus route that is planned to increase frequency to every 15 minutes with the implementation of RTD's System Optimization Plan. The corridor is 14.5 miles long and experiences 212 hours of passenger delay per day, or 12 percent of the Aurora passenger hours of delay experienced (Figure 6-54). It carries a slightly smaller percentage of segment hours of delay at around 9 percent at 25 hours.

The passenger delay experienced on Chambers Road today is moderate, with more delay occurring on the Colfax Avenue segment, entering Aurora Metro Center Station, and near the intersection of Yale Avenue (Figure 6-55).

Chambers Road segment-level delay is very similar to the passenger delay in terms of the key areas with moderate delay (Figure 6-56).

Ridership is consistent along the Chambers Road corridor today, with the exception of a high number of boarding at Aurora Metro Center Station (Figure 6-57).

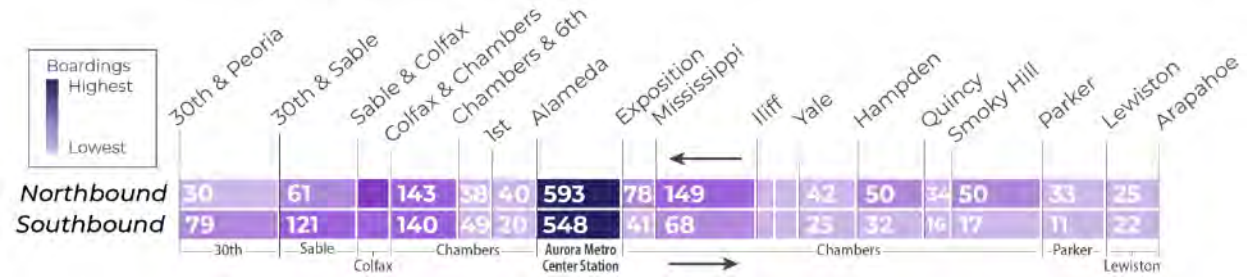
Figure 6-55: Chambers Road Average Weekday Hours of Passenger Delay per mile by direction



Figure 6-56: Chambers Road Average Weekday Hours of Segment Delay per mile by direction

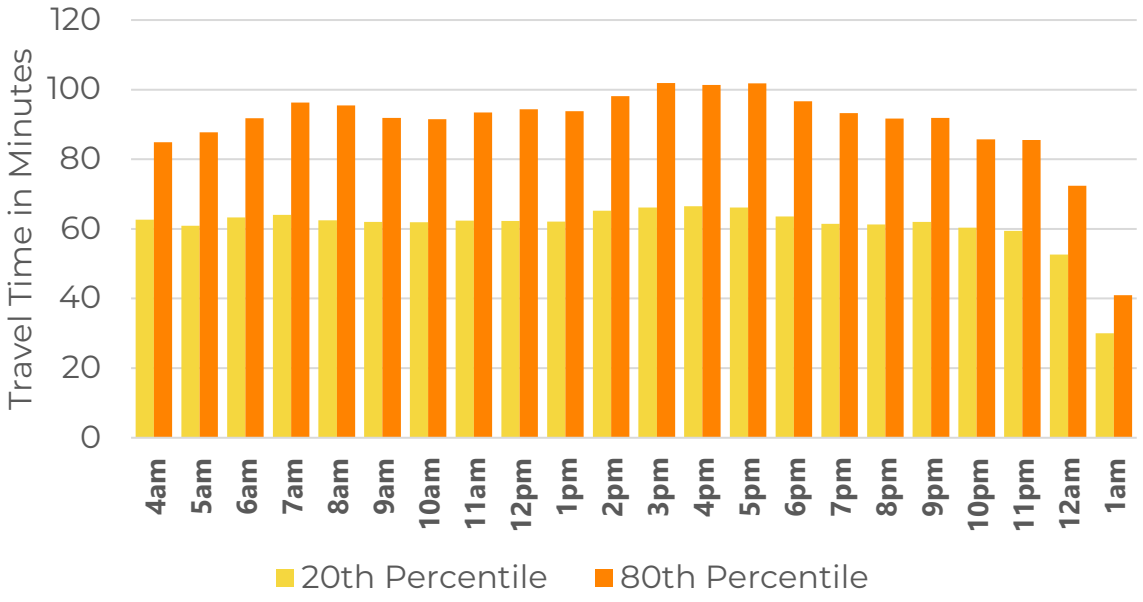


Figure 6-57: Chambers Road Average Weekday Boardings by direction



On Chambers Road the 20th percentile travel time is consistently around 60 minutes for most of the day, and the 80th percentile travel time typically ranges from 80 minutes to around 100 minutes in the afternoon (Figure 6-58).

Figure 6-58: Chambers Road Travel Time in Minutes (20th and 80th Percentile) by Time of Day



Sable Boulevard

Figure 6-59: Sable Boulevard Corridor Passenger Delay



The Sable Boulevard corridor starts at Colfax Avenue and ends around Aurora Metro Center Station. This section of Sable serves route 15L, a frequent route that runs on Colfax in Aurora before turning onto Sable Boulevard. The Sable corridor is only around 2.5 miles long and carries 6 percent of the passenger delay in Aurora at 105 hours, and around 11 hours of segment delay or 4 percent of the delay in Aurora (Figure 6-59).

The passenger delay is consistently high on this corridor, and especially high on the short segment that connects the offset legs of Sable Boulevard (on 6th Street) and entering Aurora Metro Center Station (Figure 6-60).

The segment-level delay is more moderate along the corridor, but remains high at the turn at 6th Street and Aurora Metro Center Station (Figure 6-61).

Ridership is consistent along the corridor with the most boardings in the northbound direction at Aurora Metro Center Station (Figure 6-62).

Figure 6-60: Sable Boulevard Average Weekday Hours of Passenger Delay per mile by direction

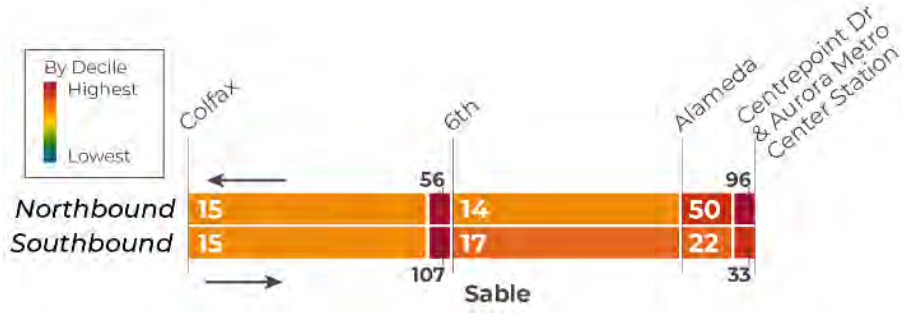


Figure 6-61: Sable Boulevard Average Weekday Hours of Segment Delay per mile by direction

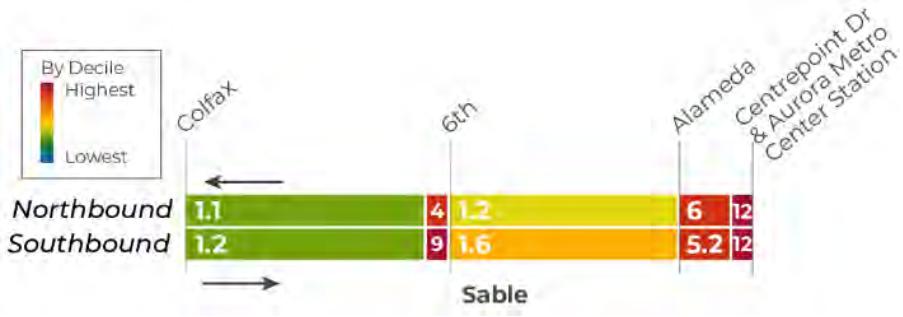
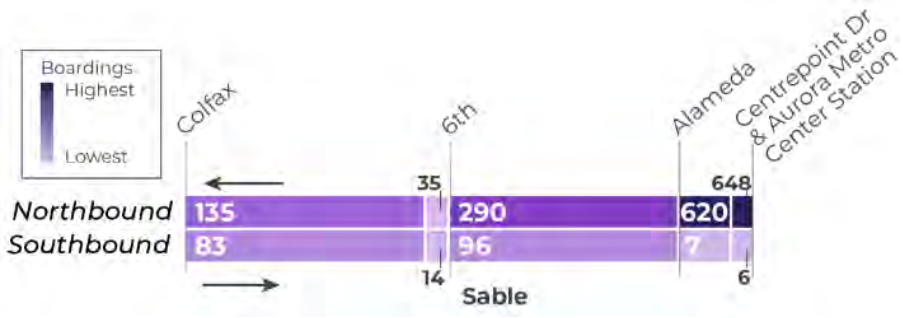
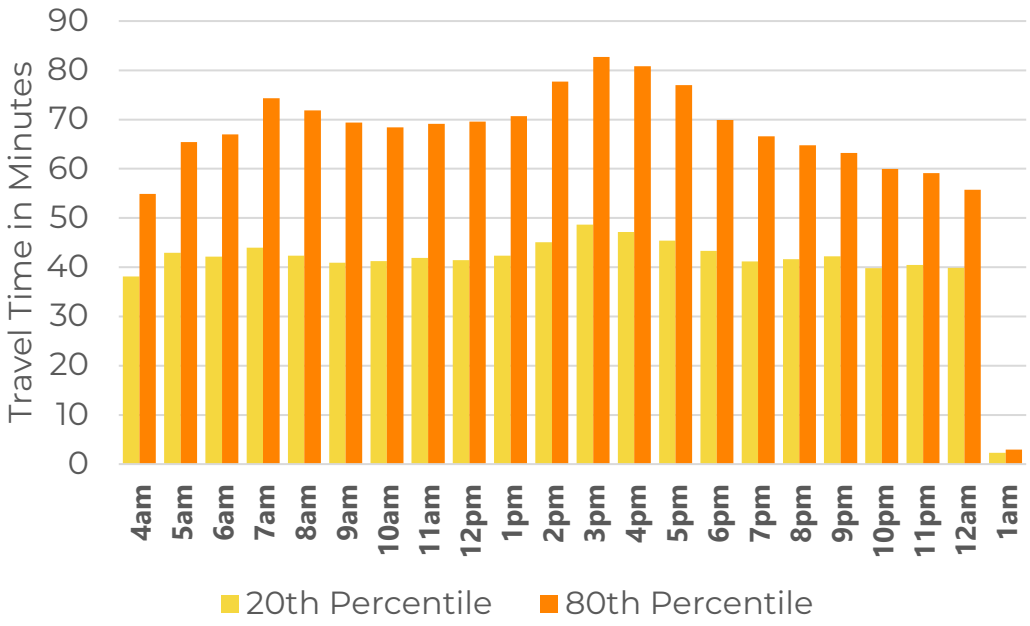


Figure 6-62: Sable Boulevard Average Weekday Boardings by direction



On Sable, the 20th percentile travel time is around 40 minutes all day, and the 80th percentile travel time ranges between 60 minutes to 80 minutes, with a peak at around 3 pm to 4 pm (Figure 6-63).

Figure 6-63: Sable Boulevard Travel Time in Minutes (20th and 80th Percentile) by Time of Day



7 Active Transportation Overview

The City of Aurora has approximately 2,052 miles of sidewalks, 82 miles of on-street bike lanes, and 296 miles of paved shared-use trails. Aurora's popular trail system is the hallmark of the city's current active transportation network, enabling a wide variety of users to connect to local and regional parks and open space, such as Cherry Creek State Park, Quincy Reservoir, Sand Creek Park, and Star K Ranch. Aurora's trails support the existing on-street pedestrian and bike networks, with several notable trail connections including:

- Aurora Reservoir Trail
- Cherry Creek Trail
- High Line Canal Trail
- High Plains Trail
- Metro Center Trail
- Powerline Trail
- Ridgeline Trail
- Toll Gate Creek Trail

Beyond the trail system, there are many gaps in Aurora's existing active transportation network, which has a limited number of high-comfort pedestrian and bicycle facilities on city streets. Of Aurora's sidewalks, 400 miles are narrow (less than four feet wide), and 166 miles of sidewalk are missing, meaning that more than a quarter (26 percent) of the street frontage in Aurora has missing or substandard sidewalks.

The most complete sidewalk coverage is found in central and southern Aurora, while sidewalk gaps tend to be more concentrated in north Aurora (north of E 6th Avenue) and east Aurora (around the Buckley Space Force Base). Major streets with significant sidewalk gaps include Smith Road, Colfax Avenue, 6th Avenue, Jewell Avenue, and Picadilly Road. Narrow sidewalks (less than four feet wide) are heavily concentrated in northwestern Aurora, particularly on and around Montview Boulevard.

Many of the city's enhanced crossings are at trail connections and along arterials and collectors, including Fitzsimons Parkway. The city enhanced several crossings by installing rapid rectangular flashing beacons (RRFBs) (Figure 7-1) and high-intensity activated crosswalks (HAWKs)/pedestrian hybrid beacons (PHBs) (Figure 7-2). HAWKs are a form of traffic control with red beacons that bring conflicting motor vehicle traffic to a complete stop at pedestrian crossings, whereas RRFBs are yellow flashing beacons that warn motor vehicles that pedestrians are at the crosswalk, encouraging drivers to stop for people crossing. Figure 7-3 illustrates Aurora's pedestrian infrastructure.

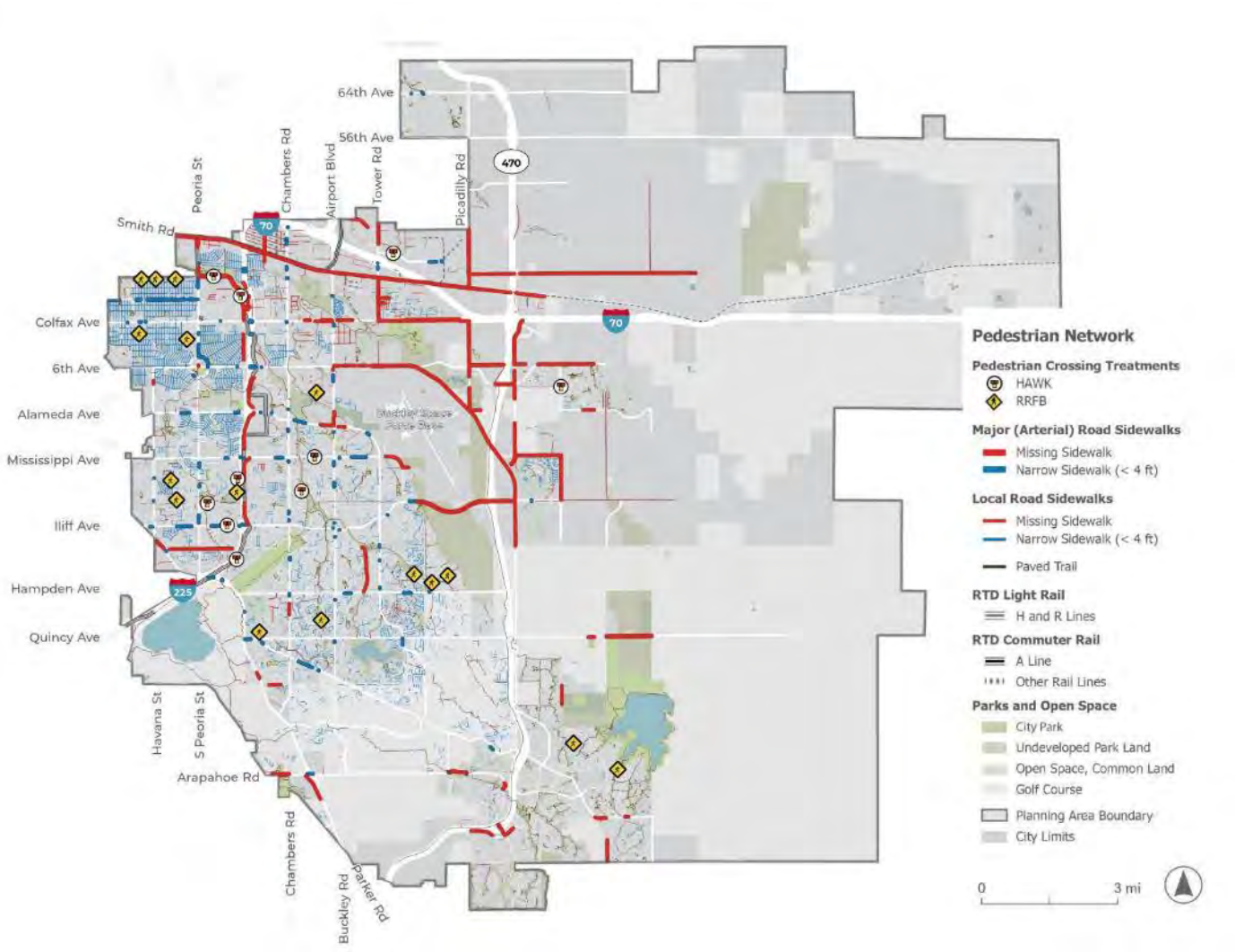
Figure 7-1: Rectangular Rapid Flashing Beacon (RRFB)



Figure 7-2: High Intensity Activated Crosswalk (HAWK) at Iliff & Vaughn



Figure 7-3: Aurora Pedestrian Infrastructure



Source: City of Aurora , 2024

Aurora's bike network includes six types of bike facilities, as follows:

Dedicated bike lanes



Shared lanes and bike routes



Buffered bike lanes



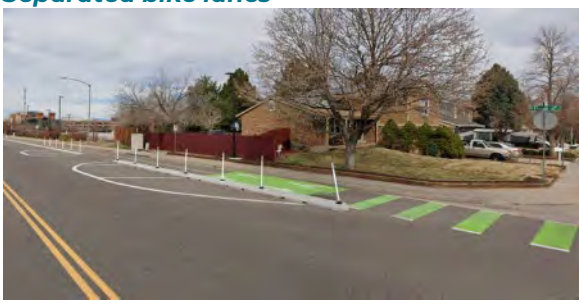
Shared use path



Paved off-street trails and paths



Separated bike lanes



Aurora's high-comfort on-street bike facilities include buffered and separated bike lanes. All of the city's separated bike lanes are located in central Aurora, on Jewell Avenue, Potomac Street, Florida Avenue, and Mexico Avenue (Table 7-1). Buffered bike lanes are also present along corridors in northwest and central Aurora, including on Montview Boulevard and Chenango Drive.

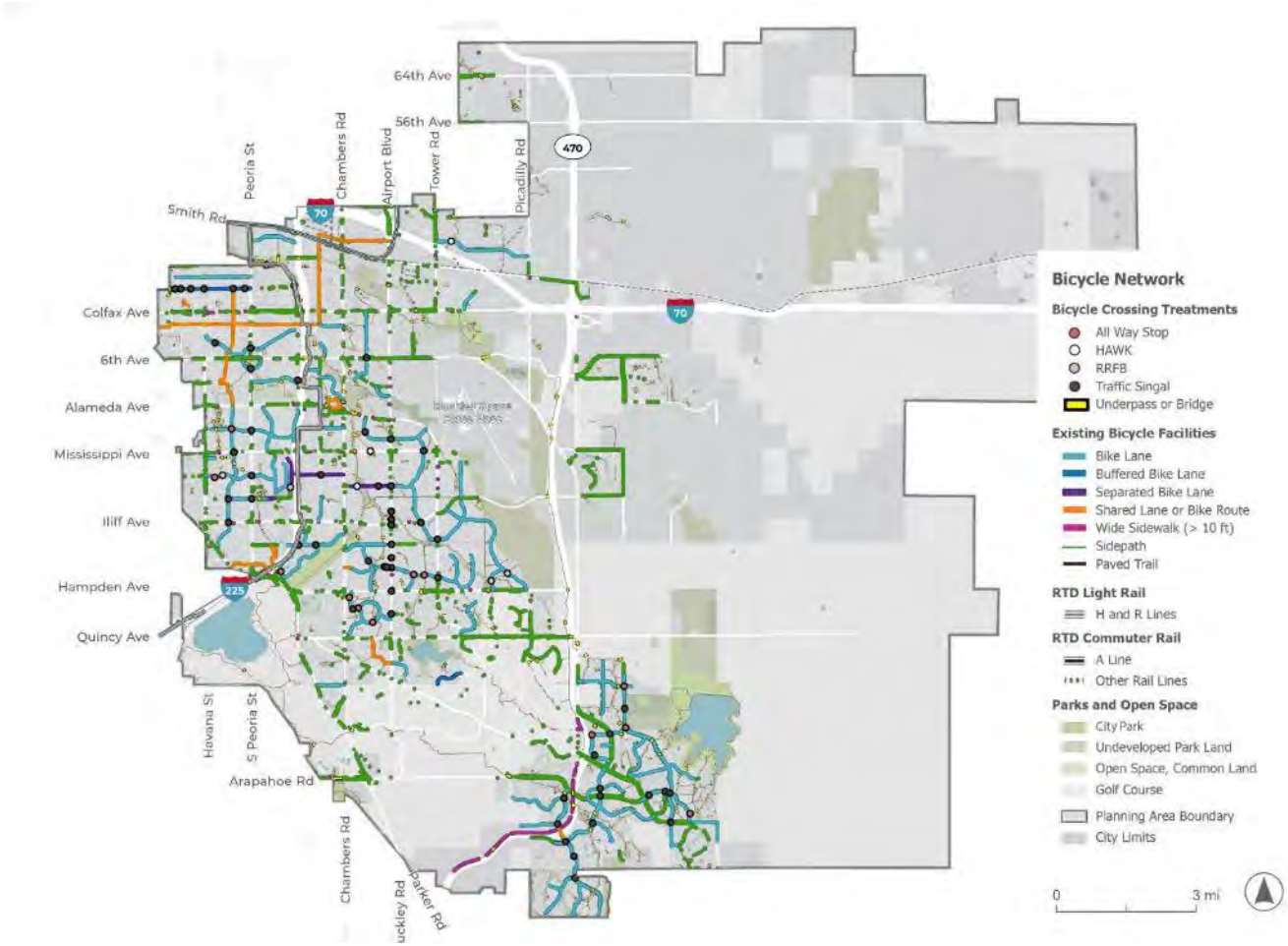
Table 7-1: Separated bicycle facilities

Corridor	Extents	Year Completed
Jewell Avenue	Tucson Street to Jewell Wetlands Park	2020
Potomac Street	Jewell Avenue to Louisiana Avenue	2020
Florida Avenue	Abilene Street to Chambers Road	2020
Mexico Avenue	Idalia Street to Buckley Road	2020

In addition to these high-comfort bike lanes, approximately 103 miles of wide sidewalks (measuring at least 10 feet wide) provide bicyclists with a comfortable alternative to riding in mixed traffic with motor vehicles, while still providing adequate room for pedestrians.

Aurora's bike network, including dedicated on-street bike facilities, sidepaths, and paved off-street trails, offers a moderate degree of connectivity within certain sectors of the City. Trails, dedicated bike lanes, and bike routes form several continuous north-south corridors between Colfax Avenue and Quincy Avenue in northwest and central Aurora, including Moline Street and the Toll Gate Creek Trail system. Although some north-south corridors span several neighborhoods, the quality of these bicycle facilities varies, and may not appeal to a broad range of potential bicyclists. Continuous east-west connections are less common, with many discontinuous and indirect east-west dedicated bike facilities, especially north of Mississippi Avenue (Figure 7-4). In southeast Aurora, trails, bike lanes, and sidepaths form a denser and more connected bicycle network than other areas of the city. Leveraging existing local and regional trails, improving the quality of existing bikeways and crossings, filling short gaps, and increasing the density of high-comfort facilities will be key principles as Aurora works toward a more complete bicycle network in the future.

Figure 7-4: Aurora Bike Infrastructure



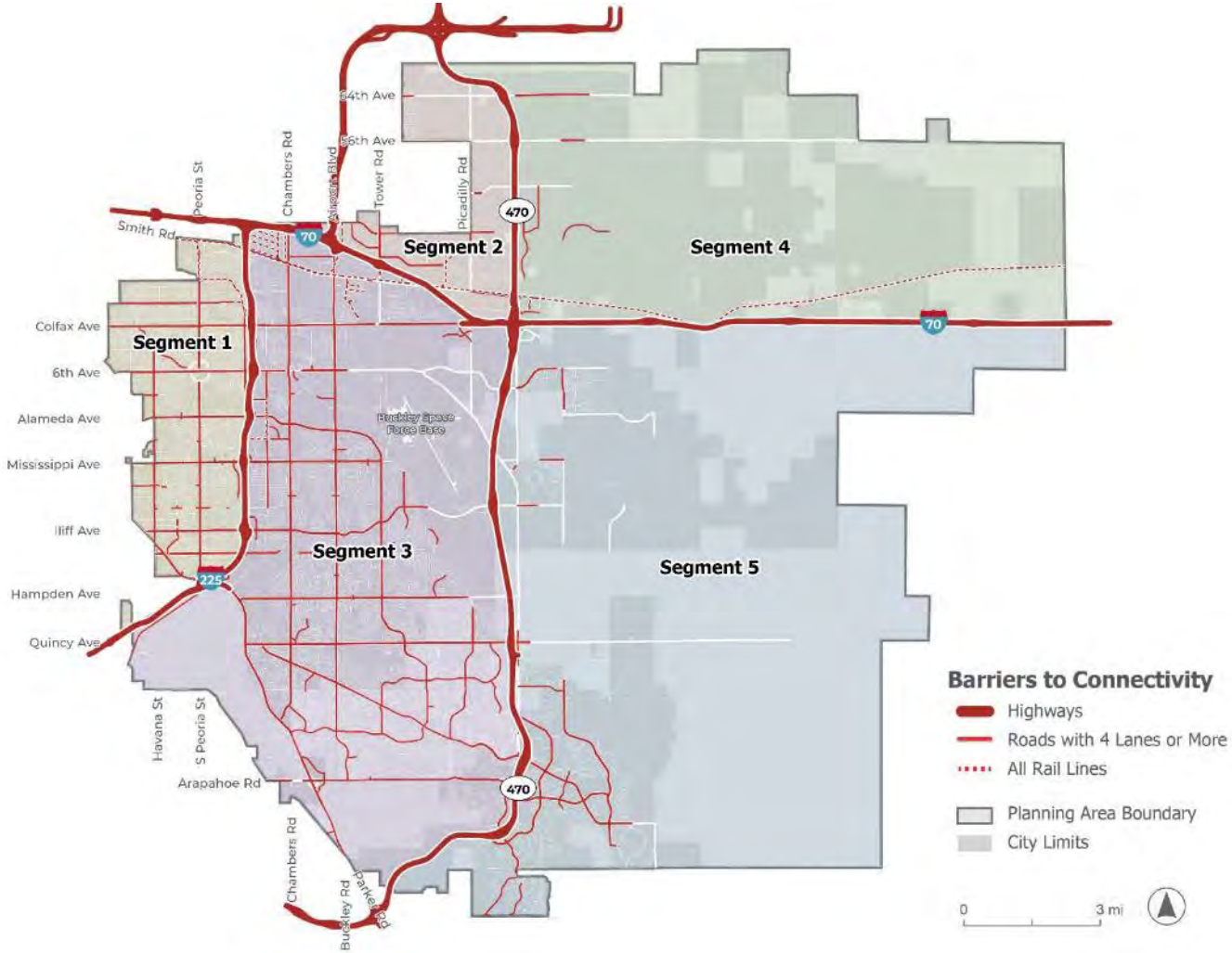
Source: City of Aurora , 2024

Side paths displayed on this map are at least 8 feet wide and separated from the adjacent roadway by at least 2 feet. Although it is legal for bicyclists to ride on sidewalks throughout Aurora, sidewalks that do not meet these criteria make it challenging for bicyclists and pedestrians to comfortably share space and do not meet minimum standards for shared use paths.

Barriers such as highways, wide roads with four or more lanes, and railways (shown in Figure 7-5) impede active transportation connectivity and safety today. Several limited-access highways and rail corridors—I-70, I-225, the E-470 Tollway, and passenger and freight rail along RTD's A and R lines, act as major barriers that divide Aurora into five distinct segments. Only a limited number of streets and trails cross these highways and rail lines, and many of the roads that connect across these barriers are high-volume, high-speed arterials that do not provide a comfortable environment for walking and bicycling.

High-volume, high-speed roads also act as barriers within and between neighborhoods. Although frequent crossing opportunities exist at intersections along arterials, crossing fast, busy roads can be unsafe and uncomfortable for people walking and bicycling, even at signalized intersections. Investing in safe, comfortable, and frequent crossings can help mitigate these barriers and provide citywide connectivity in the future.

Figure 7-5: Barriers to Connectivity



7.1 Moving on Foot or with mobility device

Short Trip Opportunities

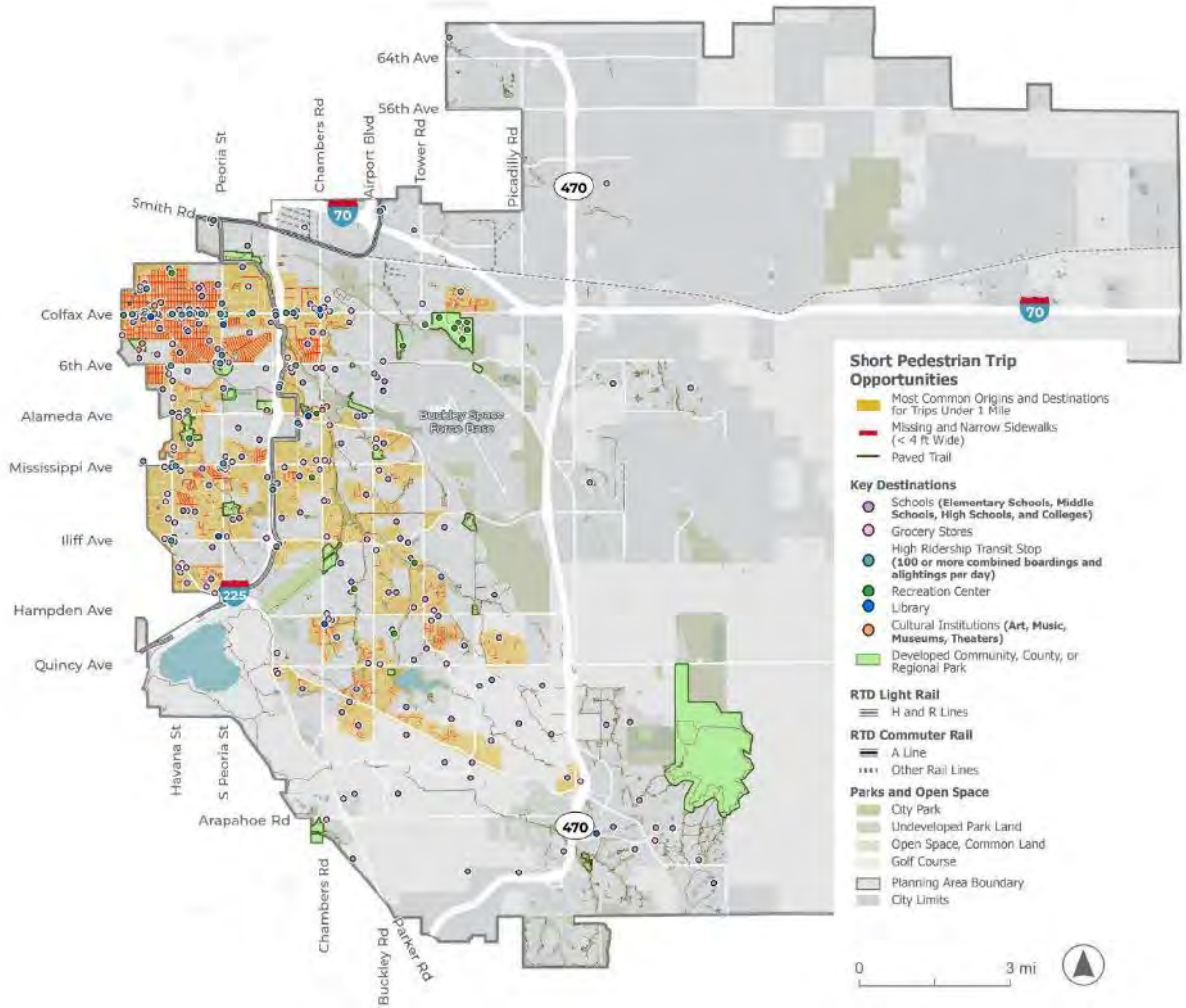
Analyzing short trips is instrumental to identify challenges and opportunities within an active transportation system. Short trip opportunities for pedestrians typically refer to journeys (via any mode) that are less than one mile long and could be converted to walking trips. This State of the System report lists key destinations in Aurora to consider. They include:

- **Schools:** Preschools, elementary schools, middle schools, and high schools.
- **Transit:** High-ridership light rail stations and bus stops with 100 or more daily average boardings and alightings (combined).
- **Cultural and Recreation Destinations:** Recreation centers, libraries, and cultural institutions (art, music, museums, theaters).
- **Grocery Stores:** Supermarkets and other grocery retailers within the City of Aurora.
- **Parks:** Existing community, county, and regional parks.

Figure 7-6 illustrates opportunities and barriers to walking in Aurora. The map highlights key destinations and block groups with high concentrations of trips under one mile, representing places with the highest potential for future walking trips. In areas with high concentrations of short trips, the map also highlights missing and inadequate pedestrian facilities, which currently act as obstacles to walking in these areas.

Most key destinations in Aurora are concentrated in central, west, and northwest Aurora, where high volumes of trips under one mile begin or end. Key destinations and short trips are especially concentrated in northwest Aurora, indicating the potential for high volumes of walking trips in the future. However, many of the neighborhoods in northwest Aurora have discontinuous and narrow sidewalks, leaving pedestrians with few comfortable routes to reach destinations. Investing in higher-quality pedestrian infrastructure in areas where short trips are most concentrated can offer people in Aurora a more comfortable and attractive way to reach nearby destinations, encouraging walking or rolling instead of driving.

Figure 7-6. Short Pedestrian Trip Opportunities



Source: City of Aurora, 2024; Replica Spring 2024

Level of Traffic Stress (LTS) Overview

Individuals consider comfort and convenience when choosing to walk, roll, or cycle, whether for commuting, everyday needs, recreation, or intermodal transportation connections. The stress that individuals feel when travelling by active modes is inherently subjective, but researchers developed a way to measure people's comfort walking and biking along a road or through an intersection—Level of Traffic Stress (LTS). Mekuria, Furth, and Nixon (2012) developed LTS in *Low Stress Bicycling and Network Connectivity* to assign a road a score from 1 to 4 based on a combination of factors. This methodology has since been refined and iterated upon.

Level of Traffic Stress (LTS) represents the stress on pedestrians or bicyclists due to roadway and traffic conditions. Lower LTS scores indicate more comfortable, less stressful facilities for people walking, rolling, and biking, while higher LTS scores indicate the opposite. LTS 1 facilities cater to all ages and abilities, whereas a narrower range of people feel comfortable in LTS 4 facilities.

LTS values range from 1 through 4:

- LTS 1: Little to no traffic stress and requires little attention by the active modes user to navigate the segment or crossing.
- LTS 2: Little traffic stress for most adults, but requires more attention to navigate the segment or crossing than young children (ages 10 and younger) may be capable of.
- LTS 3: Moderate stress; a higher level of attention is needed to navigate the segment or crossing, and adults may feel some discomfort.
- LTS 4: High traffic stress; only active modes users with limited route choices would use this segment or crossing.

7.1.1.1 Pedestrian Level of Traffic Stress (LTS)

The Pedestrian Level of Traffic Stress (Pedestrian LTS) analysis presented in Figure 7-7 assesses how comfortable or safe it feels to walk along a street, while the Crossing Level of Traffic Stress (Crossing LTS) analysis presented in Figure 7-8 assesses how comfortable or safe it feels to cross a street as a pedestrian or a bicyclist.

The Pedestrian LTS methodology considers the posted speed limit, sidewalk width, and degree of separation from motor vehicle traffic. In general, streets with lower speed limits, wider sidewalks, and greater separation from traffic receive lower pedestrian LTS scores, indicating a more comfortable and less stressful walking environment.

The results of the analysis indicate that many of Aurora's busiest collectors and arterials are high-stress environments for pedestrians (LTS 3 or LTS 4), which may discourage people from walking today. This high level of pedestrian stress can be attributed to the high traffic volumes and high-speed limits that characterize many of Aurora's busiest roads.

It is also noteworthy that the arterials and collectors in northwest and central Aurora are mainly pedestrian LTS 3 and 4, while arterials and collectors in east and southeast Aurora are primarily pedestrian LTS 1 and 2. The east side of Aurora has a higher concentration of wide sidewalks and far fewer narrow and missing sidewalks, creating a more comfortable and safer environment for pedestrians compared to the northwest.

Figure 7-7. Pedestrian Segment Level of Traffic Stress (PLTS)

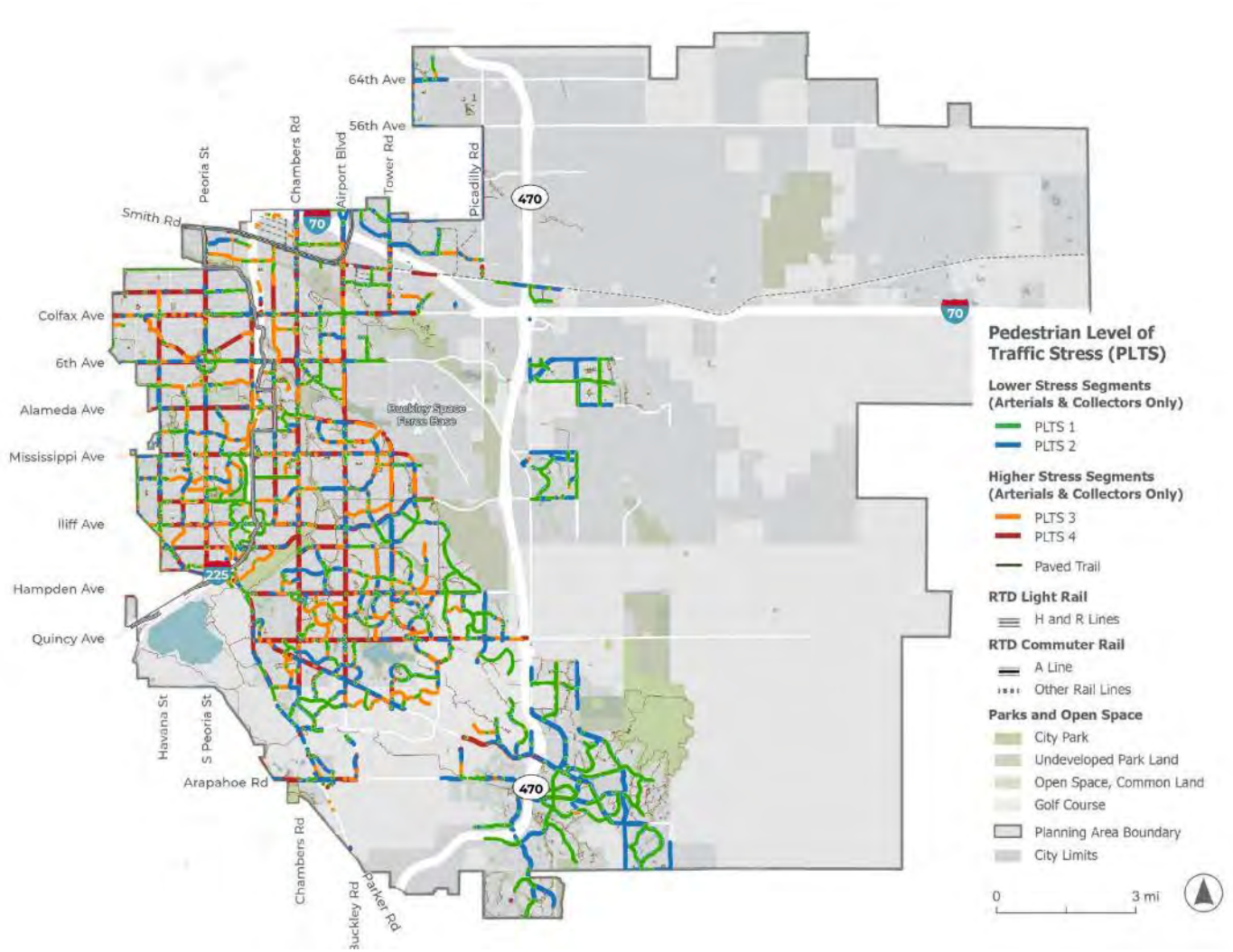


Figure 7-8. Crossing Level of Traffic Stress (Crossing LTS)

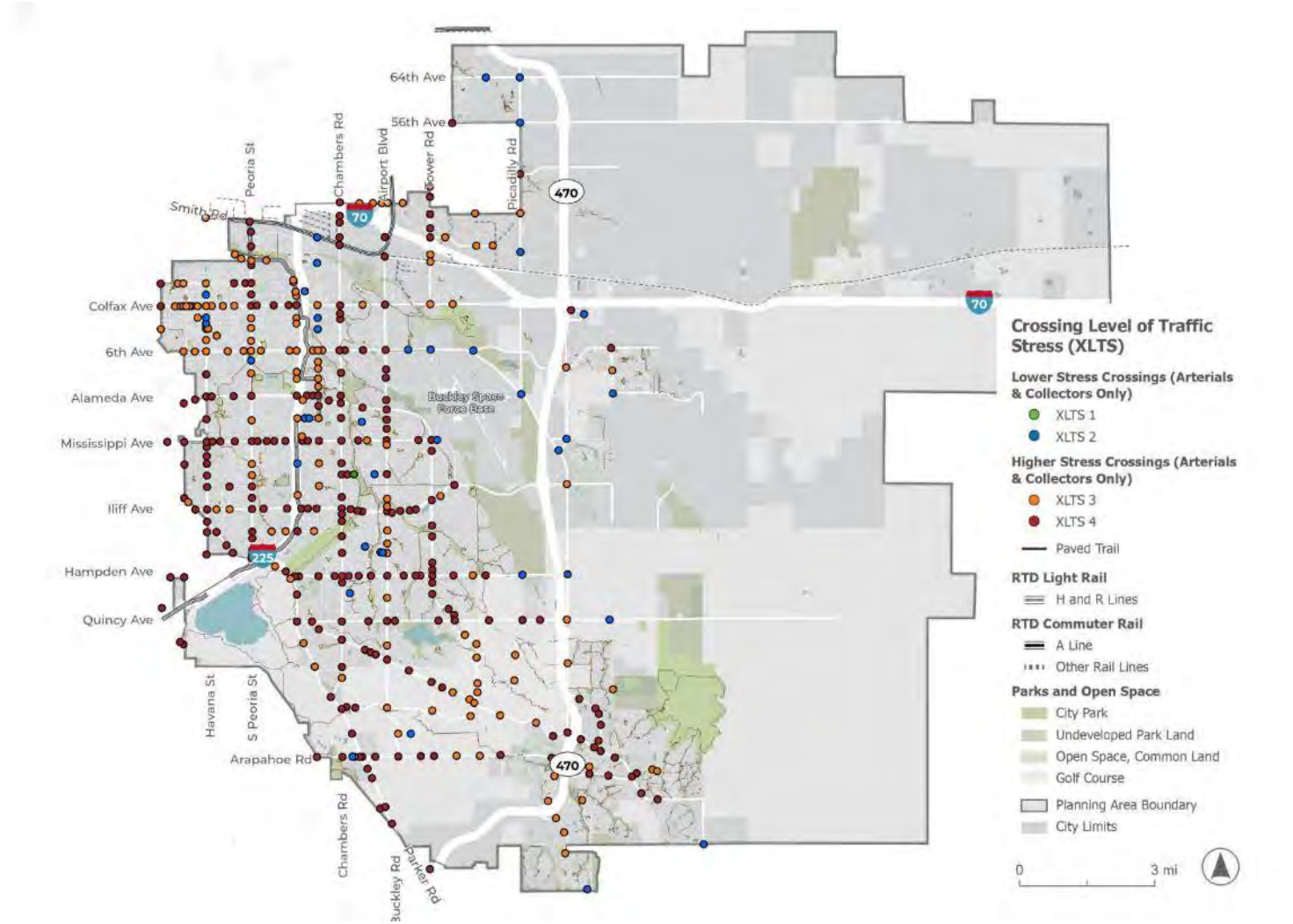


Figure 7-8 illustrates crossing LTS scores, which apply to both pedestrians and bicyclists, for street crossings of and along collectors and arterials in Aurora. The methodology considers the speed of cross traffic, the number of vehicle travel lanes to cross, and crossing treatments like signals, PHBs/HAWKs, stop signs, RRFBs, and refuge islands. In general, crossings with lower speed limits, shorter crossing distances, and more crossing enhancements receive lower crossing LTS scores, indicating more comfortable crossings for pedestrians and bicyclists. The map shows the score of the highest-stress crossing at each intersection, which is typically associated with crossing the arterial or collector rather than the intersecting local street.

Despite the existence of some enhanced crossings in Aurora, many of Aurora's collectors and arterials have high speeds, multiple lanes in each direction, and high traffic volumes (annual average daily traffic, or AADT), which pose challenges—in the form of higher stress—for people walking, biking, and rolling across these corridors. For pedestrians and bicyclists, stress and discomfort are more pronounced at unsignalized crossing locations along arterials and collectors. However, even at signalized crossings, the presence of traffic control may not result in a low-stress experience if pedestrians and bicyclists must cross several lanes of traffic and contend with a high volume of turning vehicles.

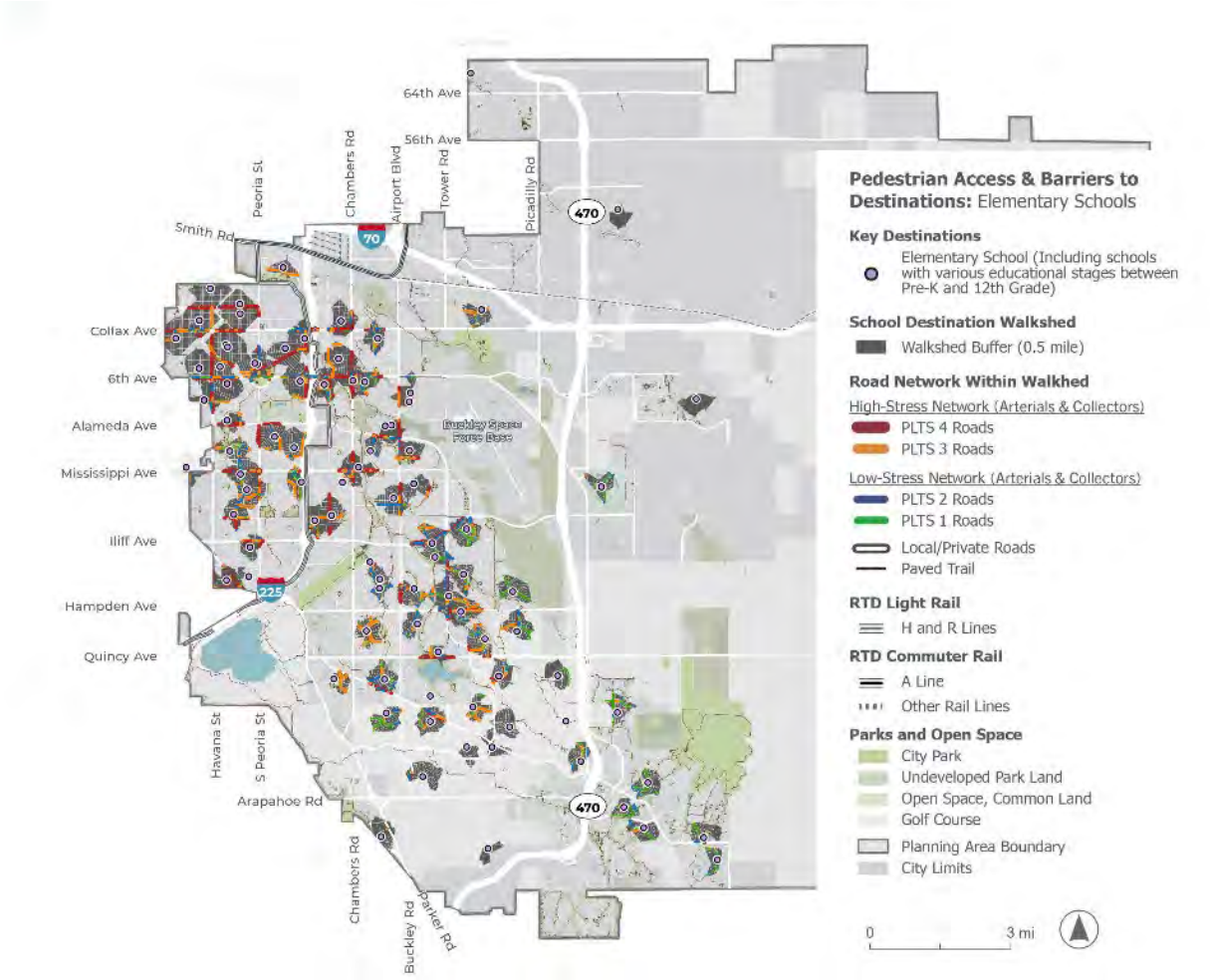
Pedestrian Access & Barriers to Key Destinations

The Pedestrian Level of Traffic Stress (LTS) results illuminate how comfortable it is for people walking and rolling to access key destinations. Figure 135 shows the pedestrian LTS scores on streets within a half-mile walk of different types of destinations, highlighting significant barriers to accessing some destinations.

Within these walksheds, the maps distinguish between high-stress (pedestrian LTS 3 and 4) arterials and collectors and low-stress (pedestrian LTS 1 and 2) arterials and collectors to identify areas of the sidewalk network around key destinations that may impede or facilitate pedestrian movement. Each of the following figures highlight a different type of key destination, illustrating where these destinations are most concentrated, easiest to access, and most challenging to reach by walking or rolling.

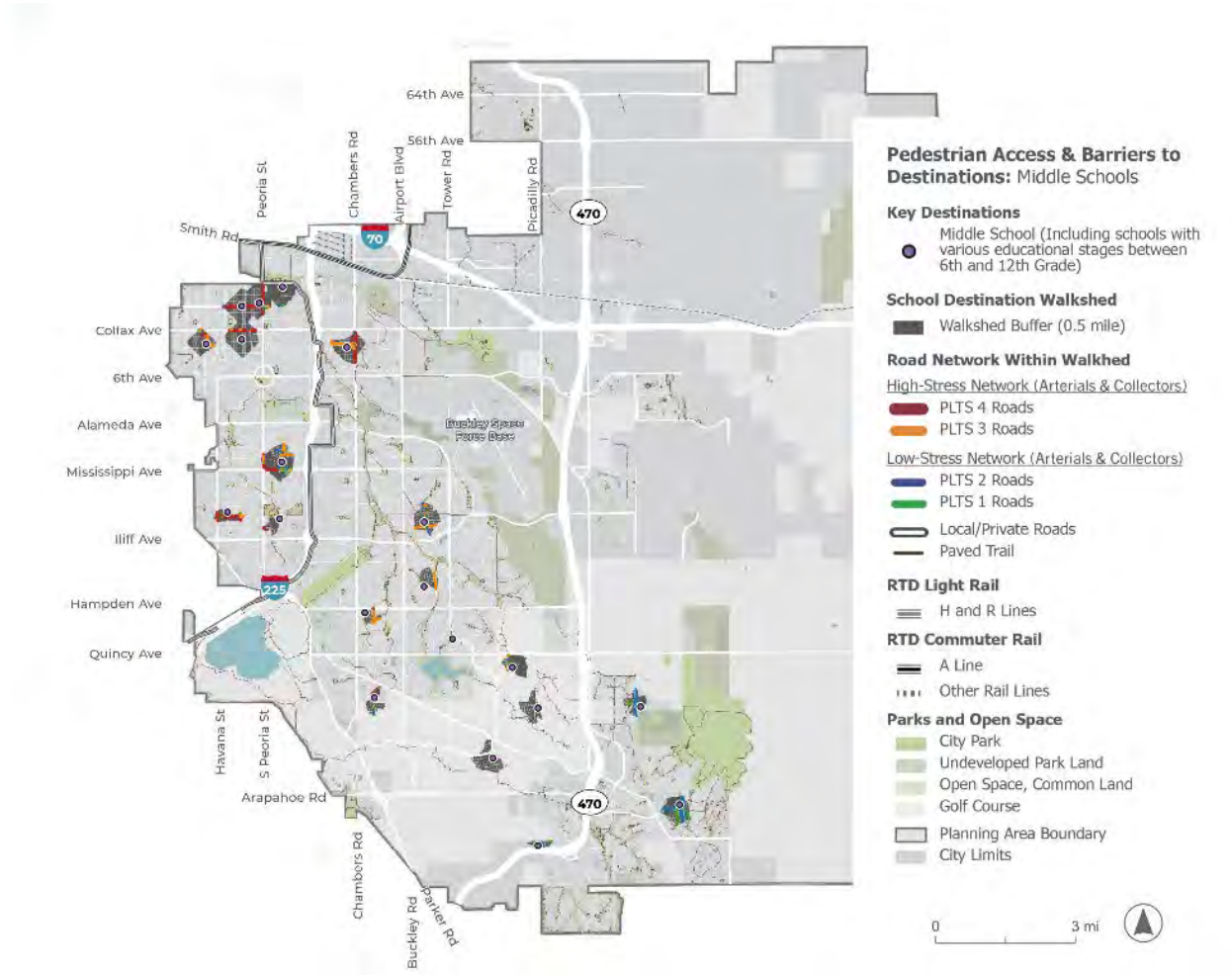
Figure 7-9 through Figure 7-11 show pedestrian access and barriers to pre-K-12 schools in Aurora . Pedestrian facilities in the walksheds around schools in northwest Aurora are primarily high-stress, with more low-stress pathways moving east and south. The prevalence of low-stress streets surrounding schools in southeast Aurora suggests students in the south and east can more comfortably access their schools than students attending schools in northwest and central Aurora.

Figure 7-9. Pedestrian Access and Barriers to Elementary Schools



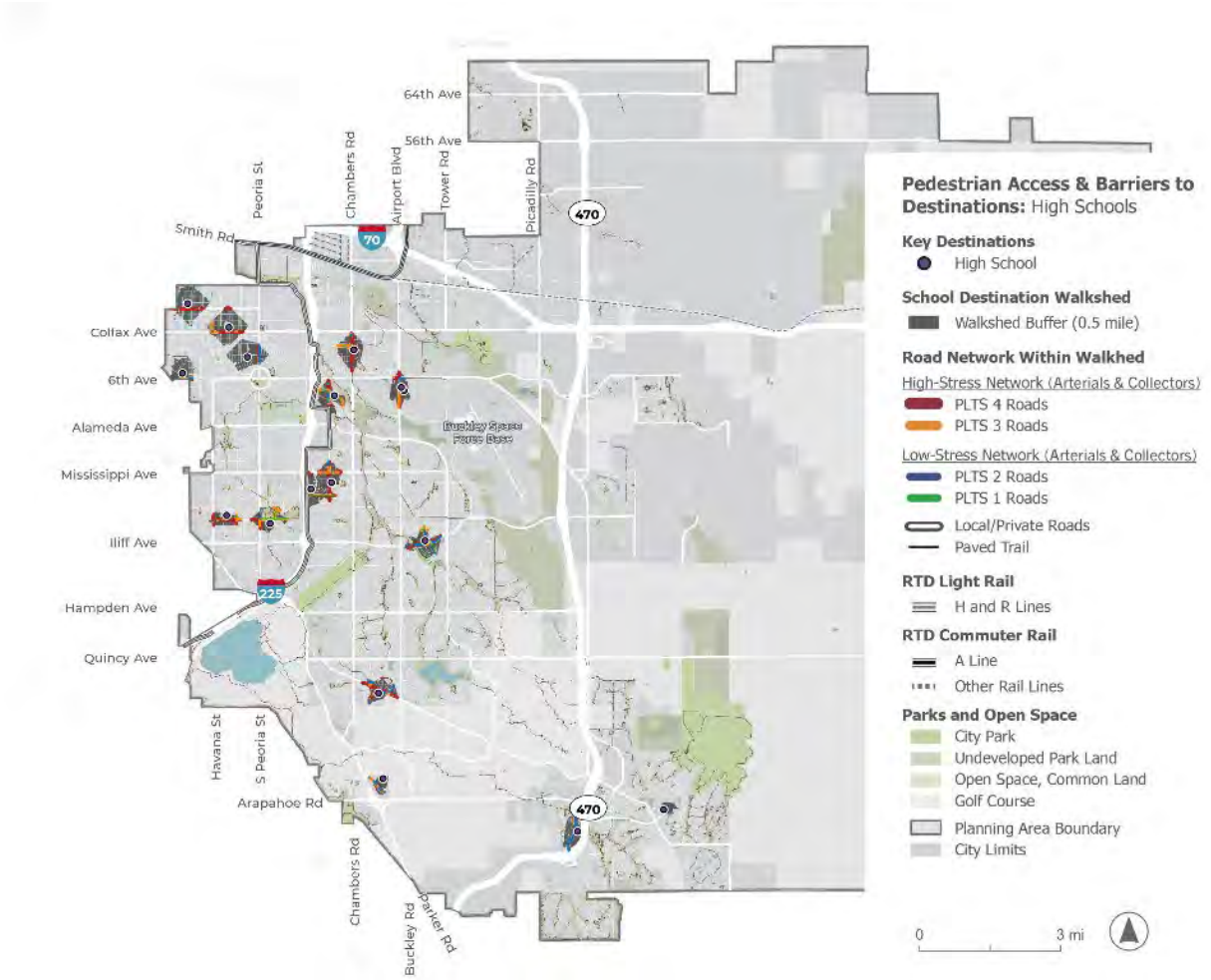
Source: City of Aurora, 2024

Figure 7-10. Pedestrian Access and Barriers to Middle Schools



Source: City of Aurora, 2024

Figure 7-11. Pedestrian Access and Barriers to High Schools



Source: City of Aurora, 2024

Figure 7-12 and Figure 7-13 provide a closer look at conditions in and around three different schools in northwest and east Aurora. Each area features a distinct built environment context: northwest Aurora has a dense grid network divided by multiple barriers, including major highways and rail lines, while east Aurora features a more suburban, hierarchical road network with trails that support access to key destinations. Despite each area's differences, they both have common conditions and challenges that broadly impact walking access to destinations. Using Aurora High School, Mrachek Middle School, and Rangeview High School as examples, each map shows a school surrounded by high-stress roads, which present barriers for students who might walk or roll to school.

Aurora Central High School, situated directly west of Peoria Street (near I-225) and south of Colfax Avenue, is fairly challenging to access, especially from the west within the walkshed, due to the absence of connecting paved trails and the presence of LTS 3 and 4 pedestrian segments and crossings. Although not included in Aurora Central High School's walkshed, directly to the north and south Aurora Central High School is bounded by Del Mar Parkway and Colfax Avenue, high-stress pedestrian segments which pose additional challenges to connectivity. Even in the east, around Mrachek Middle School and Rangeview High School, which provide better pedestrian connectivity and more trail access, students west of these schools would need to walk along high-stress sidewalks.

Figure 7-12. Pedestrian Access and Barriers to Schools Inset (Aurora Central High School)

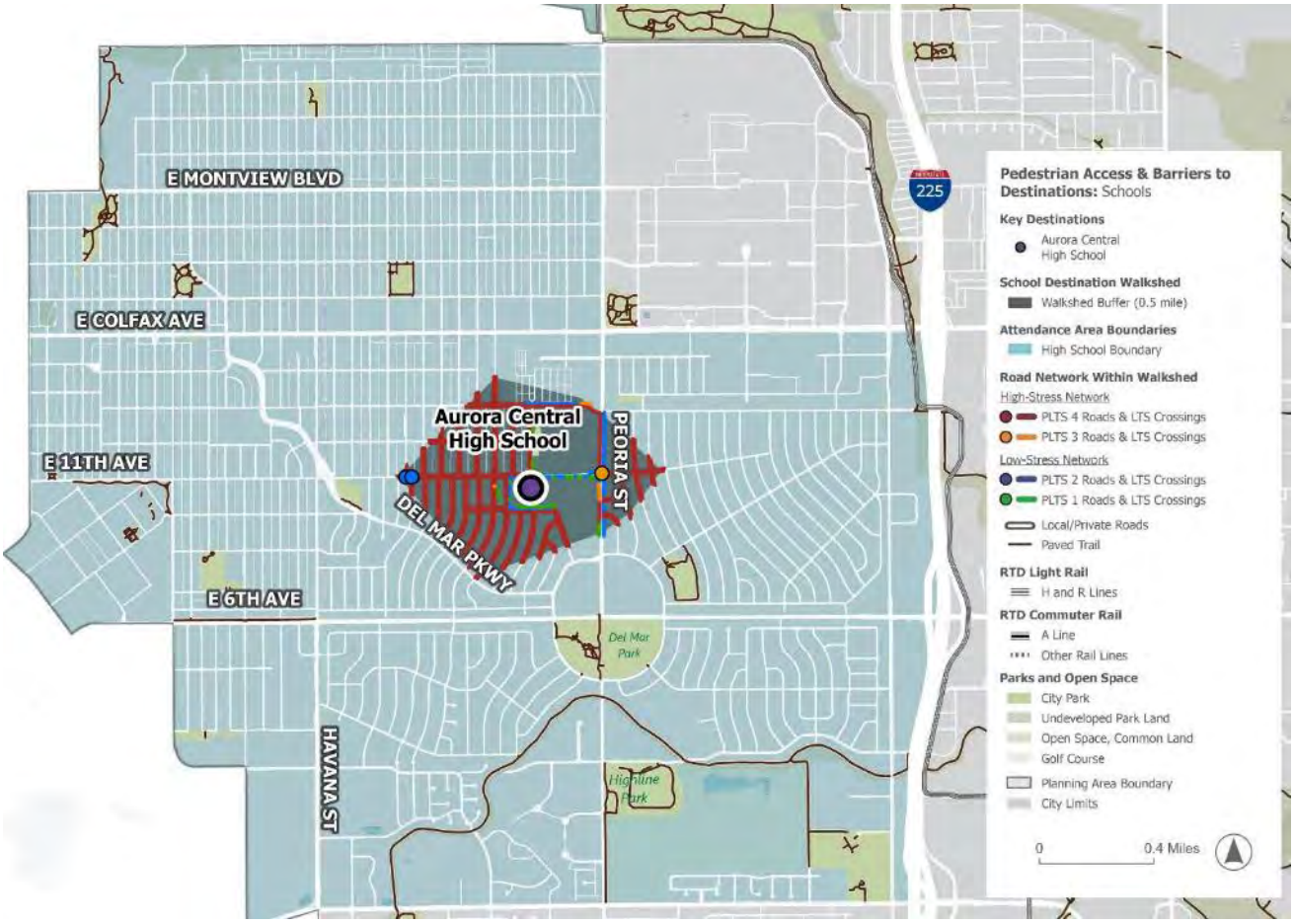


Figure 7-13. Pedestrian Access and Barriers to Schools Inset (Mrachek Middle School and Rangeview High School)

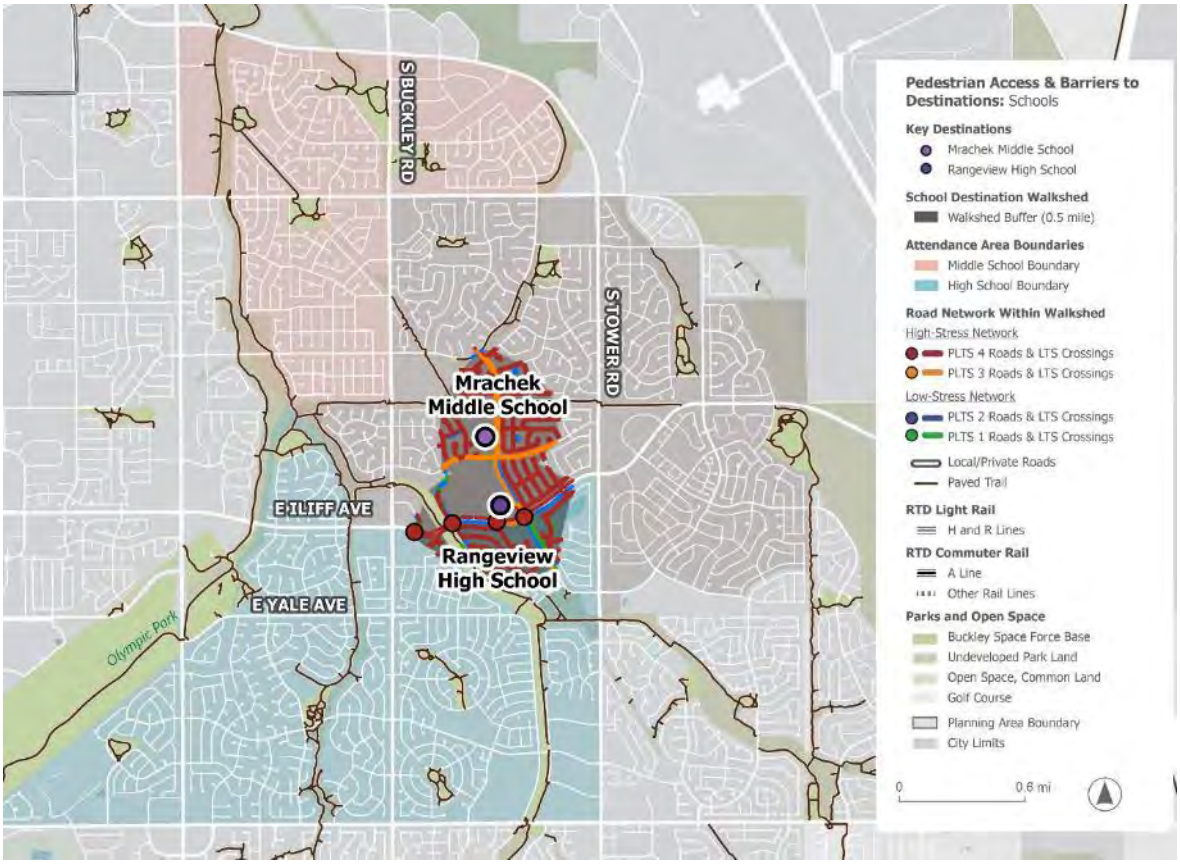


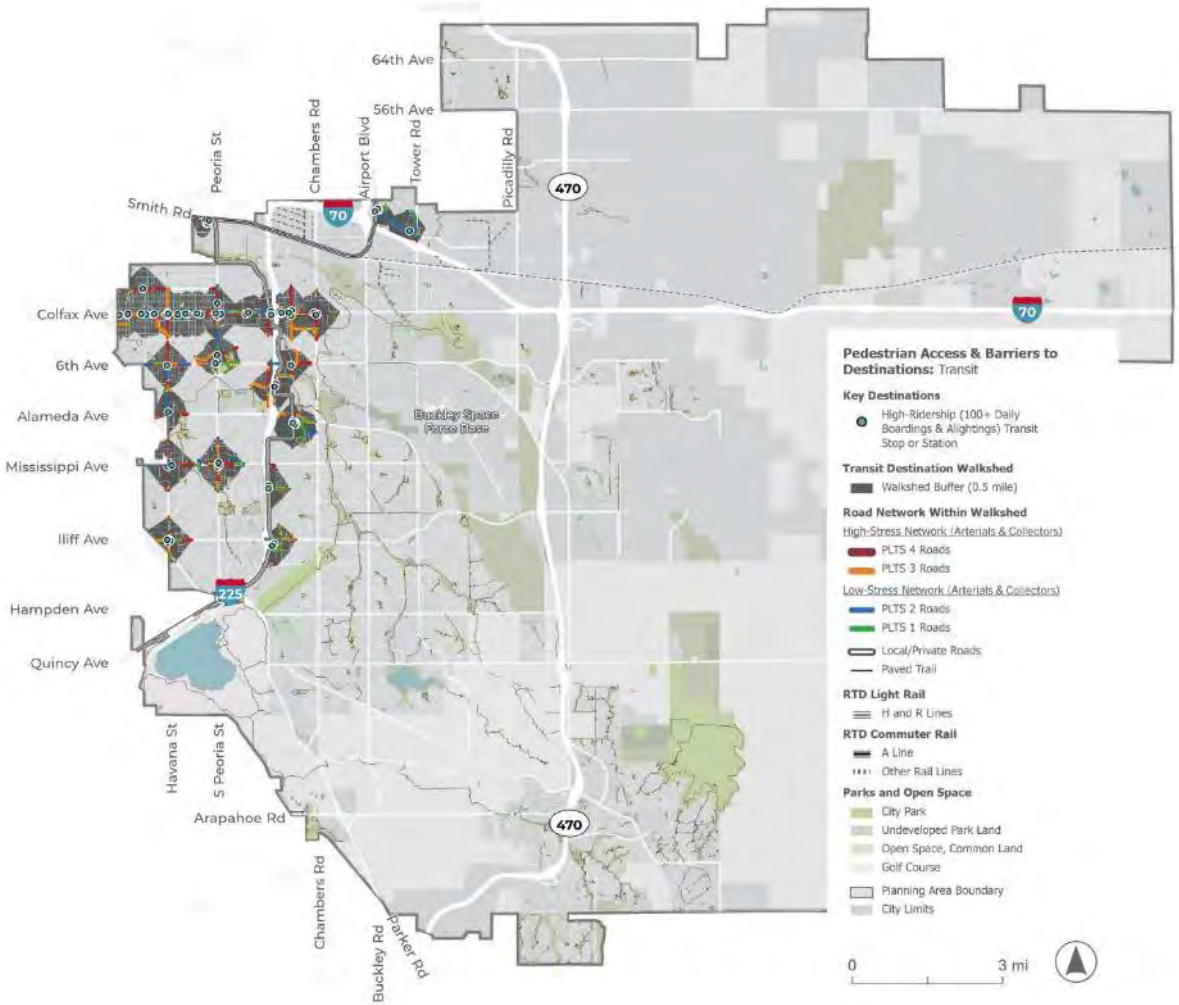
Figure 7-14 shows pedestrian LTS scores on roads surrounding high-ridership light rail stations and bus stops in Aurora. These transit hubs are predominantly along Colfax Avenue, the H and R light rail lines, and at transfer locations in the western portion of the city. Most of these stops and stations are completely surrounded by high-stress pathways, illustrating significant barriers to access for people walking to and from the bus or train.

Figure 7-15 presents community, county, and regional parks in Aurora. Most local and regional parks in central Aurora are surrounded by high-stress pedestrian routes. However, better access to higher-comfort routes is found near regional parks and open space, particularly north of Buckley Space Force Base and south of Quincy Ave, where there are larger concentrations of trails.

Figure 7-16 presents cultural and recreation destinations in Aurora. While high-stress routes are prevalent surrounding cultural and recreation destinations in the northwest, more low-stress access points can be found to the east and south.

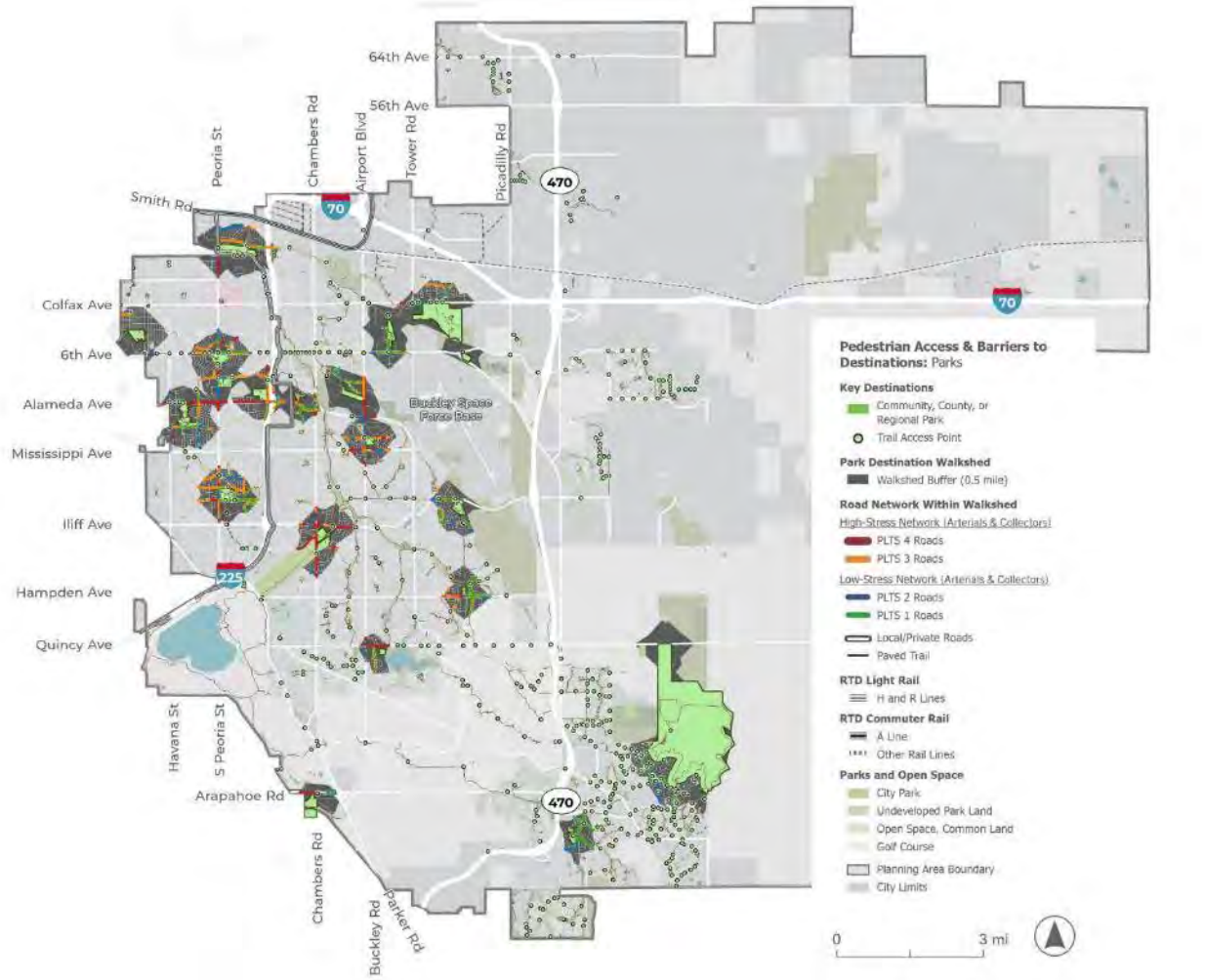
Figure 7-17 presents chain and locally owned grocery stores in Aurora. Grocery stores are scattered across the city with a high concentration of grocery stores situated on the western edge of Aurora. Grocery stores in Aurora are most often positioned along high-stress roadways and intersections that pose barriers to pedestrian mobility. However, better access to higher-comfort routes is found north and south of Buckley Space Force Base and south of Quincy Avenue.

Figure 7-14. Pedestrian Access and Barriers to Transit



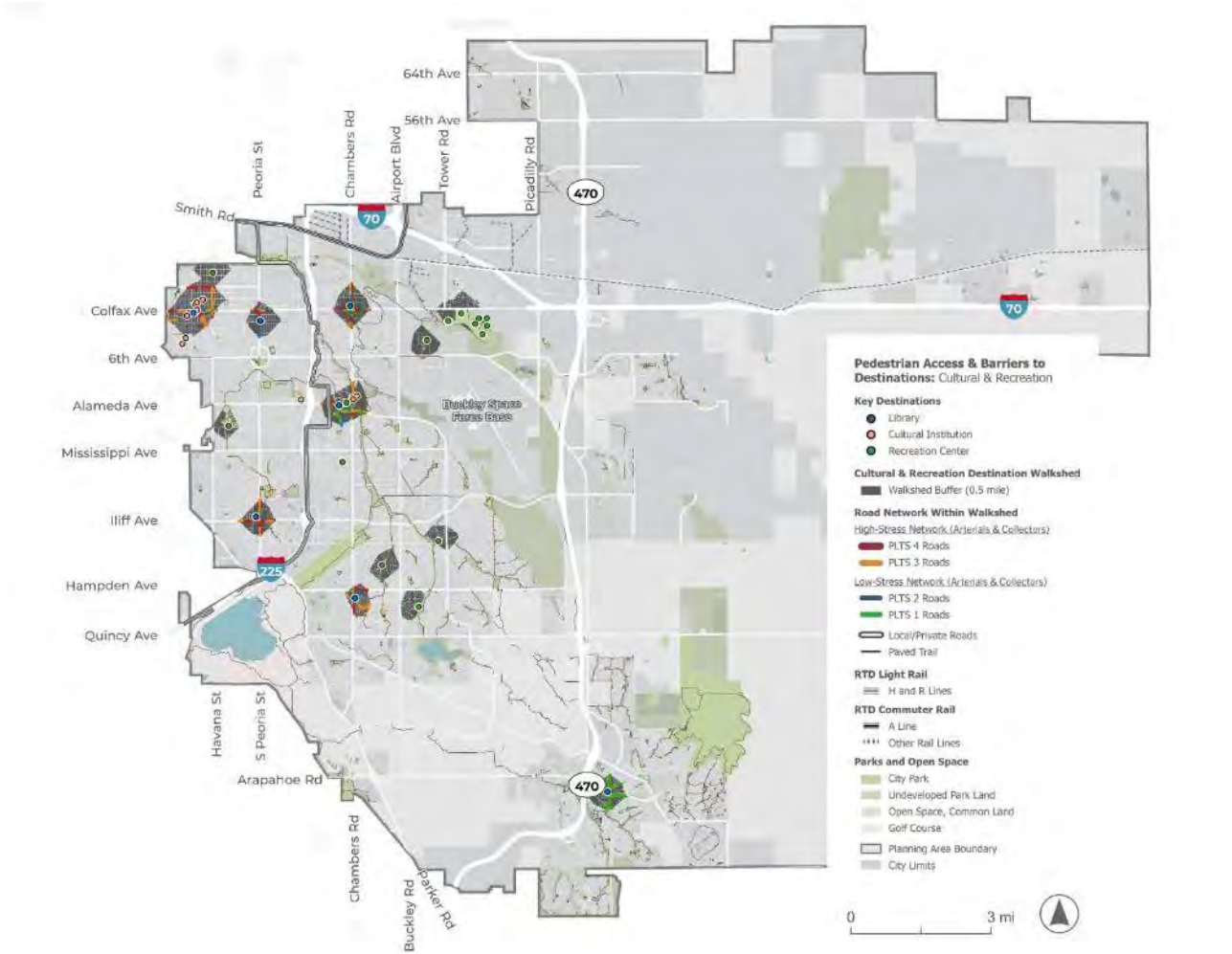
Source: RTD, 2023

Figure 7-15. Pedestrian Access and Barriers to Parks



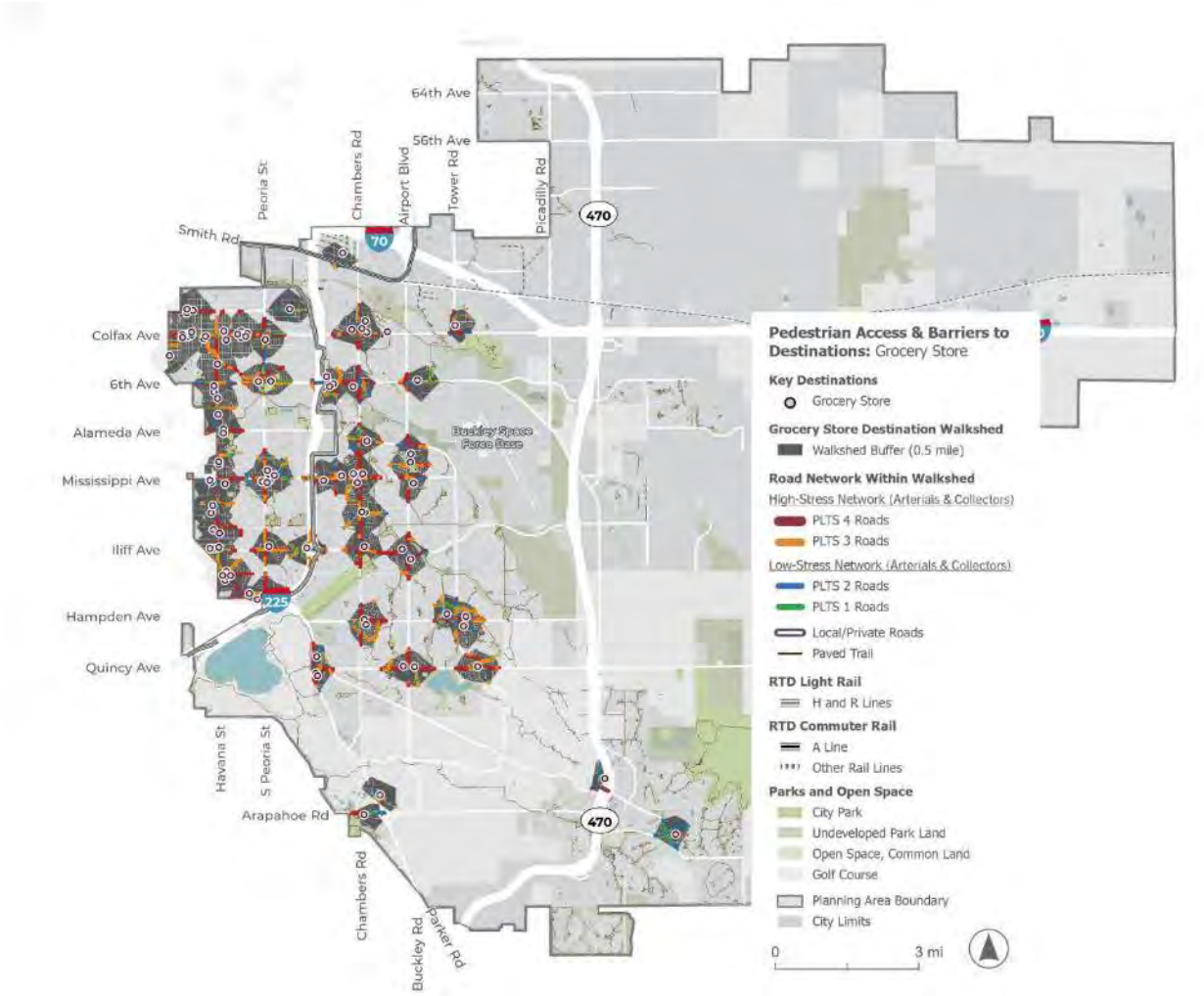
Source: City of Aurora, 2024

Figure 7-16. Pedestrian Access and Barriers to Cultural/Recreation Destinations



Source: City of Aurora, 2024

Figure 7-17. Pedestrian Access & Barriers to Grocery Stores (City of Aurora, 2024)



Source: City of Aurora, 2024

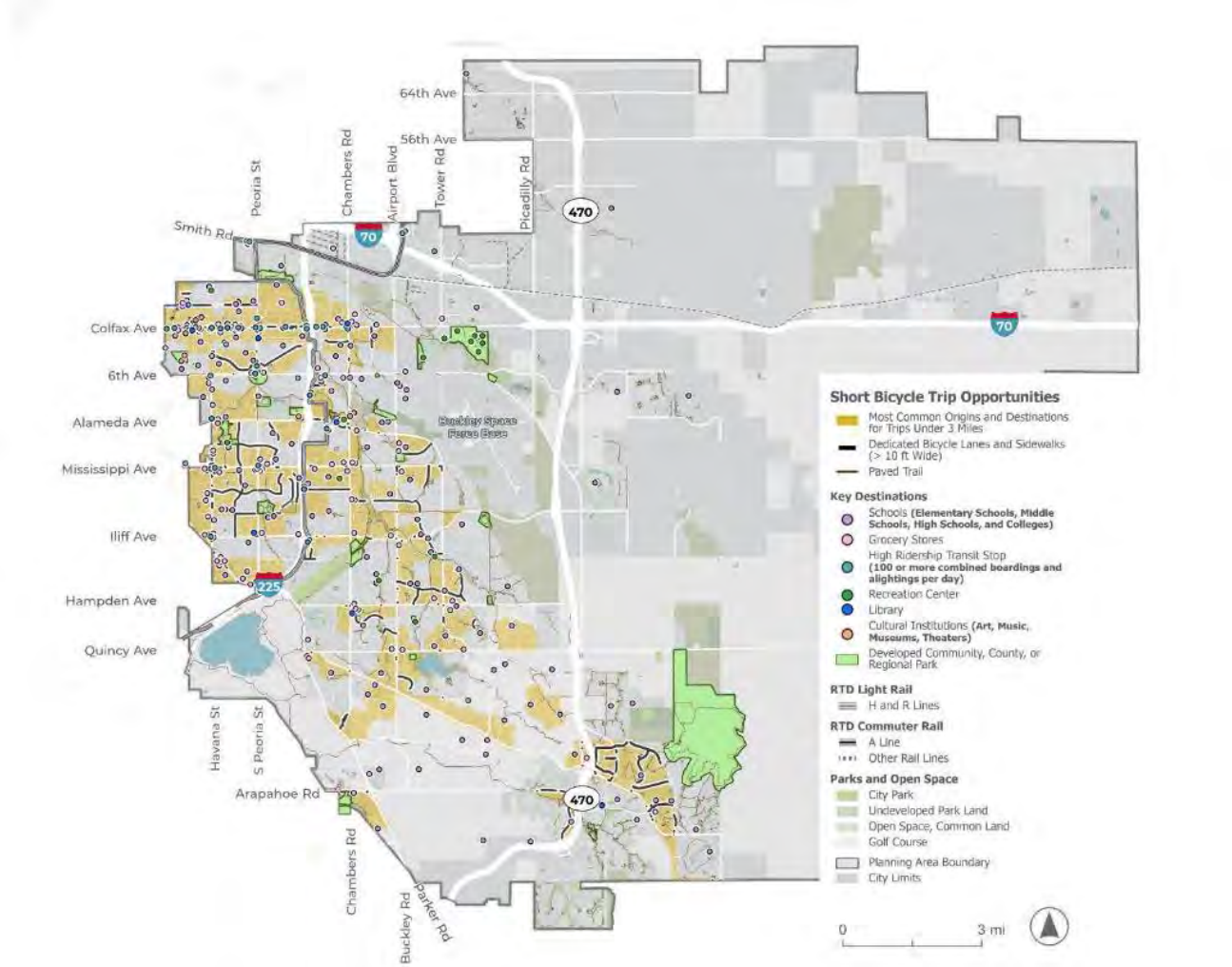
7.2 Moving by bicycle or other active mode

Short Bicycle Trip Opportunities

Analyzing short trips helps to identify areas with strong opportunities to increase the number and share of trips made by bicycling. Because many people are willing to bike for a longer distance than they are willing to walk, journeys of less than three miles in length are typically considered the most feasible trips to switch to biking or other micromobility devices. The three-mile distance is a common planning-level threshold when considering short trips that people may be willing to complete by bicycle, as it represents an approximately 15-minute trip at a typical bicycling speed in urban areas. As the prevalence and popularity of e-bikes increase, more people with access to e-bikes may choose to travel even longer distances by bicycle for everyday trips on a regular basis. The short bicycle trip analysis considers the same set of key destinations introduced in 7.1.1 Short Trip Opportunities.

Figure 7-18 illustrates key destinations and bicycle facilities (dedicated bicycle lanes and sidewalks 10 feet or wider) within block groups where the shortest trips under 3 miles in length originate and terminate. Many trips people take throughout the city today are of a reasonable biking distance. As shown in Figure 7-18, there are few neighborhoods with high concentrations of destinations that also offer robust networks of dedicated bicycle facilities that support comfortable and safe bicycling for all people.

Figure 7-18. Short Bicycle Trip Opportunities



Source: City of Aurora, 2024; Replica Spring 2024

Bicycle Level of Traffic Stress (LTS)

The Bicycle Level of Traffic Stress (Bicycle LTS) analysis presented in Figure 7-19 illustrates the quality of the bicycling experience throughout Aurora and identifies existing bicycling spines and gaps within the existing bikeway network. The analysis of bicycle LTS evaluates the comfort and safety of traveling as a bicyclist alongside vehicles in mixed traffic and on dedicated on- and off-street bicycle facilities. Bicycle LTS uses the same scoring breakdown introduced in Section 7.1.2. The crossing LTS analysis introduced in Section 7.1.2.1 and Figure 7-8 applies to bicyclists as well as pedestrians, and captures how comfortable or safe it feels to cross a street.

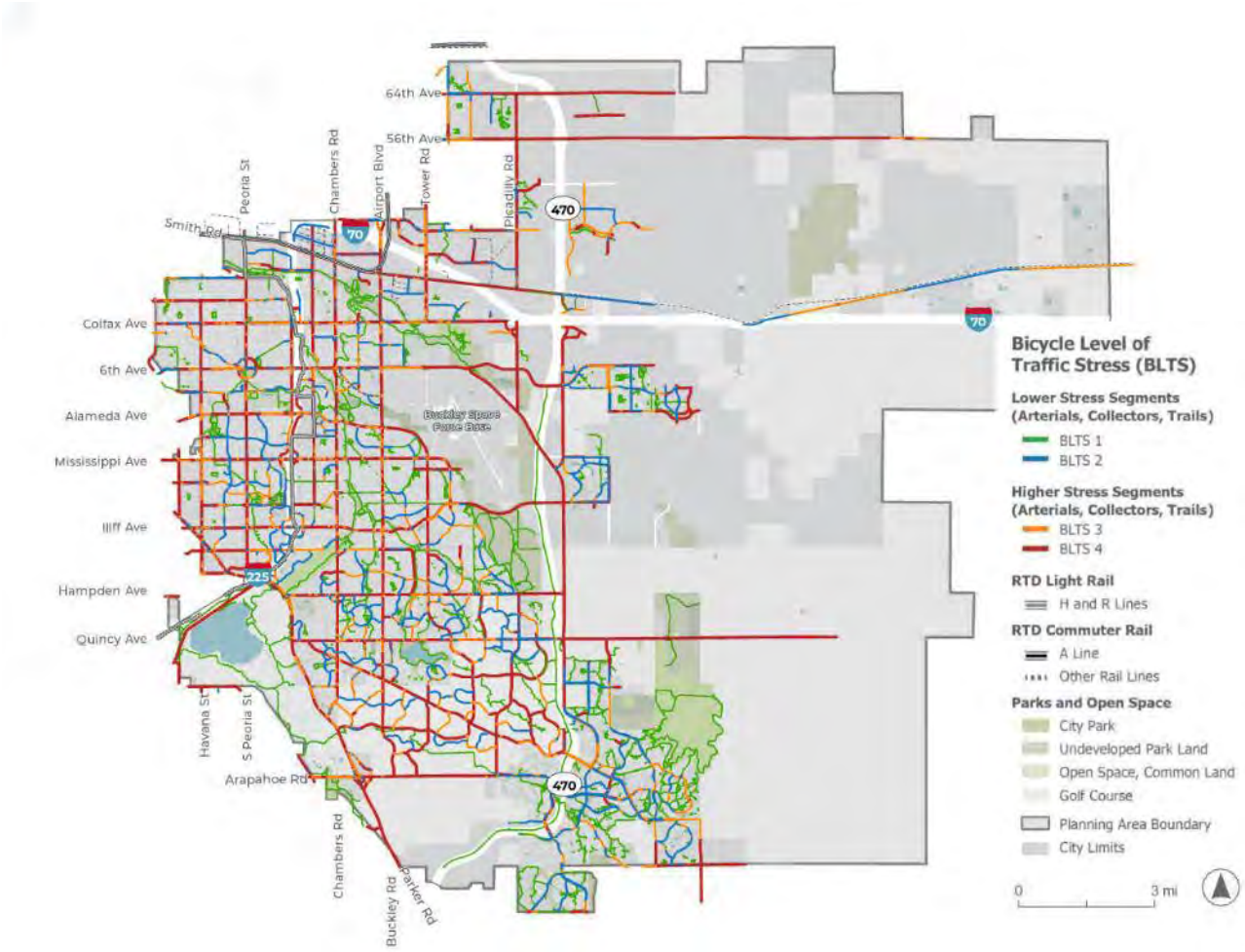
Figure 7-19 illustrates bicycle LTS scores for arterial and collector roads within Aurora. A bikeway's LTS value depends on factors such as the number of lanes, traffic volume, speed, presence of bicycle facilities, parking lanes, and the width of bicycle lanes. In general, bikeways on streets with fewer motor vehicle lanes, lower motor vehicle speeds and volumes, and fewer potential conflicts with parked cars receive lower bicycle LTS scores, because they provide a more comfortable and less stressful bicycling environment. Dedicated bike lanes, wider facilities, striped buffers, and greater separation from traffic also results in a more comfortable experience and lower LTS scores.

The bicycle LTS analysis includes an analysis of sidepaths, which are wide sidewalks that support bicycling within the right-of-way. The methodology considers the width of the sidepath, the presence and width of a buffer between the sidepath and the roadway, adjacent land uses, transit stops, parking lanes, and the posted speed limit and number of motor vehicle lanes on the adjacent roadway. Trails located outside of the roadway are considered the lowest-stress facilities (LTS 1) because they physically separate people biking from people driving, minimizing potential conflicts with motor vehicles.

In Aurora, arterials and collectors are mostly high stress, unless bicycle infrastructure is present. However, even with bicycle infrastructure, many roads in Aurora remain high-stress due to higher motor vehicle speeds and limited separation from traffic, such as on Montview Boulevard in northwest Aurora. LTS 1 and 2 segments predominantly consist of local streets in central and south Aurora, apart from Smith Road east of E-470, which has some LTS 2 segments. LTS 3 segments are less frequent in Aurora, with most LTS 3 segments south of Hampden Avenue. LTS 4 segments are not secluded to certain areas but spread across the city. Every major road received a score of bicycle LTS 4. Although not included in this analysis, local roads typically have lower speeds, lower volumes of traffic, and therefore lower LTS, except at crossings. Paved trails offer low-stress spines and generally exist in Aurora east of I-225.

The Crossing LTS scores illustrated in Figure 134 also influence bicyclists. LTS 3 and 4 crossings are common along collectors and arterials, including at signalized intersections, and these high-stress crossings significantly impact the citywide bicycle network. Often, people biking along local streets or dedicated bicycle facilities encounter high-stress crossings where these corridors meet major roads. Therefore, while local and residential streets, as well as the city's investments in bike lanes, may offer a comfortable environment for bicycling short distances, these corridors rarely provide continuous, low-stress access to key destinations or between neighborhoods. The challenges associated with crossing arterials and collectors by bicycle effectively create "low-stress islands" within neighborhoods—pockets of low-volume streets that are pleasant for bicycling but that are bound on all sides and cut off from one another by faster, higher-volume corridors with limited safe crossing opportunities.

Figure 7-19. Bicycle Level of Traffic Stress (BLTS)



Sidepaths included in the LTS analysis are at least 8 feet wide and separated from the adjacent roadway by at least 2 feet. Although it is legal for bicyclists to ride on sidewalks throughout Aurora, sidewalks that do not meet these criteria make it challenging for bicyclists and pedestrians to comfortably share space and do not meet minimum standards for shared use paths, and therefore, are not included in this map.

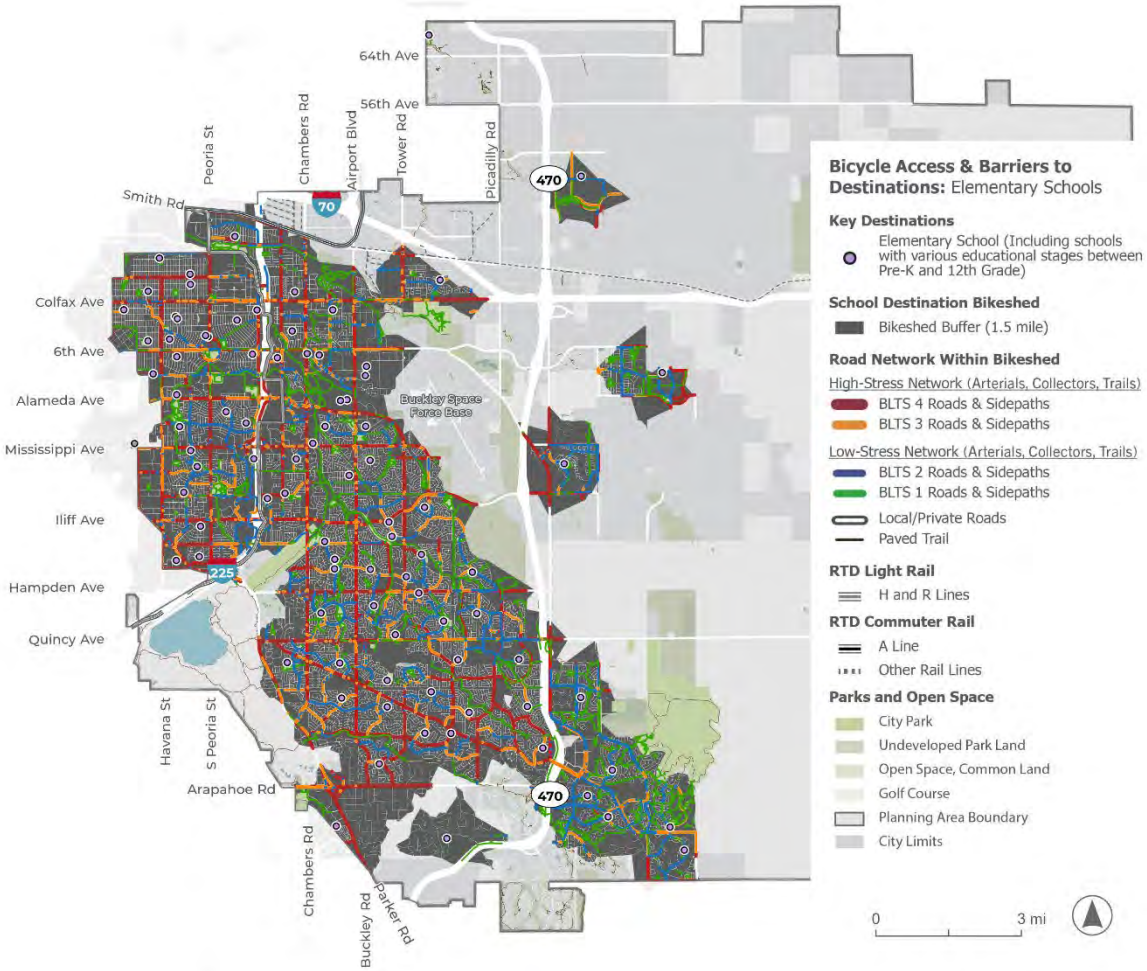
7.3 Bicycle Access & Barriers to Key Destinations

The bicycle LTS and crossing LTS results help to evaluate the quality of Aurora's bikeway network around key destinations. Figure 7-20 through Figure 7-28 show bikesheds within 1.5 miles of different types of destinations. The bikesheds represent the areas that are potentially reachable by bicycle using the existing street and trail networks. 1.5 miles is a practical and manageable bicycling distance for most people, taking about 5 to 10 minutes for an average bicyclist, making it ideal for assessing bicycle access to key destinations, but too far for most people to consider walking.

Within the bikesheds, the maps differentiate between high-stress (bicycle LTS 3 and 4) and low-stress (bicycle LTS 1 and 2) bicycle facilities to identify parts of the network that may impede or facilitate cycling. Similar to Section 7.1.3, each figure on the following pages highlights a different type of key destination, illustrating where these destinations are most concentrated, easiest to access, and most challenging to reach by bicycle.

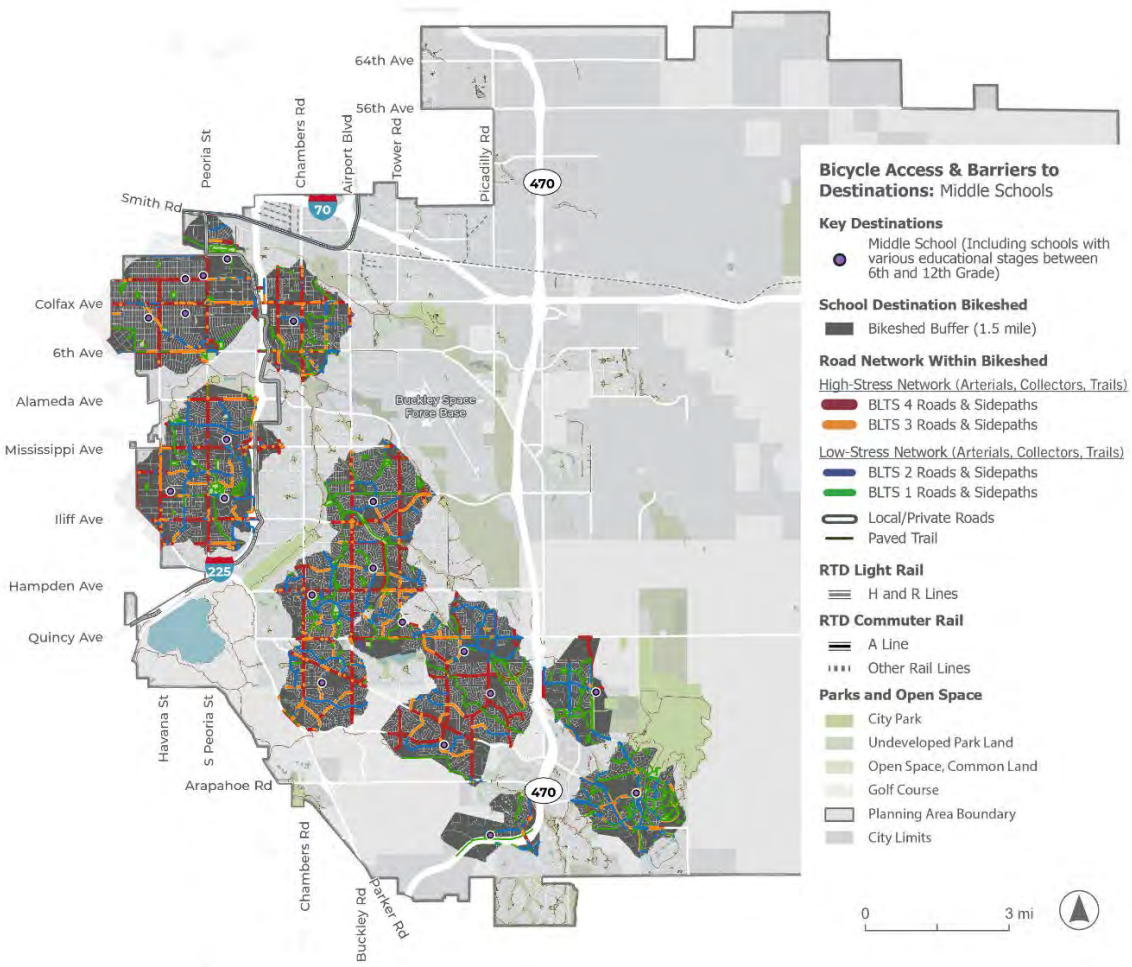
Figure 7-20 through Figure 7-22 presents school locations in Aurora. The bikesheds indicate that schools are typically within reasonable biking distances of most neighborhoods, and the presence of low-stress facilities like trails suggests biking to school may be a safe and attractive option in many neighborhoods east of I-225. However, the prevalence of high-stress arterials throughout Aurora suggests that accessing schools by bicycle may be unsafe and uncomfortable, especially for younger students who must ride along or cross a major roadway to reach their school.

Figure 7-20. Bicycle Access & Barriers to Elementary Schools



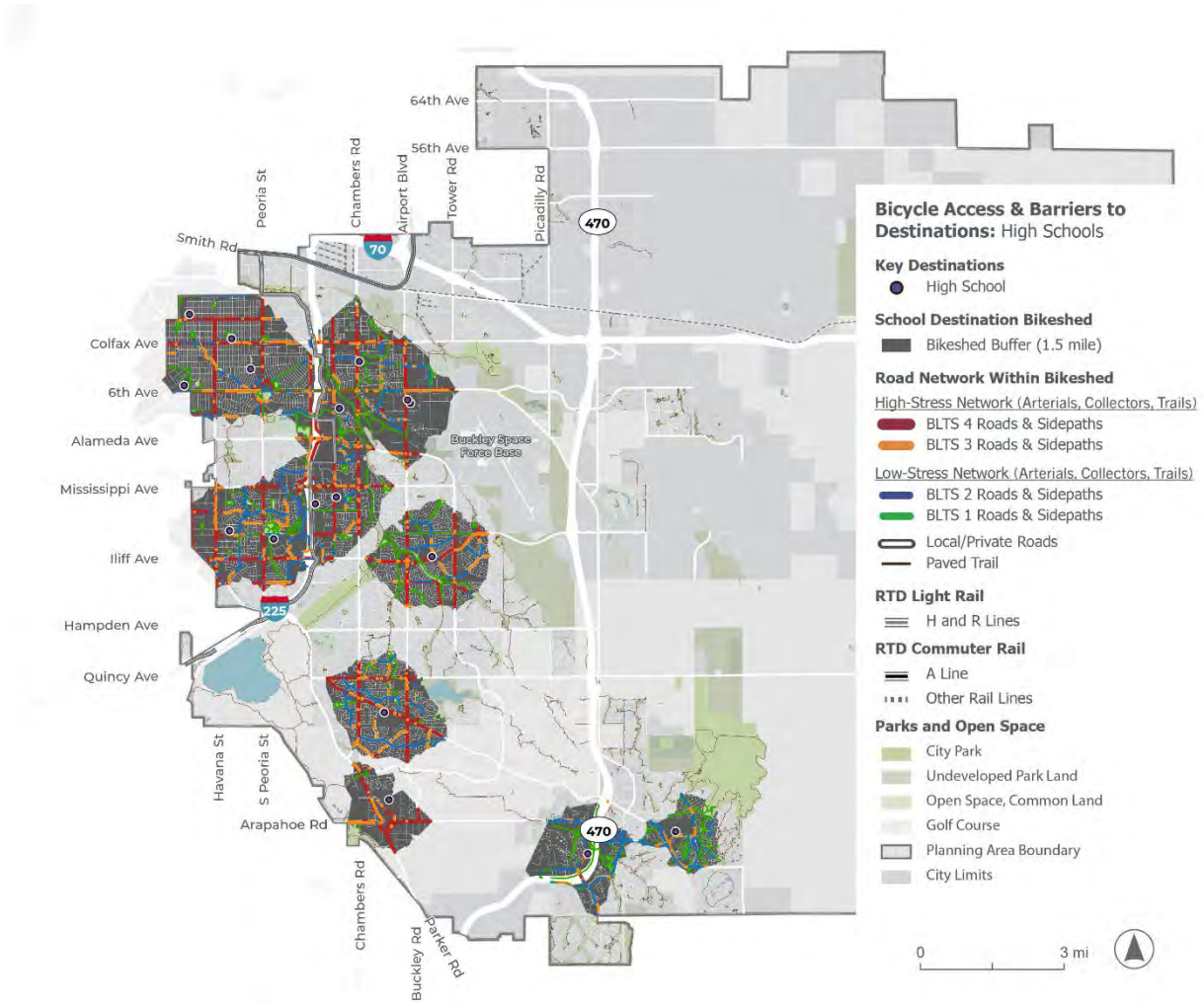
Source: City of Aurora, 2024

Figure 7-21. Bicycle Access & Barriers to Middle Schools



Source: City of Aurora, 2024

Figure 7-22. Bicycle Access & Barriers to High Schools



Source: City of Aurora, 2024

Figure 7-23 and Figure 7-24 provide a closer look at conditions in northwest and southeast Aurora. Although Aurora Central High School, Mrachek Middle School, and Rangeview High School are located in areas with distinct built environments and surrounding roadway contexts, students biking to and from these schools face similar infrastructure challenges. Notably, the bikeshed around Aurora Central High School shows a high concentration of high-stress roads immediately surrounding the school along E Colfax Avenue, Havana Street, 6th Avenue, and Peoria Street, but with more comfortable cycling segments on Del Mar Parkway.

Bikesheds surrounding Mrachek Middle School and Rangview High School to the east, despite having similar challenges, feature a slightly better integration of safer, low-stress roads. The variation in road stress levels suggests a disparity in bicycling conditions near schools across the city.

Figure 7-23. Bicycle Access and Barriers to Schools Inset (Aurora Central High School)

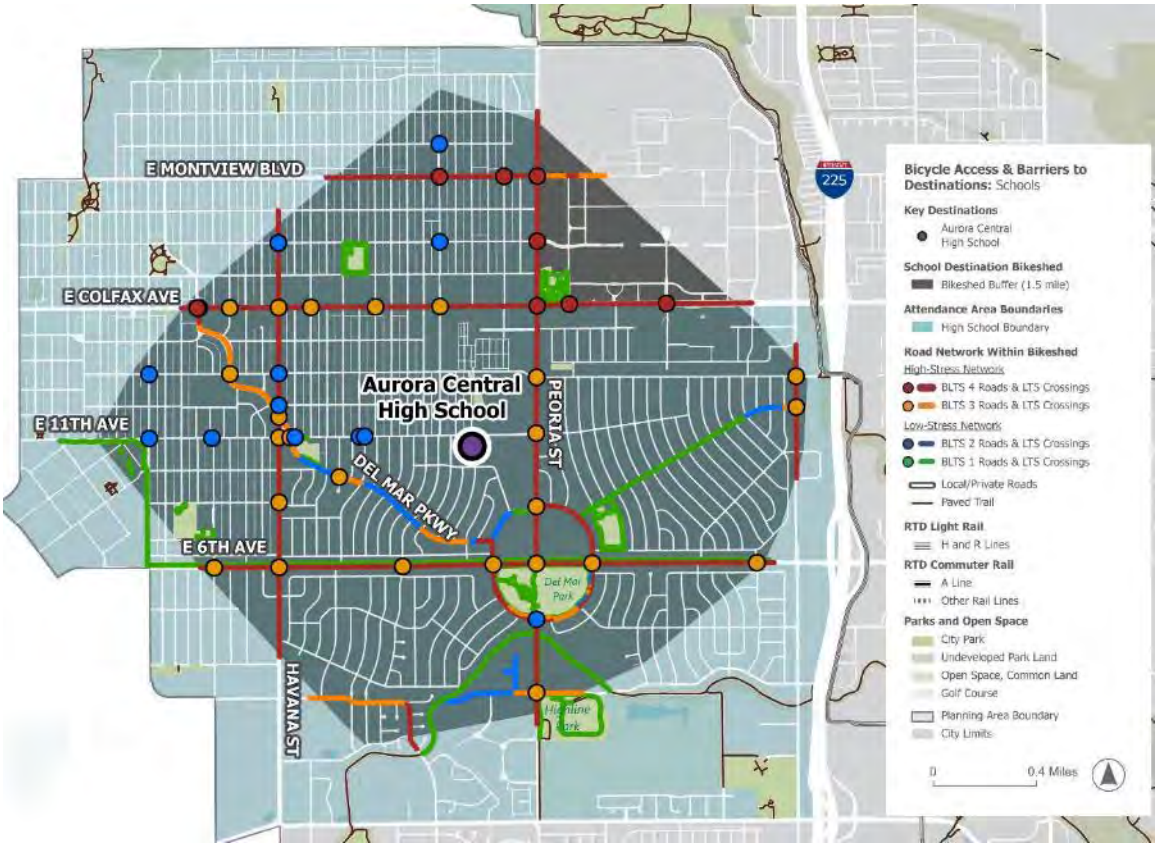


Figure 7-24. Bicycle Access and Barriers to Schools Inset (Mrachek Middle School and Rangeview High School)

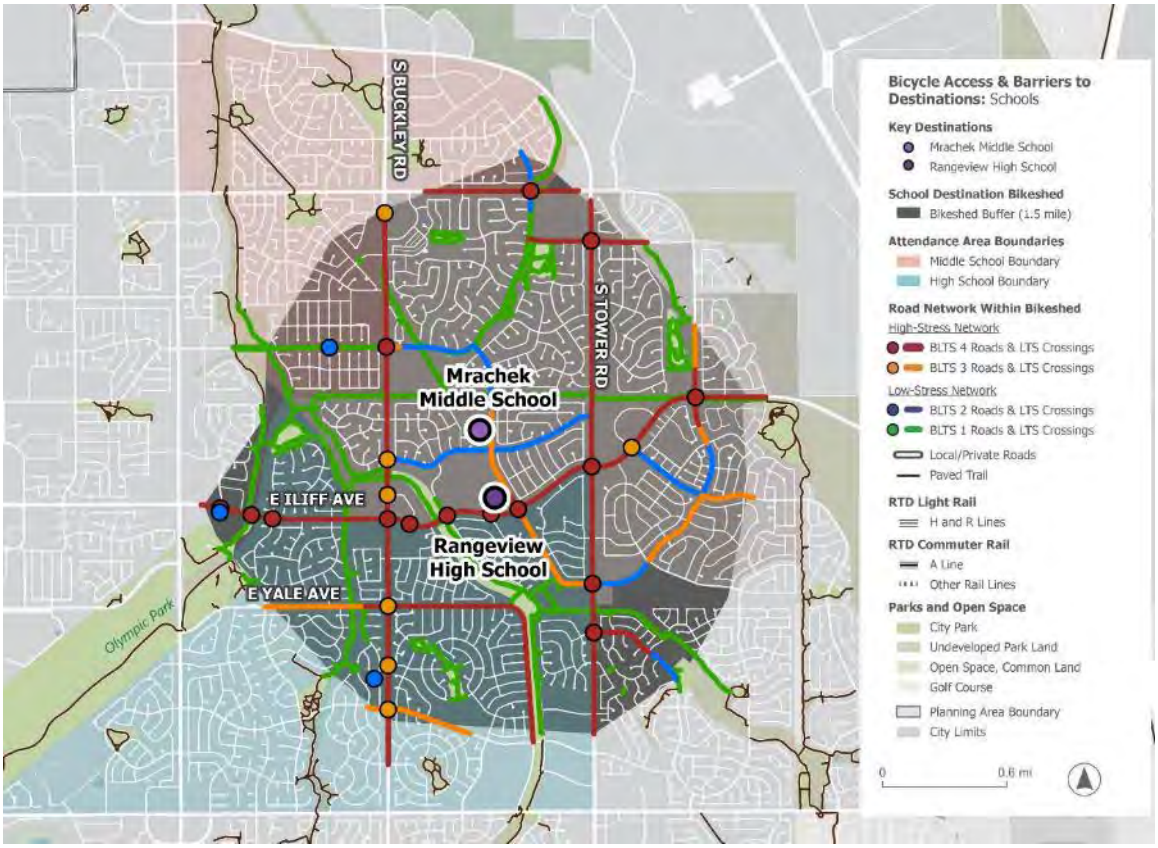
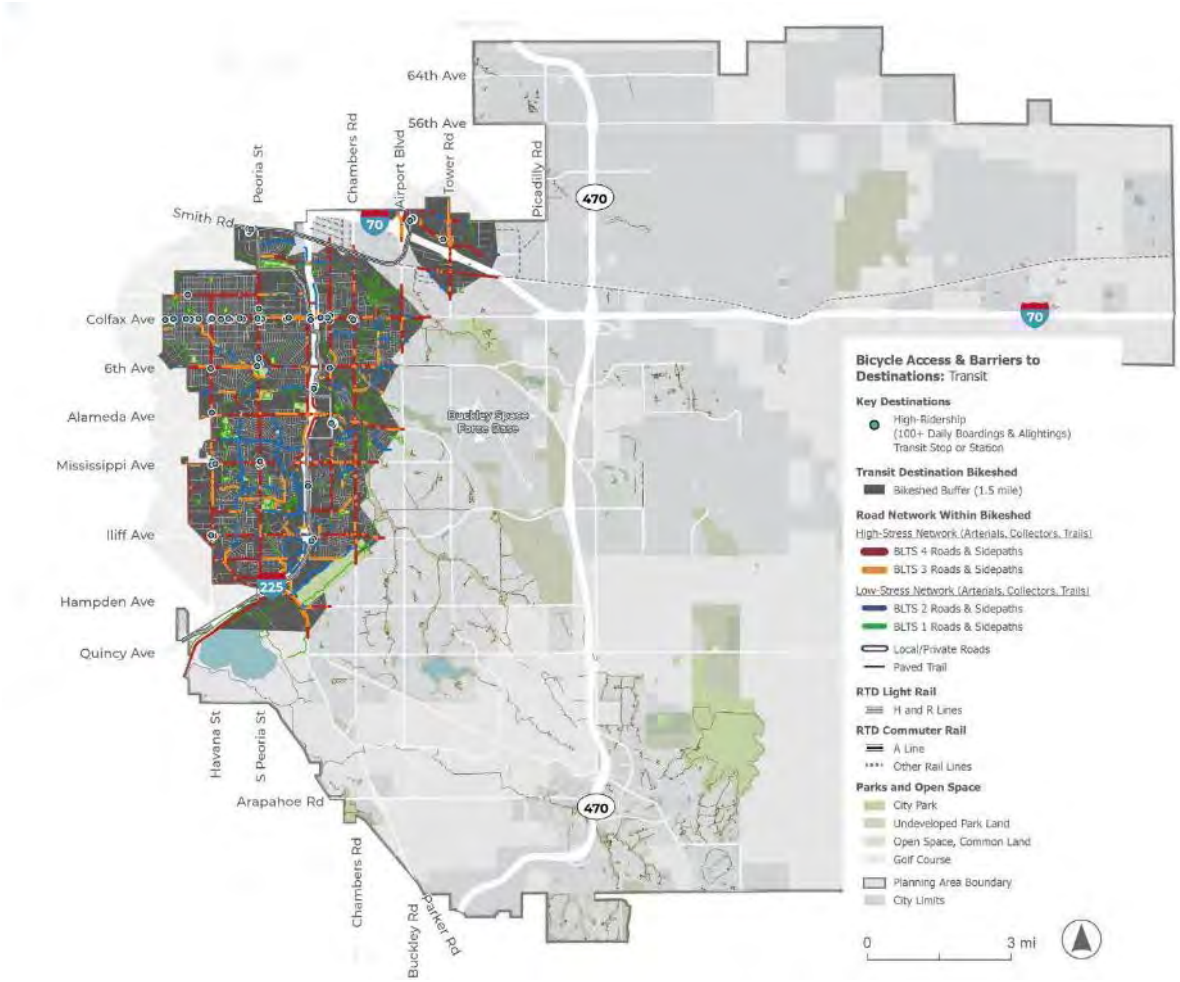


Figure 7-25 presents high-ridership light rail stations and bus stops in Aurora, which are predominantly found in the northern and western parts of the city. High-quality bicycle infrastructure coupled with strong bicycle amenities can dramatically expand access to transit.

There is a mixed distribution of high- and low-stress routes in the bicycle networks surrounding transit stops and stations. Higher-stress roads are prevalent around these key transit access points, which suggests significant barriers to safe and comfortable bicycling access. This pattern may deter less confident or casual bicyclists from riding their bikes to reach transit facilities. There are segments of lower stress streets and trails, such as segments parallel to Mississippi Avenue, Alameda Avenue, and Iliff Avenue, which indicate areas where bicycling infrastructure is likely more supportive and safe. However, the predominance of higher-stress streets in the street networks around transit stops suggests that improvements are needed to make cycling a more viable and appealing option for accessing public transportation.

Figure 7-25. Bicycle Access & Barriers to Transit (RTD, 2023)



Source: RTD, 2023

Figure 7-26 presents recreation spaces and local and regional parks in Aurora. The bikesheds cover most of Aurora west of E-470 or south of Airline Road, indicating that most residents live within 1.5 miles of at least one community, county, or regional park.

Connectivity in the street networks around parks appears to be a mix of high-stress and low-stress, with significant portions of high-stress roads, particularly along major arterial and collector roads. These high-stress roads are prominent in certain areas, creating barriers for bicyclists seeking to access parks, particularly in northern and central Aurora. However, there are also low-stress routes, local roads, and paved trails, which offer safer and more accessible options for bicyclists. These low-stress routes are more frequent around the periphery and in some pockets within the central and southern areas. The presence of both high-stress and low-stress networks suggests that while there are pathways for safer and more comfortable bicycling experiences, the high-stress routes pose significant barriers to accessing parks.

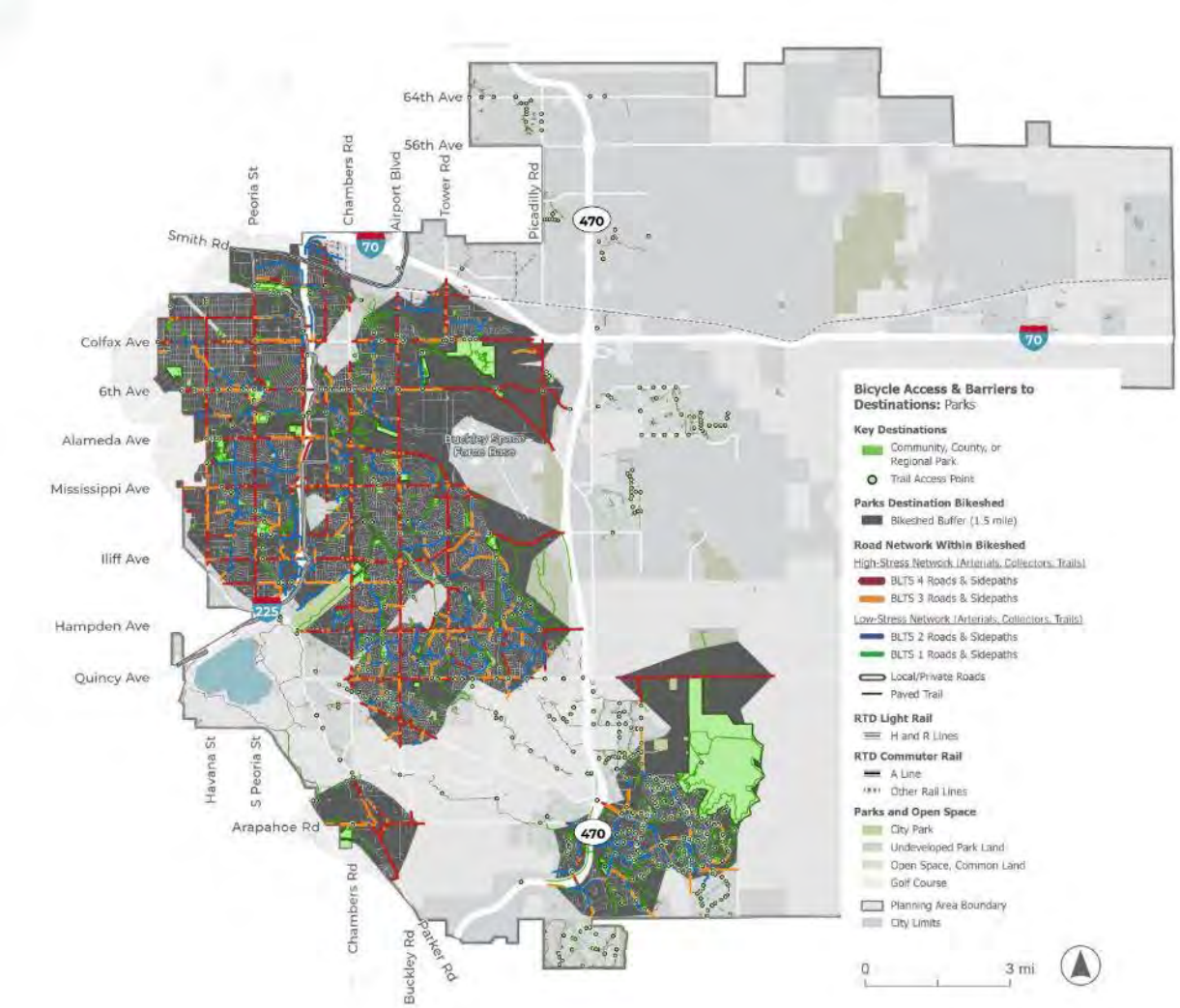
Figure 7-27 presents cultural and community destinations in Aurora. While these destinations are found predominantly in the northern and central neighborhoods of the city, additional bikesheds are in southeastern Aurora and north of Buckley Space Force Base.

Most cultural and recreation centers in Aurora are situated near high-stress major arterials and collectors. Recreation centers seemingly offer the lowest-stress bicycling access. However, these recreation centers are most often located in parks which also provide generally better connections to paved trails. Overall, there is a mixed presence of high- and low-stress networks around cultural and recreation destinations, illustrating that while some routes to these destinations are relatively safe and accessible for bicyclists, many others pose considerable challenges.

Figure 7-28 presents chain and locally owned grocery stores in Aurora. The bikesheds cover nearly all of Aurora, indicating that most residents live within 1.5 miles of at least one grocery store., with the exception of residents just west of Buckley Space Force Base, east of E-470, and southwest of Arapahoe Road.

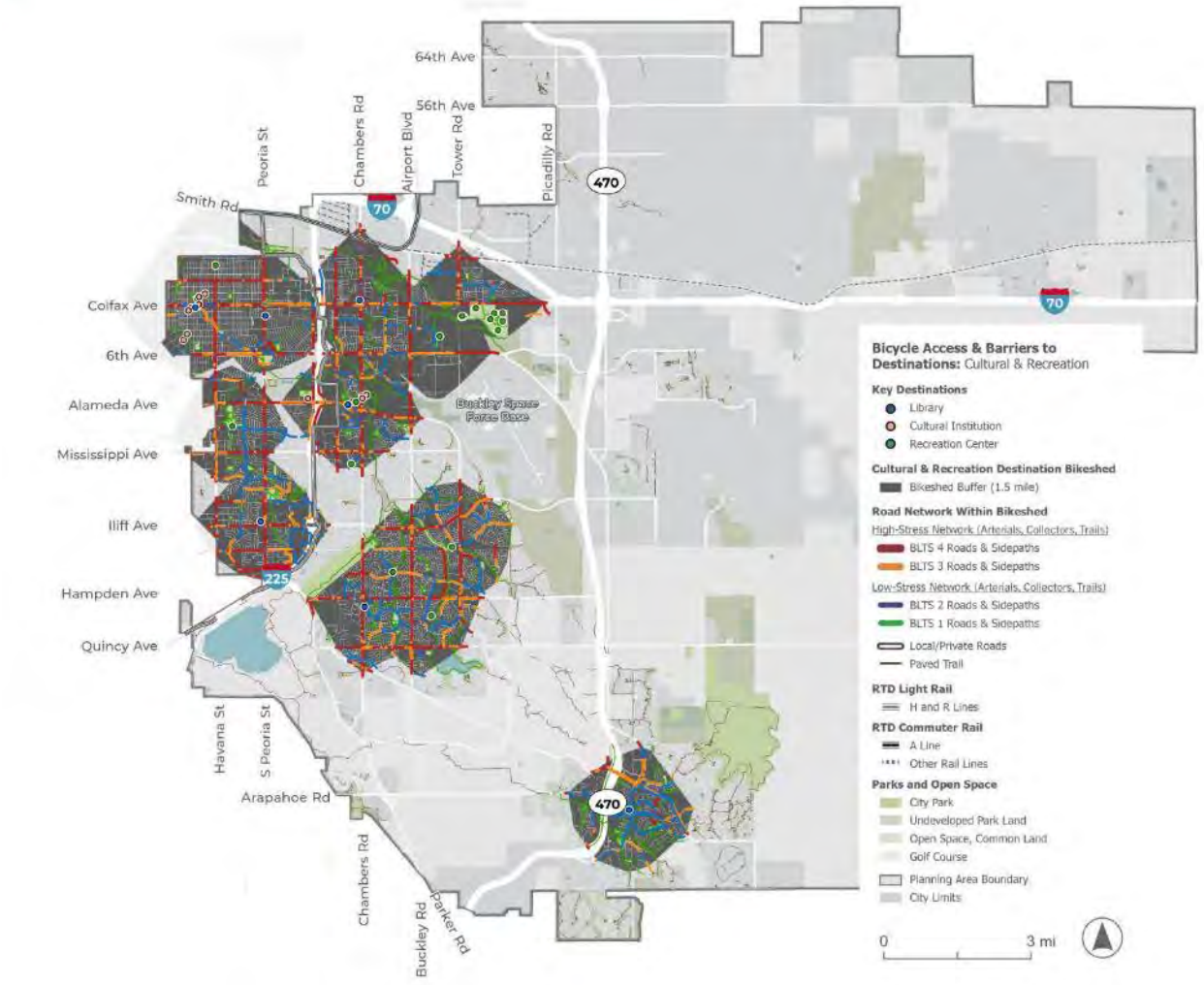
Grocery stores in Aurora are most often situated along LTS 3 and 4 major roadways and intersections. However, many grocery store location have direct or nearby access to low-stress paved trail routes, especially in areas east on I-225. There are far fewer opportunities east of I-225, especially along the western barrier of the city for bicyclists to access low stress routes, suggesting the importance of increasing the number of opportunities for bicyclist access to LTS 1 and 2 roadways and trails.

Figure 7-26. Bicycle Access & Barriers to Parks



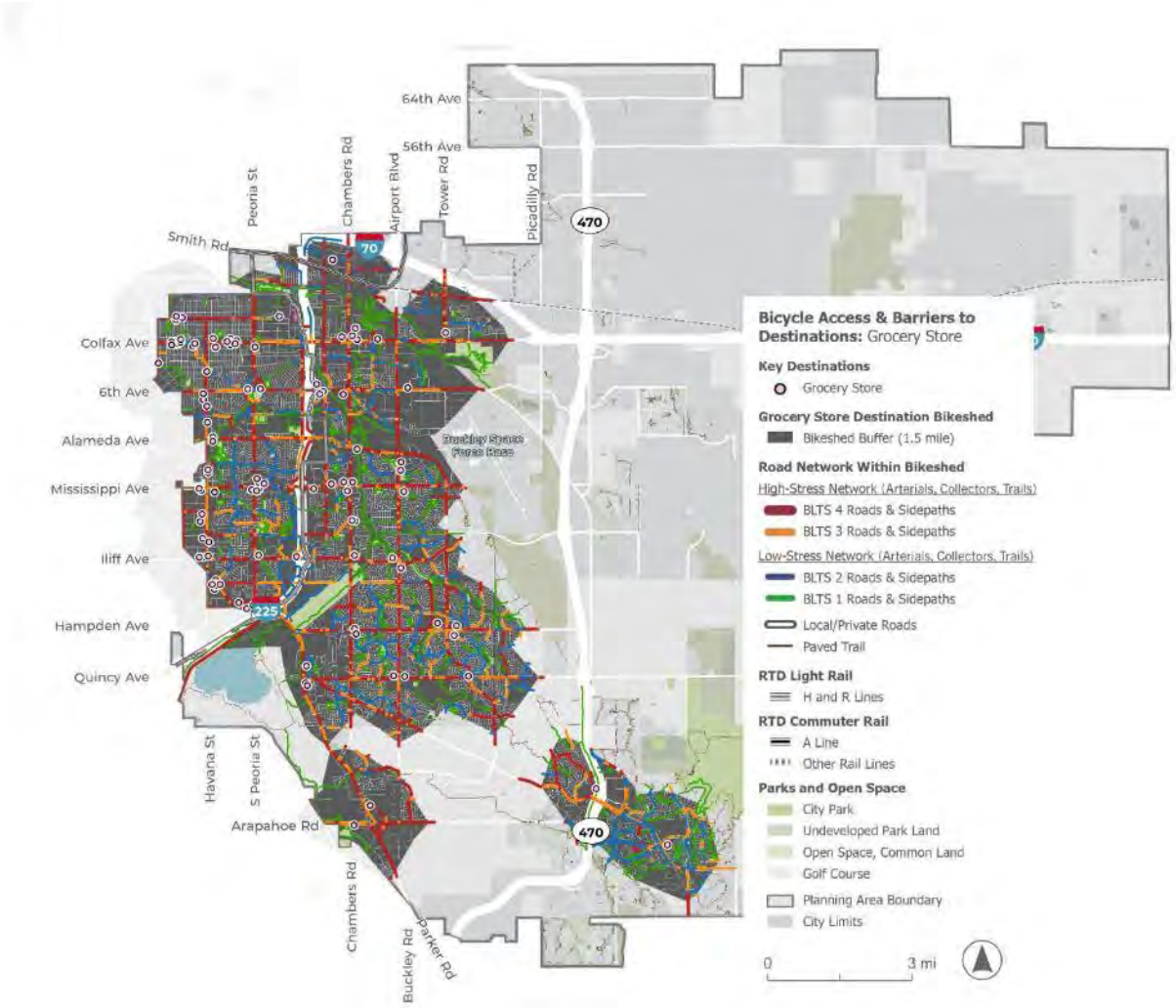
Source: City of Aurora, 2024

Figure 7-27. Bicycle Access & Barriers to Cultural/Recreation Destinations



Source: City of Aurora, 2024

Figure 7-28. Bicycle Access & Barriers to Grocery Stores



Source: City of Aurora, 2024

8 Moving Around Aurora

This section describes how people travel to, from, and within Aurora and how those travel patterns vary by mode and socioeconomic factors. The analysis relied on several different data sources to build a comprehensive understanding of people's travel behaviors including:

- **Census Bureau's American Community Survey (ACS).** The ACS is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
- **Replica.** Replica is a data platform that offers a synthetically generated representation of the activities and movement of residents and visitors in a metropolitan area for a representative week during a given season. Replica represents movement by combining data from three primary sources: public use population census data, proprietary locational data from telecommunications and other IT infrastructure in the region, and field observations data from customer public agencies (ground truth).
- **Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES).** The LEHD program links employer and household data, building a comprehensive database of longitudinally linked jobs data. LODES is a partially synthetic dataset that describes geographic patterns of jobs by their employment locations and residential locations, as well as the connections between the two locations.
- **DRCOG's Focus Travel Demand Model.** The DRCOG travel model, known as Focus, is an activity-based travel model developed for the Denver region. The model incorporates a wide variety of data about the region's people, businesses, transportation systems, and development patterns to create millions of daily trips across the region. The trips are then assigned to roadway and transit networks to produce estimates of traffic volumes, transit ridership, and other measures.

Each of these sources is developed based on different data and using distinct methodologies. Upon analyzing the data from each, our team found alignment between the data sources in some areas, but disagreement in others. This report omits data with significant disagreement between sources in cases where the differences could not easily be understood.

8.1 Regional and Local Movements

Each day, Aurora residents and people across the Denver Metro area make trips for a variety of reasons, traveling to work or school, running errands, visiting destinations, and getting to and from other activities. There are over two million person trips that start, end, or occur within the Aurora city boundaries on an average weekday, representing approximately 16 percent of all trips in the Denver region. However, Aurora's population of approximately 400,000 people represents only 13.5 percent of the region's population.

About 870,000, or 43 percent, of these total trips start and end within Aurora. Only two percent (34,000) of the total trips are between Aurora and a location in Downtown Denver, and one percent (13,000) are people traveling to or from the Denver Tech Center (*2023 Replica data*).

Figure 8-1 depicts the travel desire lines for intra ward trips. Most trips are to Ward I, followed by Ward III. This is consistent with the city's employment patterns. Aurora is divided into six City Council Wards, shown in Figure 8-2, and the analysis also reviewed trip-making characteristics by ward to better understand how movement patterns vary across the city.

Table 8-1 shows the breakdown of average weekday daily trips (year 2023) occurring within the City of Aurora, both within and between the wards. The darker shaded cells in the table indicate a higher number of trips. For all wards, most trips start and end within the same ward. Ward VI has the highest proportion of trips within the ward at 71 percent, whereas Ward III has the lowest at 51 percent. Several distinctions between these wards are likely accountable for these differences—Ward VI is a larger ward and further away from other parts of the city, and residents can access many daily needs within its commercial areas. It also has the lowest number of trips overall. Additionally, as noted in section 3, Aurora residents 18 years and younger and over 65 years travel to and from neighborhoods throughout Aurora, and their trips are especially concentrated in Wards IV and V. These demographic groups are expected to increase, with the most significant increase of persons in the 60- to 84-year-old cohort, demonstrating that the city's population is aging. Therefore, it is reasonable to expect that trips within Ward VI may continue to increase due to these population shifts Ward III is smaller and immediately adjacent to Wards I, II and IV where a number of employment and commercial destinations are located—many trips travel between these wards. Ward III also has the highest number of trips overall.

Table 8-1. Average weekday daily trips (year 2023) within Aurora among City Council Wards

From/To	Ward I	Ward II	Ward III	Ward IV	Ward V	Ward VI
Ward I	96,000	13,000	24,000	11,000	6,000	3,000
Ward II	15,000	69,000	19,000	11,000	14,000	10,000
Ward III	23,000	15,000	88,000	28,000	11,000	4,000
Ward IV	11,000	10,000	28,000	85,000	18,000	4,000
Ward V	6,000	11,000	11,000	18,000	84,000	13,000
Ward VI	2,000	6,000	4,000	4,000	14,000	82,000
Total	153,000	124,000	174,000	157,000	147,000	116,000

Source: Replica

Table 8-2 shows the daily average trip length for intra ward travel. The average trip length is typically under 2 miles when traveling within a ward, with Ward II being the outlier at 2.48 miles. This indicates that most intra ward trips could be completed on foot or by bike with infrastructure improvements. The longest trip distances were between Wards I through IV and Ward VI, with most trips over 10 miles.

Table 8-2. Average Trip Length Between Wards (Miles)

From/To	Ward I	Ward II	Ward III	Ward IV	Ward V	Ward VI
Ward I	1.08	5.35	3.43	5.92	9.52	15.99
Ward II	5.35	2.48	5.60	6.65	6.26	10.97
Ward III	3.43	5.60	1.28	2.88	6.09	12.76
Ward IV	5.92	6.65	2.88	1.25	3.68	10.84

From/To	Ward I	Ward II	Ward III	Ward IV	Ward V	Ward VI
Ward V	9.52	6.26	6.09	3.68	1.32	5.64
Ward VI	15.99	10.97	12.76	10.84	5.64	2.00

Source: Replica

Figure 8-1. Aurora Trip Desire Lines

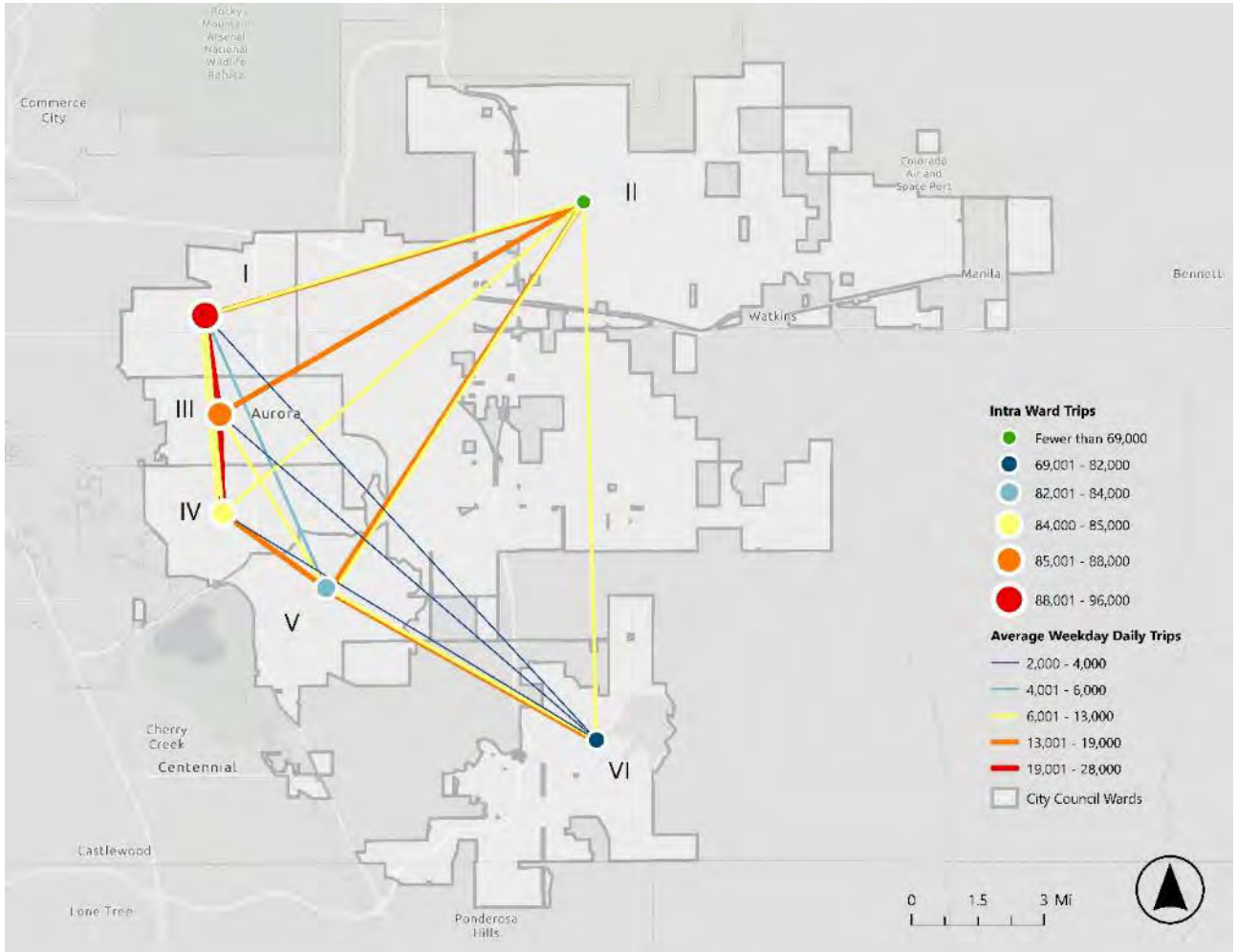
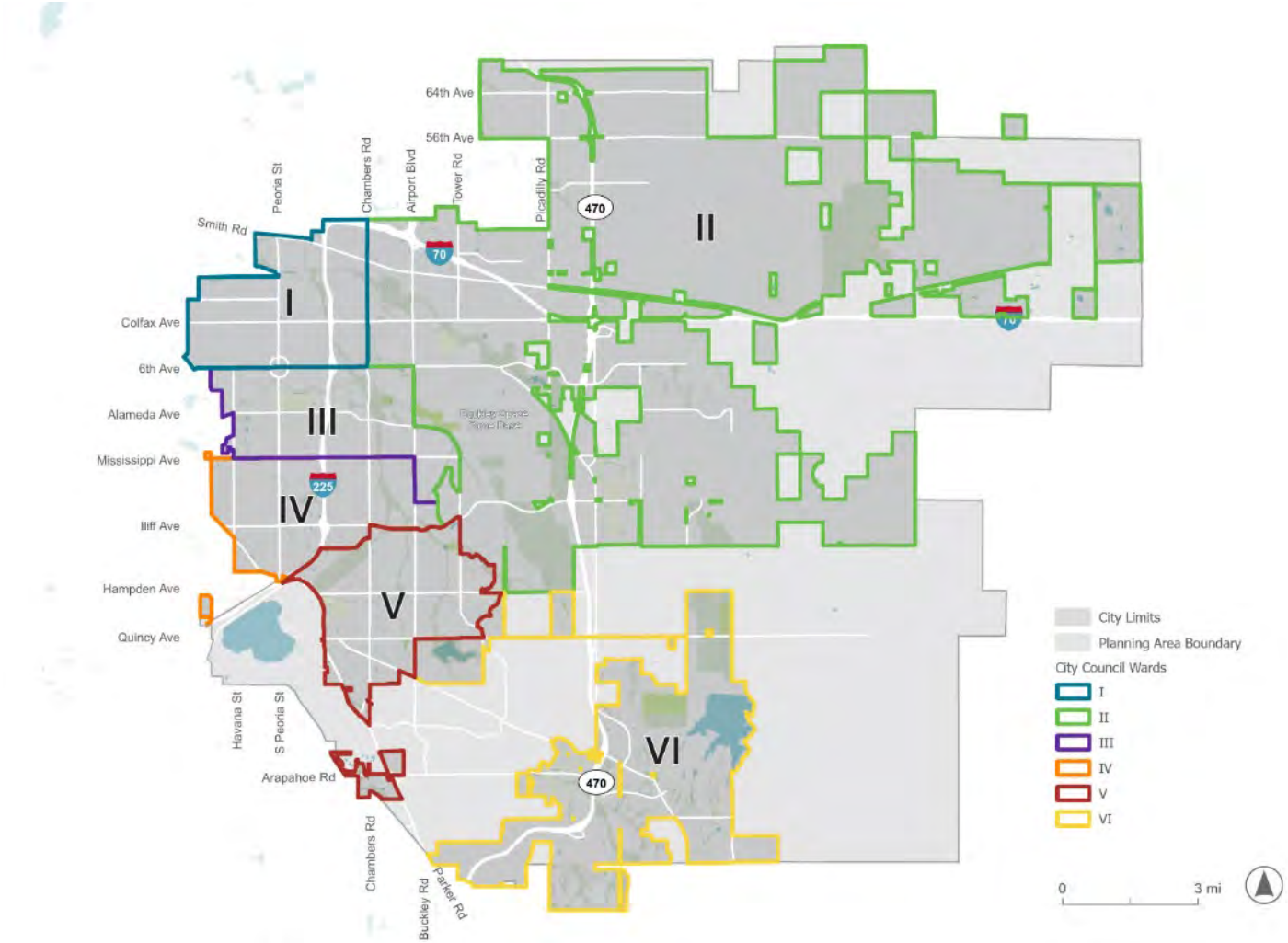
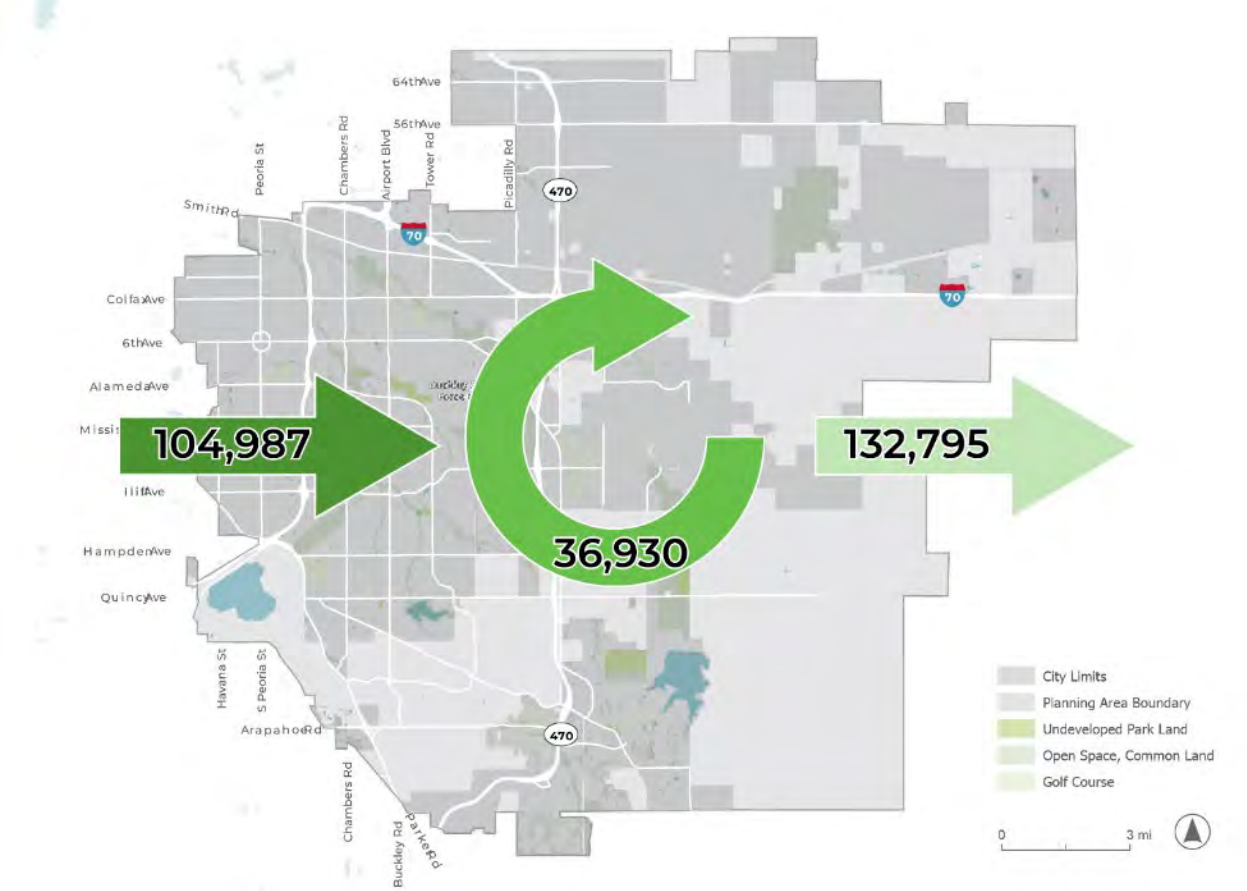


Figure 8-2. City Council Ward Boundaries



Commuter trip patterns in the region indicate that Aurora is a net exporter of workers, similar to other non-central cities in the metro area as demonstrated in Figure 8-3 and Table 8-3. All other Front Range cities in Table 8-3, except for Thornton and Aurora, tend to see more people come to their cities for work than those who leave for work. In the Commuter Trip analysis presented below from US Census Bureau data, the dark green arrows indicate the number of people commuting into a city, medium green indicate the number of people commuting within the city, and the light green indicates the number of people commuting out of the city.

Figure 8-3. Commuter Inflow and Outflow



Source: Longitudinal Employer-Household Dynamics (LEHD) Data, 2020

Table 8-3. Commuter flows in Aurora and neighboring cities

	Inflow	Outflow	Within
Aurora	104,987	132,795	36,930
Thornton	25,658	61,348	5,188
Lakewood	79,556	60,922	13,472
Denver	349,112	178,039	151,179
Centennial	64,343	46,568	5,998

Source: Longitudinal Employer-Household Dynamics (LEHD) Data, 2020

Figure 8-4 displays the number of all trip origins and destinations in Aurora for all modes of travel by census tract. Darker colors on the map represent areas with higher concentrations of trip origins and destinations. Neighborhoods and districts with high densities of trips are spread throughout Aurora, with consistently high frequencies of activity in Wards I, III, and IV.

8.2 Trips by Select Demographics

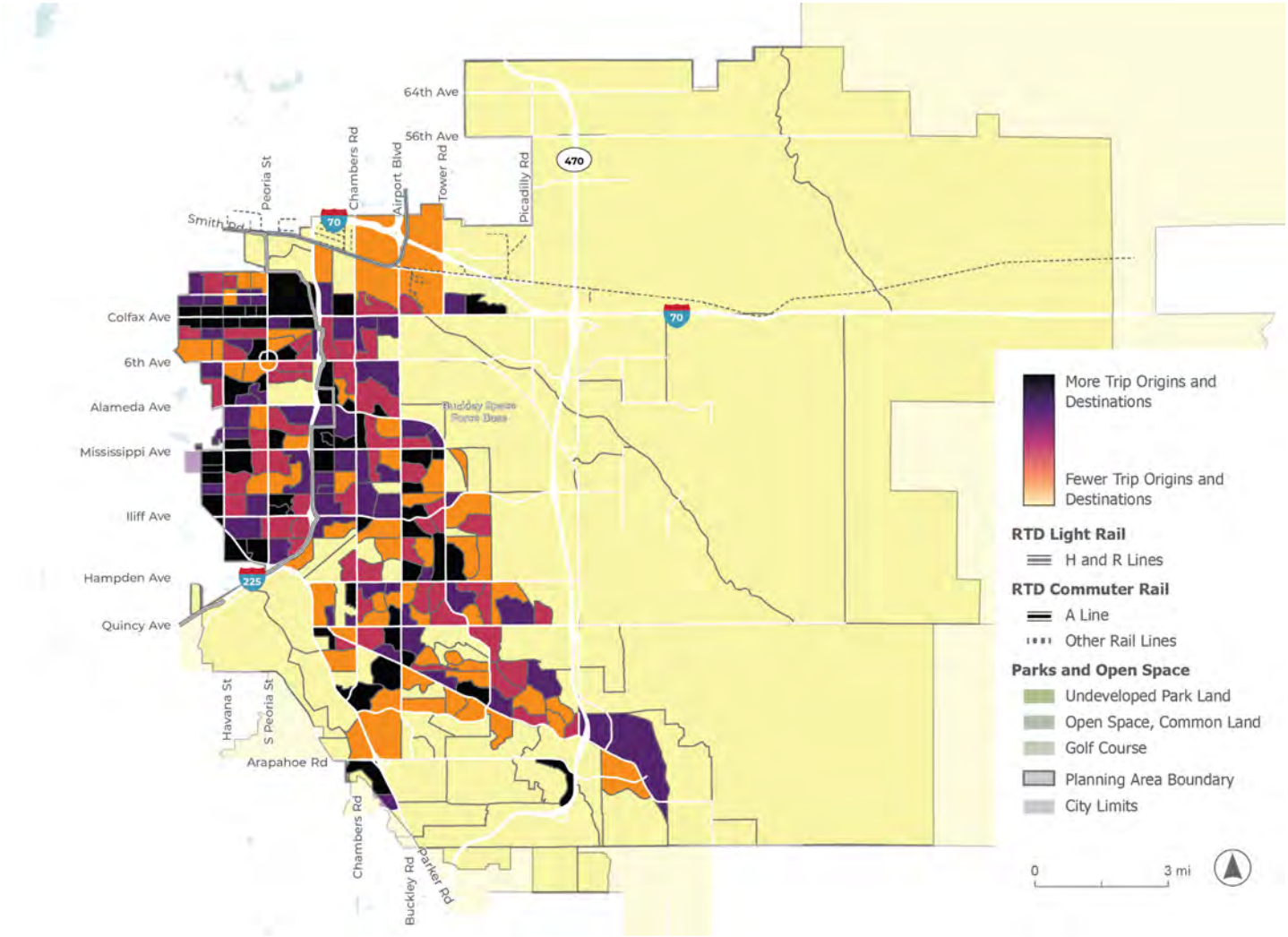
Analyzing the trips of select demographic groups highlights travel patterns among groups with distinct transportation needs. Children, most teenagers, and many aging adults are either too young or too old to drive. Likewise, people and families with lower incomes may not own a car or may share one car among two or more adults. In areas with more activity amongst young people, aging adults, and lower-income households, transit service and active transportation infrastructure can support a broader range of multimodal transportation beyond driving. Figure 8-5 through Figure 8-9 show the density of trip origins and destinations in Aurora for specific demographic groups of interest based on Replica's modeled data of travel behavior, highlighting the areas where trips by key populations are most concentrated.

Figure 8-5 and Figure 8-6 display the density of origins and destinations for trips made by people under 18 years old and over 65 years old, respectively, two age groups with a pronounced need for multimodal options. Within Aurora, people under 18 years old travel to and from a variety of places in Wards I, III, IV, and V, demonstrating a widespread need for transportation infrastructure suited to people who are too young to drive across the city. People over 65 years also travel to and from neighborhoods throughout Aurora, and their trips are especially concentrated in Wards IV and V relative to trips by people of all ages. Transit service and accessible pedestrian infrastructure can help expand mobility for older adults in these areas. As noted in section 8.1, Ward IV has the highest proportion of trips within the ward at 71 percent and that trend may continue, with the increase of 65 and up population who concentrate some of their trips in that area.

Access to high-quality walking, bicycling, and transit networks is also important to households without access to a vehicle. Figure 8-7 illustrates the areas where households without a vehicle travel to and from. Trips completed by people in no-car households are especially prevalent in northwest Aurora in Wards I, III, and IV—and more concentrated in these areas than trips by the general population. People without access to a vehicle are most likely to make trips by walking, bicycling, or riding transit. Accordingly, these neighborhoods have high potential for active transportation trips now and in the future, despite having limited active transportation infrastructure today.

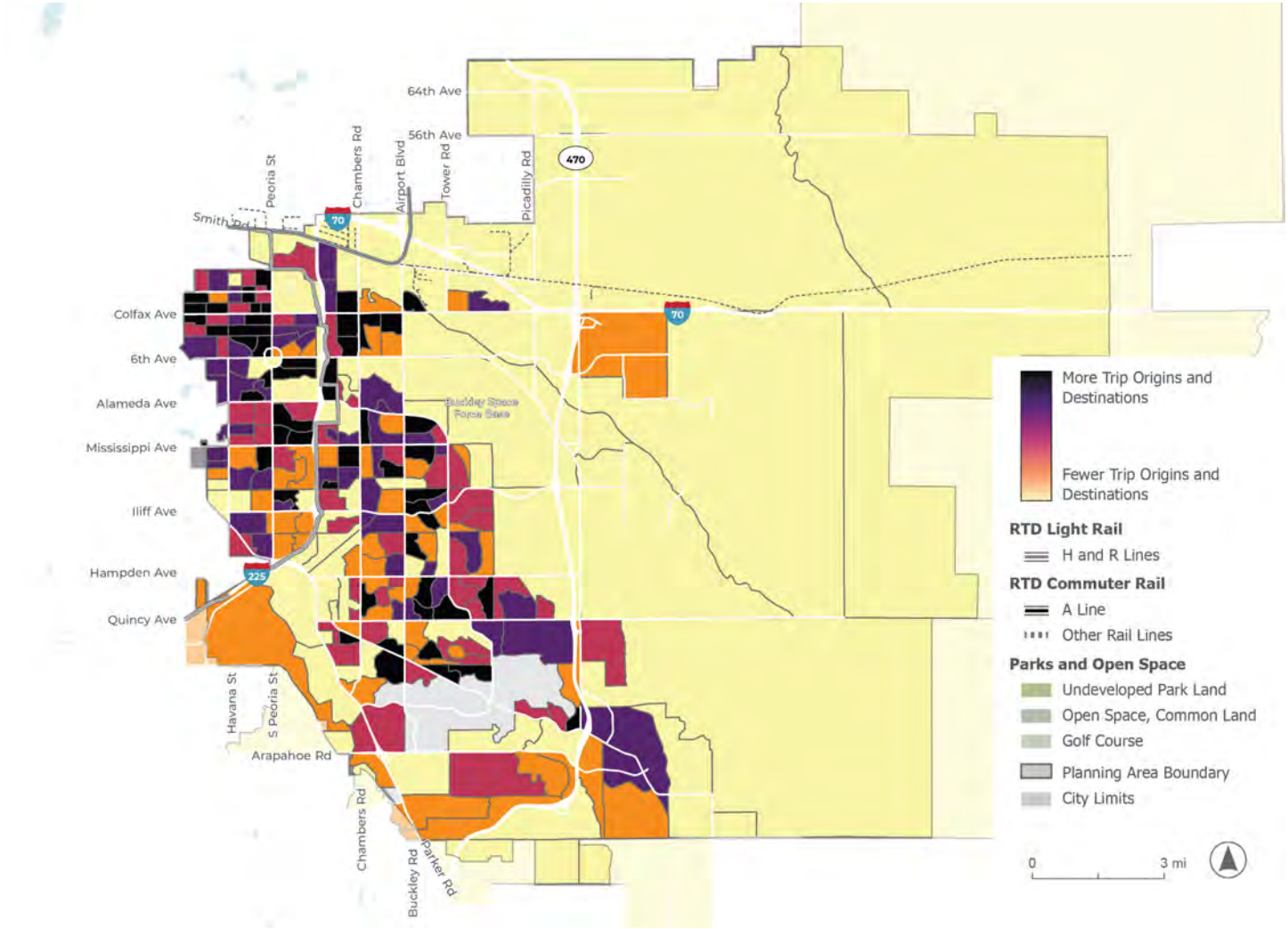
Trips by people with lower incomes and BIPOC, shown in Figure 8-8 and Figure 8-9, respectively, are also concentrated in northwest Aurora, specifically in Wards I, III, and IV, particularly when compared to trips made by the general population. These areas represent neighborhoods where BIPOC and lower-income communities may have experienced and suffered from historic disinvestment in transportation infrastructure. These are also the areas where BIPOC and lower-income communities may benefit most from future investments in safe and affordable transportation options.

Figure 8-4: Density of All Trips, Replica 2024



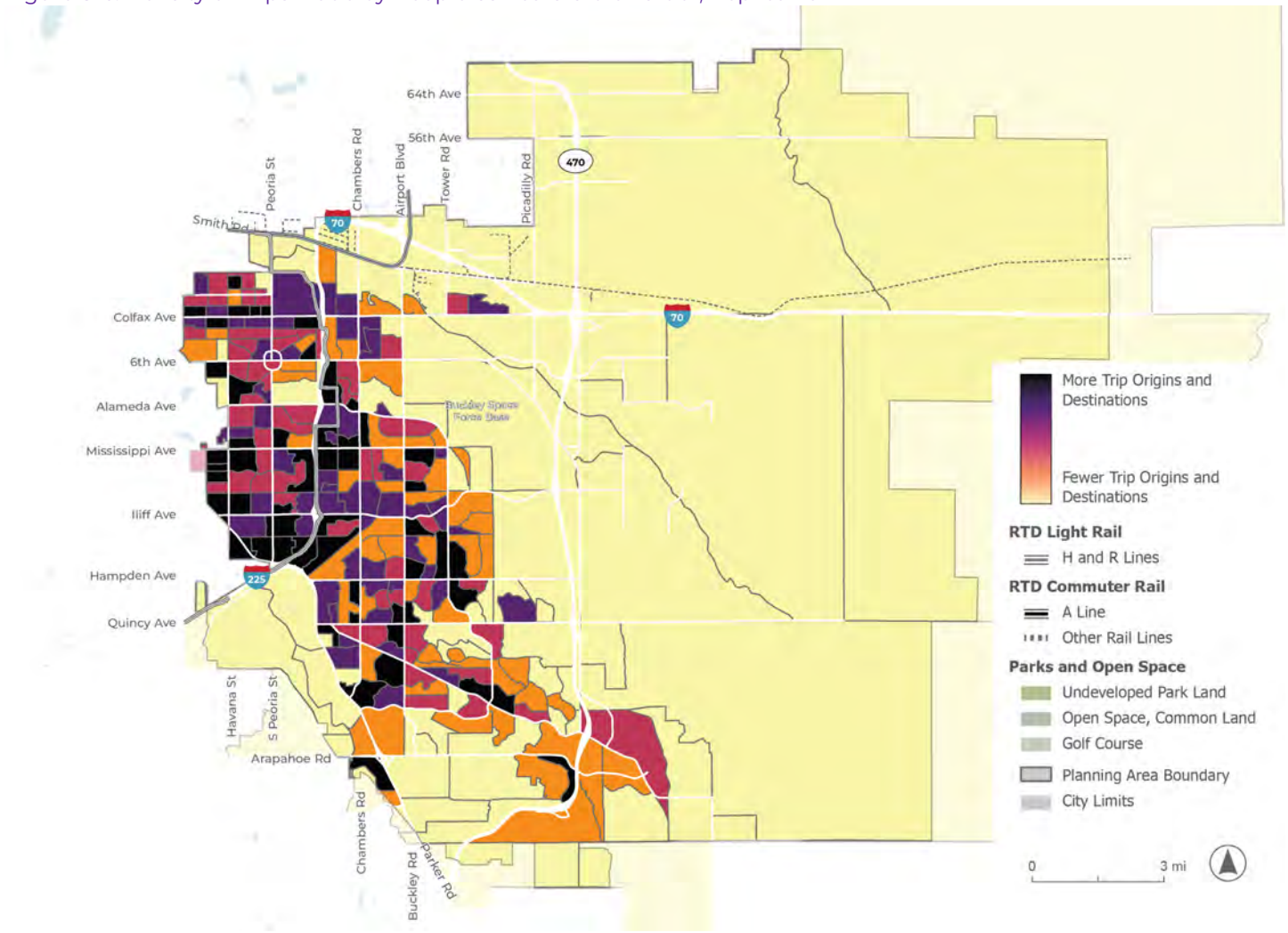
Source: Replica, Spring 2024

Figure 8-5: Density of Trips Made by People Under 18 Years Old, Replica 2024



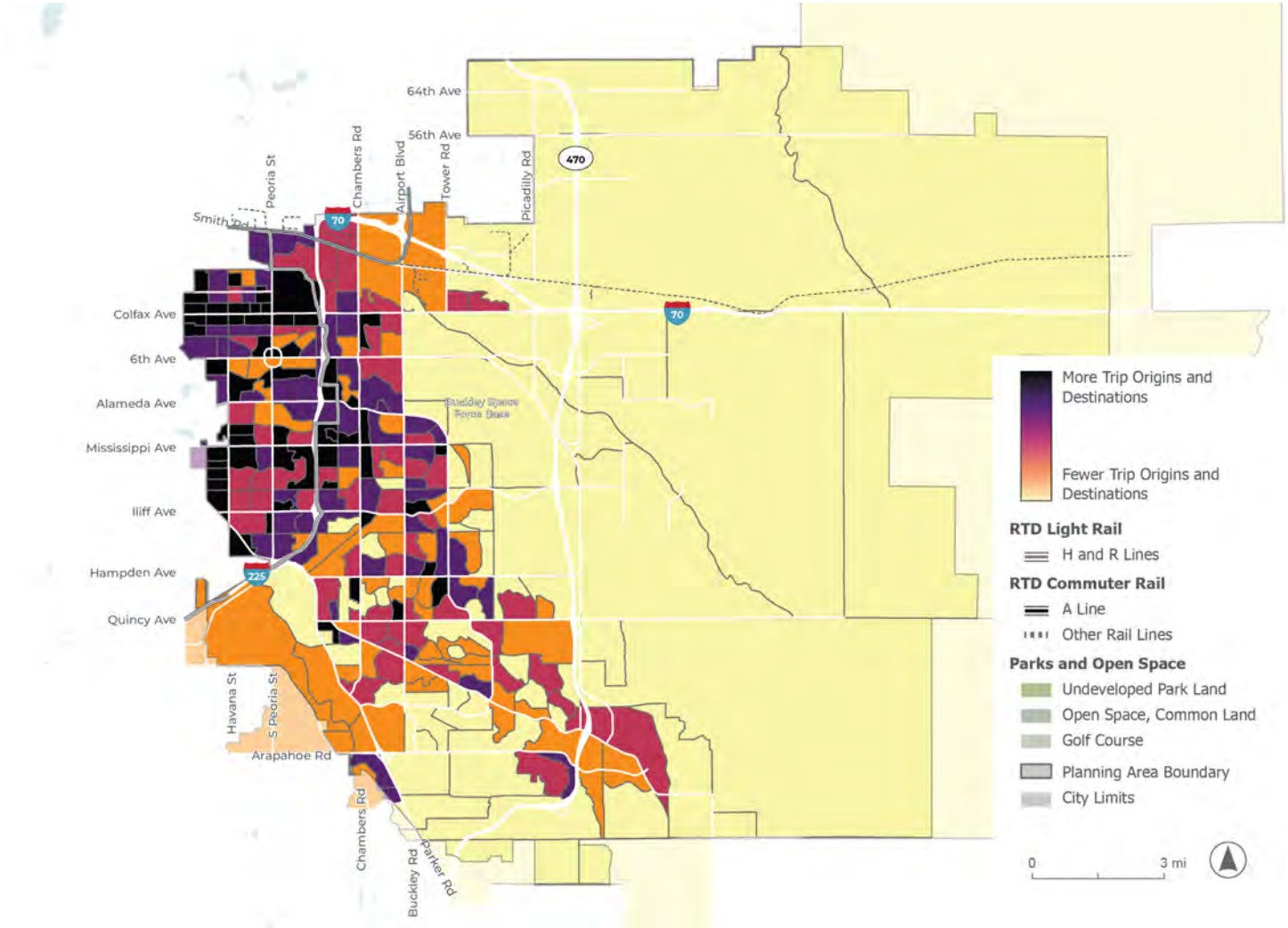
Source: Replica, Spring 2024

Figure 8-6: Density of Trips Made by People 65 Years Old or Older, Replica 2024



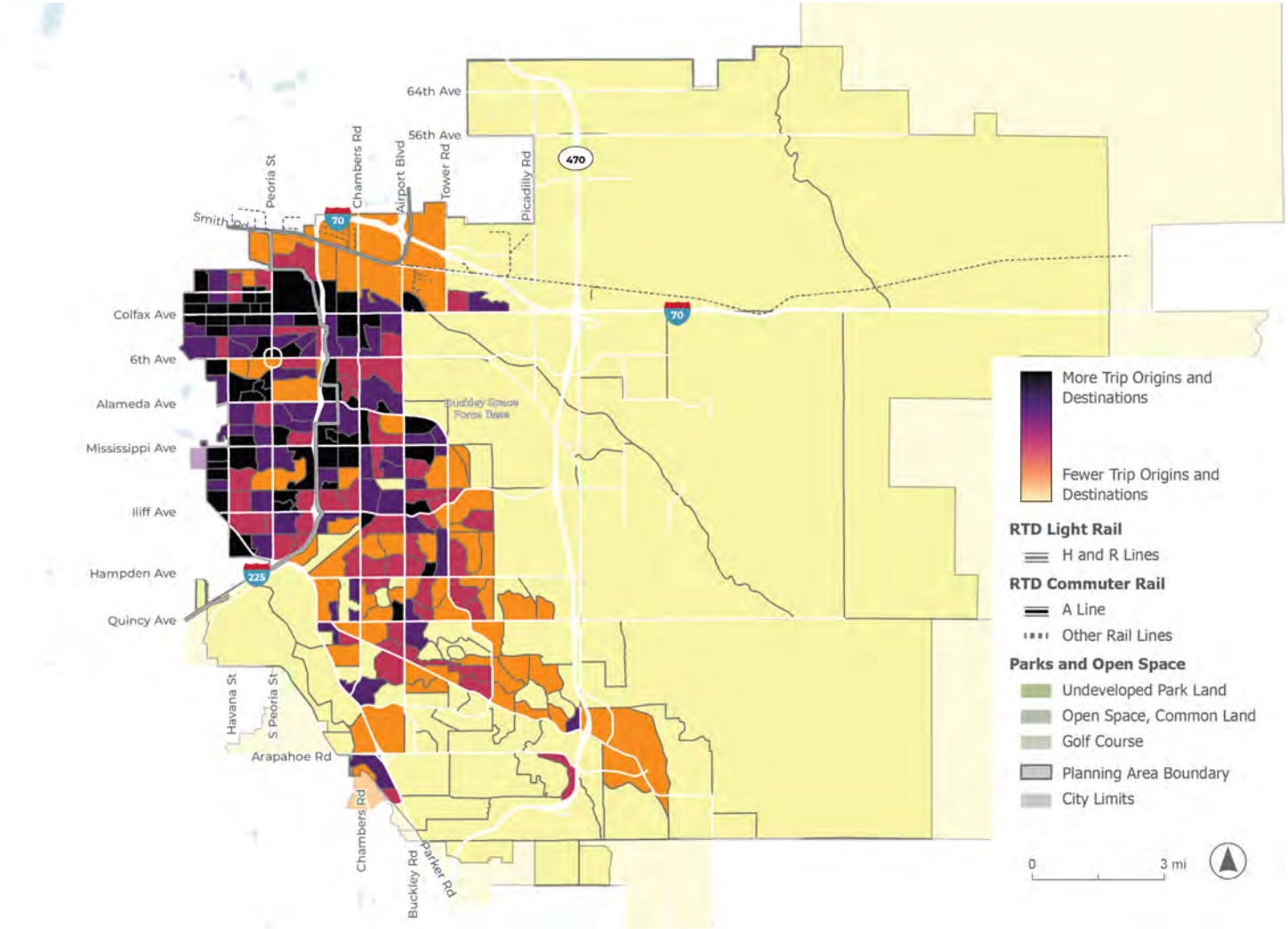
Source: Replica, Spring 2024

Figure 8-7: Density of Trips Made by People Who Live in No-Car Households, Replica 2024



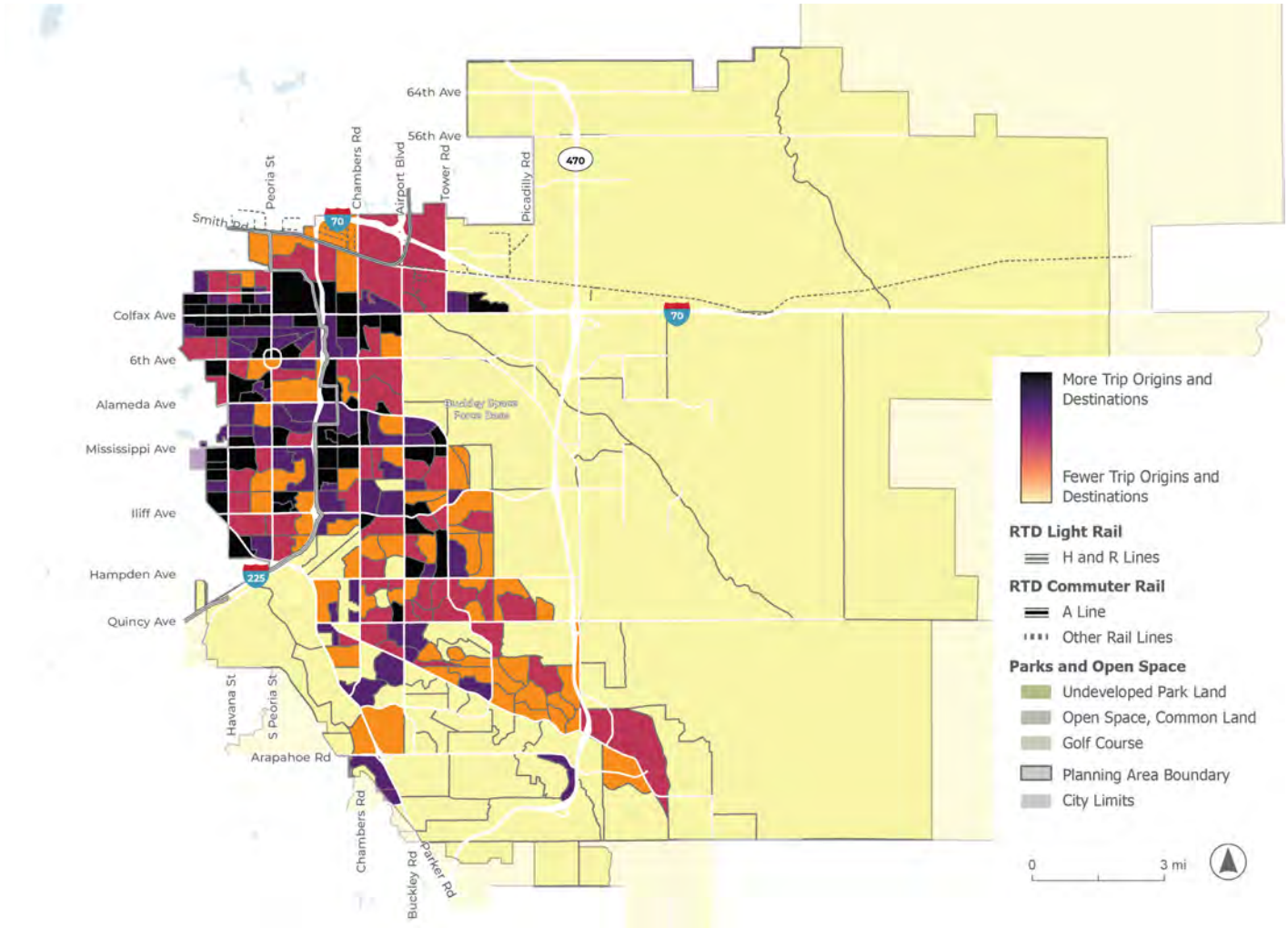
Source: Replica, Spring 2024

Figure 8-8: Density of Trips Made by People Who Live in Low-Income Households, Replica 2024



Source: Replica, Spring 2024

Figure 8-9: Density of Trips Made by BIPOC, Replica 2024



Source: Replica, Spring 2024

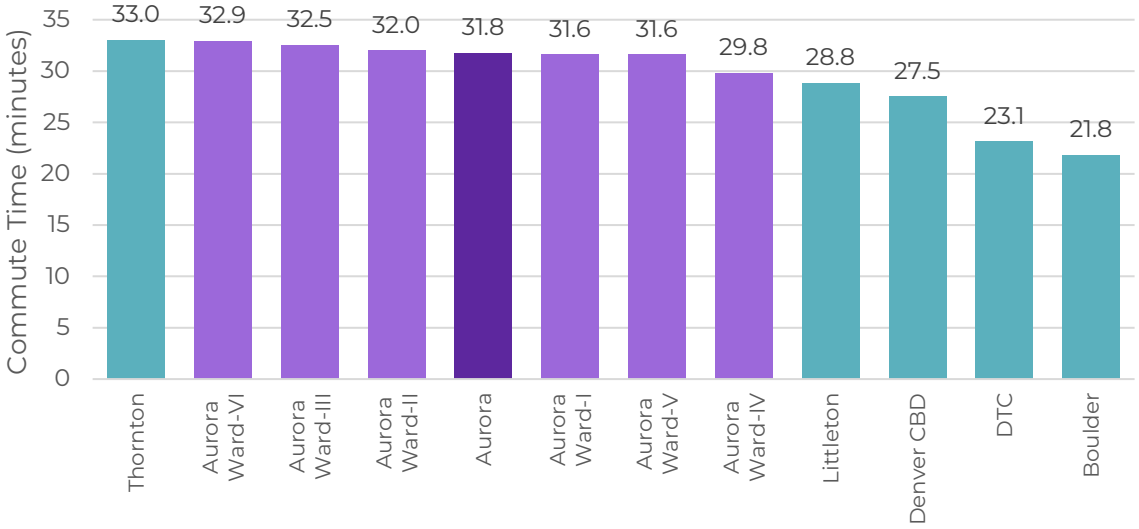
8.3 Commuting

Prior to 2020, and the travel changes associated with the COVID-19 pandemic, approximately one in six trips was a commute trip nationwide (2017 National Household Travel Survey). While commute trips represent a minority of total travel, they are one of the most consistent trip types, and often occur during morning and evening peak travel periods. This has made them a useful indicator for transportation system analysis and planning. However, the lockdowns and shift to remote work for some jobs during the COVID-19 pandemic had substantial impacts on commute trip patterns across the nation. More recent available datasets do not provide consistent estimates on the number of commute trips as a portion of total trips. Additionally, the most recent American Community Survey five-year data span from 2018 to 2022. About half of this time period was pre-pandemic, and half was during the pandemic, with corresponding shifts in travel. As more post-pandemic data becomes available, and reflects more stable commute patterns, a more comprehensive assessment of commuting and trip patterns can help reveal what has changed and what is the "new normal" for Aurora workers.

Commute Travel Time

Figure 8-10 shows how much time residents in the Denver region spend on a one-way commute trip, based on American Community Survey five-year data spanning from 2018 to 2022 (the most recent data available as of March 2024). Aurora workers spend approximately 32 minutes on each one-way commute trip, slightly higher than the regional average of 29.6 minutes, and about four minutes longer than the national average of 27.6 minutes. Within Aurora, average commute times are highest in Ward VI, at nearly 33 minutes, and lowest in Ward IV, at about 30 minutes. Higher commute times in Ward VI could be a result of the ward having the highest proportion of trips within the area compared to the other five wards.

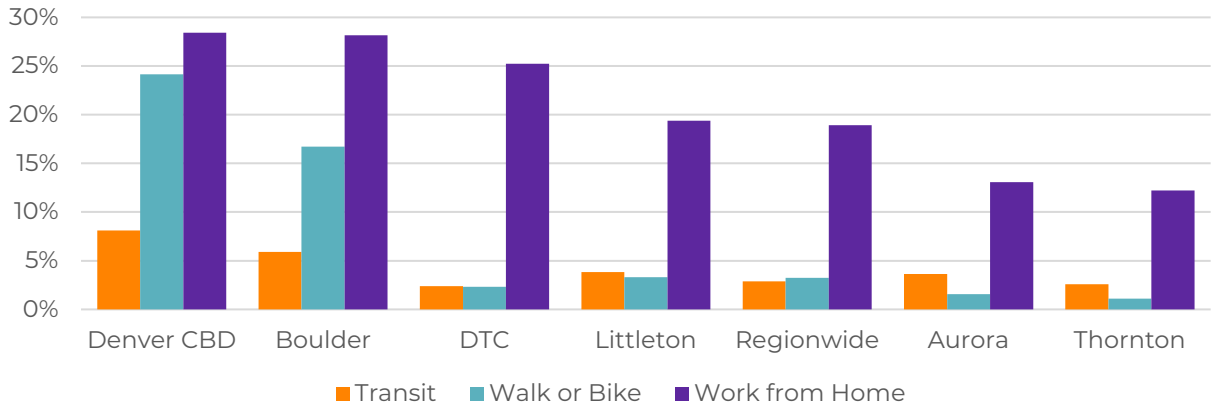
Figure 8-10. Average Commute Time by Residence, 2022



Source: U.S. Census Bureau, ACS 2018 - 2022

Overall, commute trips in Aurora are primarily made by auto, which make up an average of 81 percent of trips citywide, ranging from 76 percent in Ward VI to 82 percent in Ward II. Figure 8-11 shows non-auto commute mode share for Aurora and other comparisons within the region. In 2022, compared to the region as a whole, more Aurora commuters take transit (3.6 percent vs 2.9 percent for the region), fewer walk or bike (1.6 percent in Aurora; 3.2 percent in the region), and fewer work from home (13.1 percent in Aurora compared to 18.9 percent regionwide).

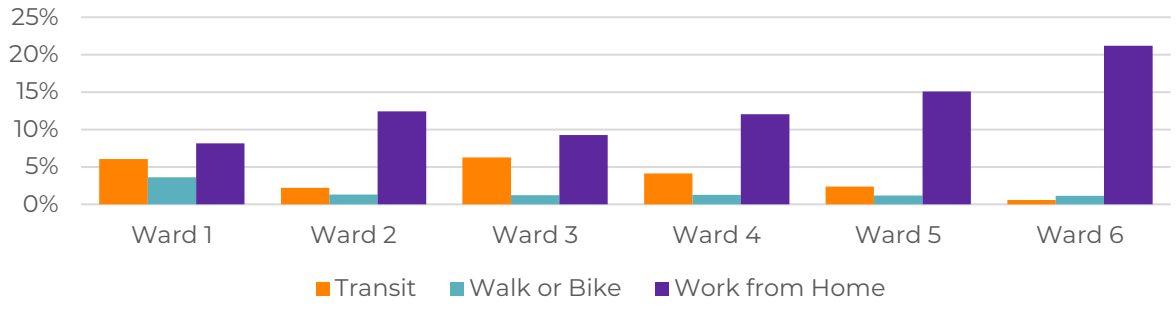
Figure 8-11. Non-auto Commute Mode Shares Across Denver Region, 2022



Source: U.S. Census Bureau, ACS 2018 - 2022

Figure 8-12 shows how non-auto commutes vary across Aurora's City Council wards: Ward I has the highest portion of walk or bike trips, at 3.6 percent, reflecting the more compact character of this area. Since this Ward has such a high concentration of active transportation trips, this could lend itself to building out infrastructure and programs that support even more biking and walking trips. Wards I and III both have the highest transit mode share, at about 6 percent, corresponding to areas of high transit propensity. Ward VI has the highest share of people working from home, at 21 percent and the lowest share of non-auto commute modes.

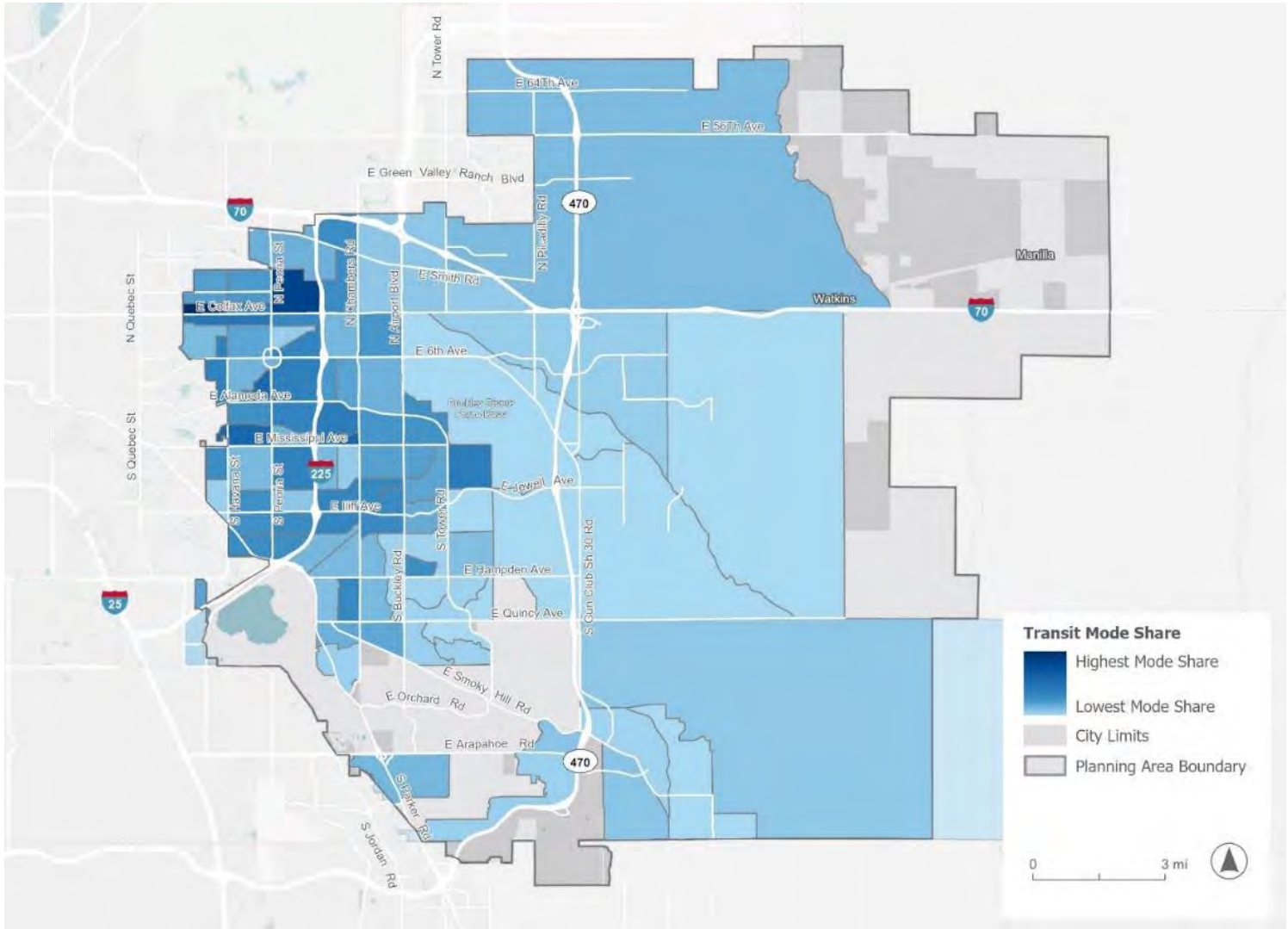
Figure 8-12. Non-auto Commute Mode Shares, for Aurora residents, 2022



Source: U.S. Census Bureau, ACS 2018 - 2022

Figure 8-13 shows more detail on transit commute mode share across the city by census tract. The areas with the highest transit commute share are located along Colfax Avenue, in areas well-served by transit. One of the highest transit commute tracts is located where I-225 and Colfax Avenue cross—an area that is also served by numerous transit lines and the Anchutz Medical Campus, a major employer center.

Figure 8-13. Transit Commute Mode Shares, 2022



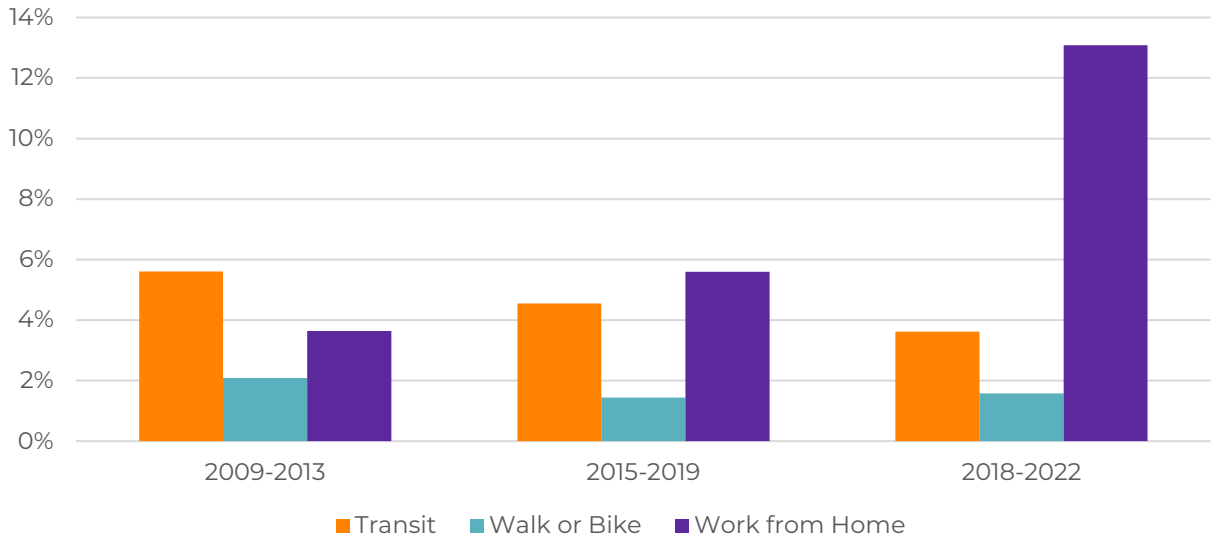
Source: U.S. Census Bureau, ACS 2018 - 2022

Commute Trends Over Time

The analysis also reviewed how current commute trends compare to years in the past. Figure 8-11 shows non-auto commute mode share for three different five-year periods: 2009-2013, 2015-2019, and 2018-2022. Figure 8-12 shows similar data, but instead uses the ACS one-year estimates. While five-year estimates are typically preferred for smaller geographies, in this case looking at the trend over time by year can demonstrate changes that occurred during the pandemic and give an initial indication of how patterns may continue to shift.

Figure 8-13 and Figure 8-14 show that transit mode share had begun to decline over the past decade, with more of a decrease post-pandemic. Bike and walking mode shares are small as a percent of total commutes but remain generally steady (variation shown year to year in Figure 8-14 is similar to the margin of error for this data). The portion of people working from home had been increasing steadily but slowly until the pandemic, when work from home rates in 2021 reached nearly 20 percent. Data from 2022 shows work from home rates declining from peak rates of the pandemic to about 16 percent.

Figure 8-14. Commute Mode Share over Time, for Aurora residents, 2022



Source: U.S. Census Bureau, ACS 2018 - 2022

Commute by Income and Race/Ethnicity

The commute analysis also reviewed commute trends by household income and by race/ethnicity. Table 8-4 demonstrates that lower-income households have the highest rates of carpooling, transit, and walking, but the lowest rates of working from home. Higher income households have much higher rates of working from home, at 23 percent, resulting in the lowest drive alone mode share of the income groups. Table 8-5 summarizes commute mode by race/ethnicity.

Table 8-4. Usual Means to Work, by Household Income, for Aurora Residents (ACS 2022 5-year data)

Usual Means to Work	Household Income Levels		
	Low (<$50k)	Medium ($50-$75k)	High (>$75k)
Drive alone	69%	75%	67%
Carpool	13%	8%	6%
Transit	5%	3%	2%
Bike*	n/a	n/a	n/a
Walk	2%	0%	1%
Worked from home	9%	13%	23%

**Bike mode shares are not reported by Census, likely due to low sample size.*
Source: U.S. Census Bureau, ACS 2018 - 2022

Table 8-5. Usual Means to Work, by Race/Ethnicity, for Aurora Residents (ACS 2022 5-year data)

Usual Means to Work	Race and Ethnicity					
	White (non-Hispanic)	Hispanic	Black	AAPI	Native American	Other
Drive alone	70%	70%	72%	63%	71%	67%
Carpool	7%	16%	9%	16%	8%	19%
Transit	2%	4%	7%	5%	11%	4%
Bike*	n/a	n/a	n/a	n/a	n/a	n/a
Walk	1%	2%	1%	2%	2%	2%
Worked from home	18%	7%	10%	12%	8%	6%

* Bike mode shares are not reported, likely due to low sample size.
Source: U.S. Census Bureau, ACS 2018 - 2022

8.5 Travel by Mode

Transit

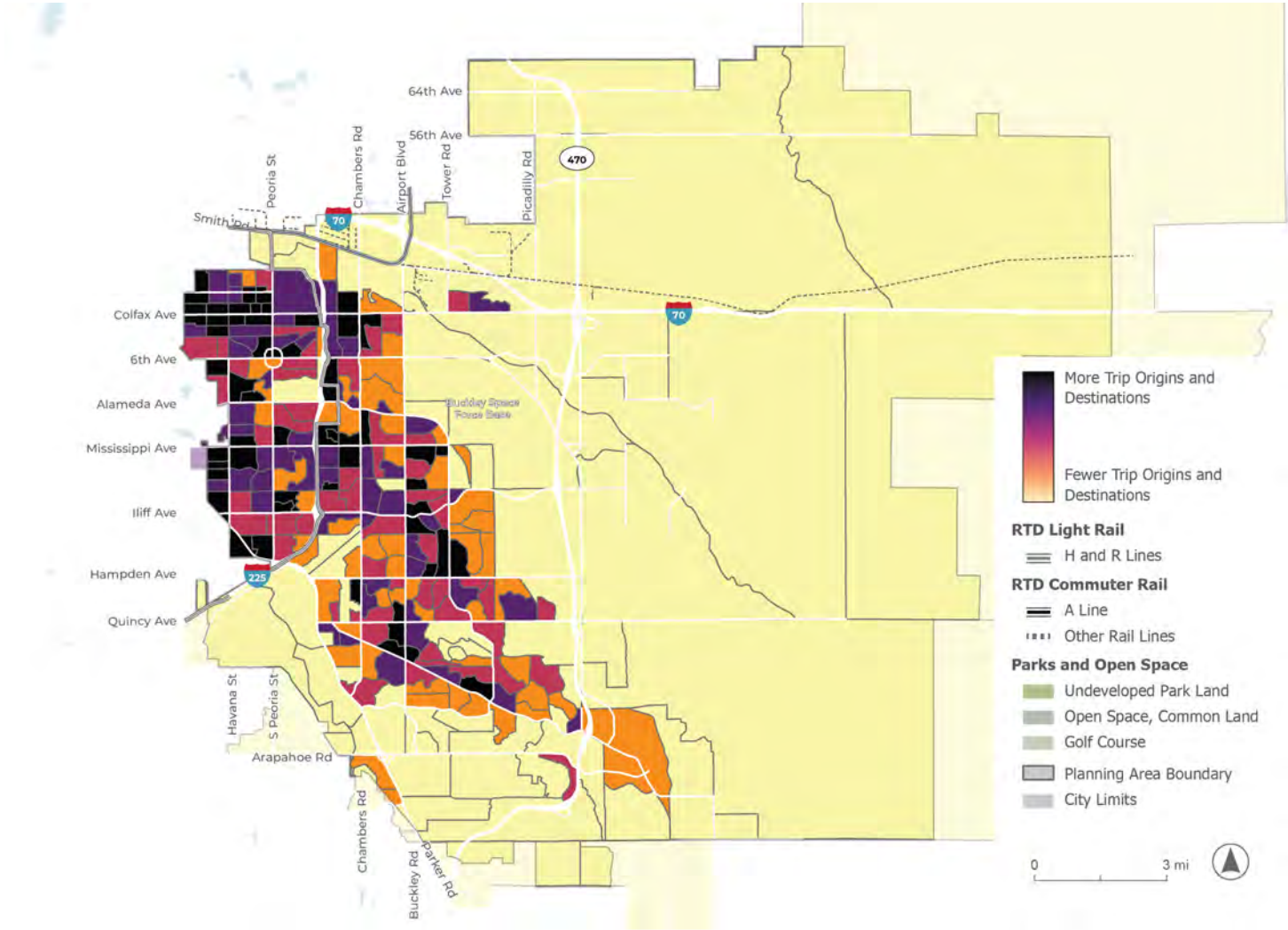
A sampling of trip-making by various modes is presented in Section 8.2. and indicates that taking trips via transit is rarely competitive with taking the same trip by private auto. Further analysis of this dynamic may be undertaken during the Scenario Planning and Multimodal Analysis phases of the project.

Biking and Walking

In places with safe and convenient active transportation networks and a variety of nearby destinations, many people choose to make short trips on foot or by bicycle. Areas with high concentrations of short trips today represent areas with high potential for future walking and bicycling trips. In places with safe, convenient, and well-connected pedestrian networks, a broad range of people feel comfortable and regularly choose to walk, rather than drive, to destinations within a one-mile radius. Likewise, many people regularly opt to bike up to three miles in places with networks designed for bicyclists of all ages and abilities. These one-mile and three-mile distances are common planning-level thresholds for the distances that many people are likely to walk and bike, respectively, when safe and convenient options for doing so are available. These distances represent approximately 20-minute trips at typical walking and bicycling speeds, respectively. As the prevalence and popularity of e-bikes grow, more and more people with the resources to own and maintain (or rent) e-bikes may choose to travel even longer distances by bicycle for everyday trips on a regular basis.

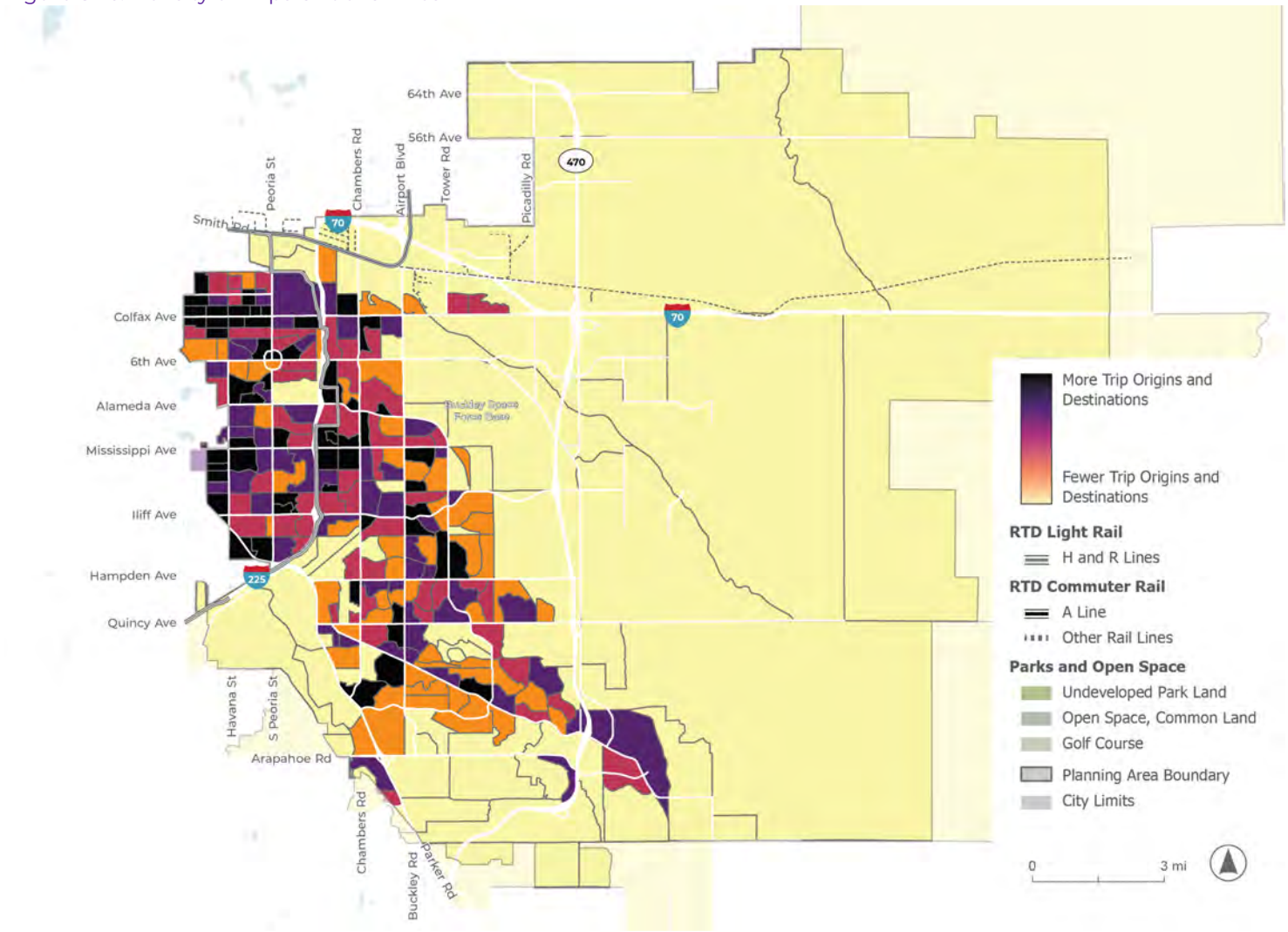
Shorter trips are most prevalent in northwest Aurora in Wards I, III, and IV, as shown in Figure 8-15 and Figure 8-16. Today, walking and bicycling infrastructure is often inadequate or lacking in many of these areas, as described in more detail in Section 7. Accordingly, these areas present compelling opportunities to promote mode shift (i.e., to convert motor vehicle trips to walking, biking, or transit trips) through investments that make walking and bicycling safe, attractive options. Trips under one mile represent 15 percent of all trips beginning and ending in the planning area surrounding Aurora, and trips under three miles account for 38 percent of all trips, suggesting strong potential for auto trips to shift to walk or bike trips in Aurora.

Figure 8-15: Density of Trips Under 1 Mile



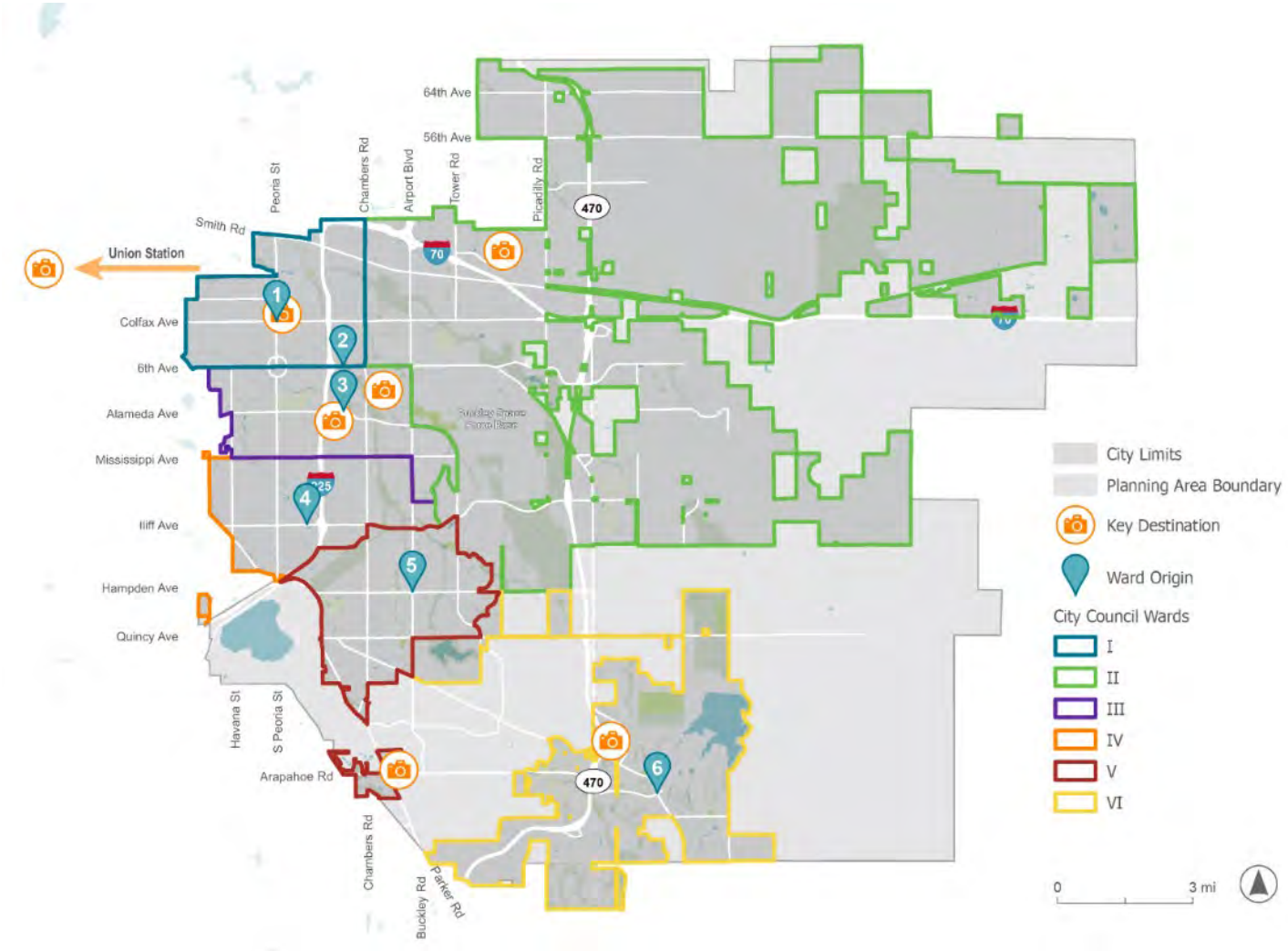
Source: Replica, Spring 2024

Figure 8-16: Density or Trips Under 3 Miles



Source: Replica, Spring 2024

Figure 8-17. Travel Time Destinations



8.6 Travel Time Modal Comparison

To better understand existing transportation infrastructure and viable transportation options within each ward, an analysis was conducted to compare the amount of time it takes a person traveling through Aurora to reach their destination via bike, on foot, on transit, or by car. The travel time comparisons were generated using Google Maps and an average time was taken using a summer Wednesday at 8:30am as the standard commuting time/day for all trips. The origin locations within each ward were selected based first on centrality within the ward and then from that, on proximity to neighborhoods and common origins while still maintaining a central location within the ward.

The analysis took an origin central to each ward, and routed a trip to each of seven identified major destinations for Aurorans (Figure 8-17):

- Anschutz
- Town Center at Aurora
- Aurora Community College
- Southlands
- Arapahoe Crossing
- Logistic and Distribution Area

Downtown Denver (Union StationTable 8-6 shows that, by far, driving is the fastest way to travel to almost all destinations within Aurora. In many cases, biking is generally the next most time-efficient option, followed closely by transit, and then walking. Ward II has limited transit options, the eastern most half of the ward having nearly no options. Additionally, biking and walking on some of the routes that are suggested by Google Maps are often unpleasant and/or dangerous. While this exercise highlights a known reality of travel around Aurora, future analysis should consider the various factors in addition to travel time that are important to encouraging mode shift. For instance, transit might become a more attractive option than driving if the service is comfortable, reliable, frequent, and intuitive, while biking may become more feasible with safer and more direct bike facilities.

Table 8-6. Travel Time Comparison (Minutes)

	Bike	Pedestrian	Transit	Car (Typical Range)	
Ward 1 (Peoria Street & Colfax Avenue) @ 8:30 am Wed					
Anschutz	5	19	11	2	6
Town Center in Aurora	21	72	21	6	14
Aurora Community College	16	56	31	6	14
Southlands	100	2+ Hours	69	20	35
Arapahoe Crossing	85	2+ Hours	64	16	35
Logistic and Distribution Area	45	2+ Hours	69	12	22
Downtown Denver (Union Station)	68	2+ Hours	48	22	45
Ward 2 (6th Avenue & Sable Boulevard) @ 8:30am Wed					
Anschutz	15	56	19	5	14
Town Center in Aurora	10	36	17	4	8
Aurora Community College	11	35	35	5	8

	Bike	Pedestrian	Transit	Car (Typical Range)	
Southlands	88	2+ Hours	91	18	30
Arapahoe Crossing	75	2+ Hours	50	18	30
Logistic and Distribution Area	44	2+ Hours	98	12	18
Downtown Denver (Union Station)	90	2+ Hours	64	18	45
Ward 3 (Alameda Avenue & S Sable Boulevard) @ 8:30am Wed					
Anschutz	21	74	25	6	16
Town Center in Aurora	3	11	-	3	3
Aurora Community College	16	38	27	5	7
Southlands	80	2+ Hours	81	18	28
Arapahoe Crossing	68	2+ Hours	40	14	28
Logistic and Distribution Area	53	2+ Hours	74	12	20
Downtown Denver (Union Station)	94	2+ Hours	60	22	45
Ward 4 (Iliff & S Vaugn Way) @ 8:30am Wed					
Anschutz	30	120	38	10	20
Town Center in Aurora	17	69	23	7	12
Aurora Community College	33	2+ Hours	66	10	18
Southlands	91	2+ Hours	61	18	35
Arapahoe Crossing	47	2+ Hours	66	12	26
Logistic and Distribution Area	70	2+ Hours	88	16	24
Downtown Denver (Union Station)	68	2+ Hours	82	26	50
Ward 5 (Hampden & Buckley) 8:30am Wed					
Anschutz	49	2+ Hours	48	14	28
Town Center in Aurora	31	112	55	10	20
Aurora Community College	31	111	30	10	20
Southlands	54	104	40	14	24
Arapahoe Crossing	33	105	40	10	18
Logistic and Distribution Area	70	2+ Hours	57	16	35
Downtown Denver (Union Station)	78	2+ Hours	77	28	50
Ward 6 (E Arapahoe & E Smoky Hill Rd) 8:30am Wed					
Anschutz	87	2+ Hours	96	22	35
Town Center in Aurora	69	2+ Hours	103	20	35
Aurora Community College	72	2+ Hours	92	18	28
Southlands	9	38	-	4	8
Arapahoe Crossing	40	2+ Hours	63	9	18
Logistic and Distribution Area	86	2+ Hours	120	16	24
Downtown Denver (Union Station)	2+ Hours	2+ Hours	138	35	55

9 Safety

The perceived and real threats to personal safety can have a profound impact on how people choose to travel. This section provides a brief overview of safety concerns related to travel in Aurora, including recent crash history and the perception of safety among transit riders. Furthermore, Aurora will participate in the Adams County Safety Action Plan (ACSAP), a grant-funded project that employs the safe systems approach. The project is scheduled to kick off in Summer 2024 and will include detailed analyses of crashes in Aurora. Coordination between the Connecting Aurora Multimodal Transportation Master Plan and the SAP will begin once the ACSAP is underway. In anticipation of that effort, the State of the System report utilized existing crash data and analysis.

9.1 The Safe Systems Approach

Roadway safety is commonly defined as the methods and measures used to prevent road users from being killed or seriously injured. A popular multidisciplinary approach to safety is referred to as the "six E's," which includes Engineering, Education, Enforcement, Emergency Response, Evaluation, and Equity. This approach reflects the complexity of roadway safety, accounting for human behavior, needs, and expectations in the design of a transportation system. In more recent years, the *Safe System Approach* is the guiding paradigm to address roadway safety. This approach is different because it focuses on both human mistakes, which could include any of the "E's" and human vulnerability to inform the design of a system with redundancies to protect all roadway users.

9.2 Crash Data

This section provides background and an overview of the origin of the crash data used in analysis and illustration. All crashes in Colorado investigated by law enforcement are sent to the Department of Revenue (DOR); crashes in Aurora are investigated by the Aurora Police Department. During the report, the investigating officer fills out a crash form, which is then sent to the DOR. The DOR then processes the crash records and enters them into a database, called Colorado DRIVES (Driver License, Record, Identification and Vehicle Enterprise Solution), where the official legal record is maintained.

CDOT receives data from the Colorado DRIVES system for all crashes, excluding private property and counter reports, which are self-reported by drivers and are not investigated by a law enforcement officer. CDOT will then process or "code" the crash data received from DOR. This process adds an additional field for crash type, corrects common

s, provides location information if available, and normalizes the data. CDOT typically compiles data and releases the data in 6 month increments, with approximately a 3 month delay when data is available. CDOT typically delays the release of data another 12 to 18 months to address known deficiencies allowing for data corrections or to download additional data that is delayed through the DOR process. CDOT provides summary data upon request in a tabular format and does not release personal identifying information, including names, driver's license numbers, addresses, birth dates, license plate numbers, vehicle identification numbers, local and state identifiers such as case numbers, etc.

When a new crash data increment is available from CDOT, Aurora requests the crash data for the entire city for import into Aurora's DiExSys Vision Zero Suite, which is a safety management system that uses predictive analytics and diagnostic pattern recognition to inform safety-related decision-making.

In addition to local crash data, there are also national crash databases. The National Highway Traffic Safety Administration (NHTSA) maintains the Fatality Analysis Reporting System (FARS) database, which contains information on all fatal crashes involving a motor vehicle traveling on a public trafficway in all 50 States, the District of Columbia, and Puerto Rico.

The State of the System report considered aggregate crash data between 2018 and 2022, utilizing a data export from the Vision Zero Suite. This crash data was analyzed using a geospatial information system (GIS) analysis called Kernel density, which calculates a magnitude-per-unit area from point features using a kernel function, to show concentrations of a given feature, in this case, the feature is crash records (Figure 9-1).

As shown in Figure 9-1, most roadway crashes occur on arterial roadways, which is expected as these roadways carry the highest traffic volumes and allow the highest travel speeds. The highest concentration of crashes tends to occur at or near intersections, specifically at the intersections along I-225 at Colfax Avenue, 6th Avenue, Mississippi Avenue, and Parker Road as well as at the Colfax Avenue and Peoria Street intersection.

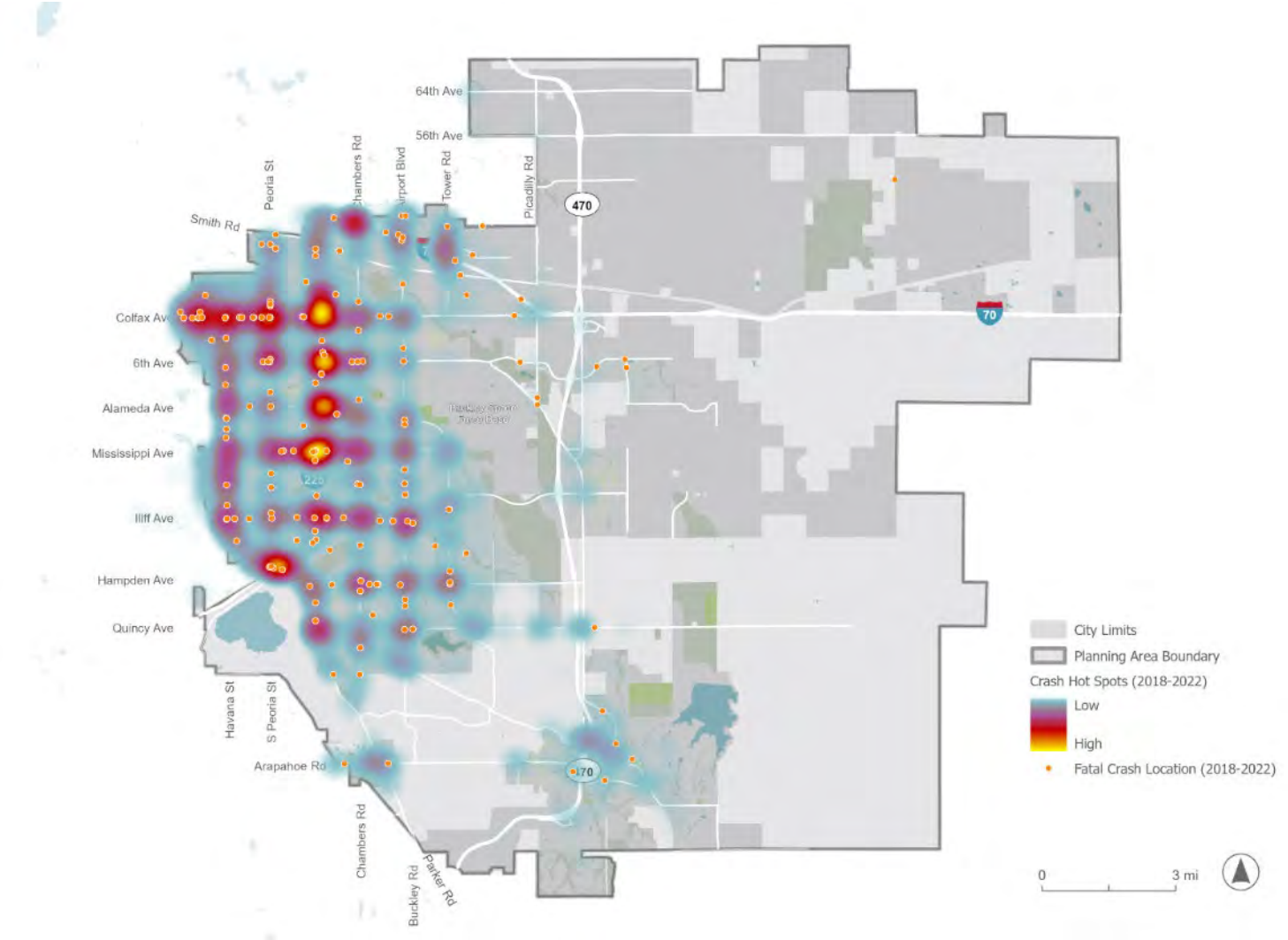
9.3 Fatal and Serious Injury Crash Summary

The following summarizes crash related fatalities and serious injuries within the City of Aurora between 2018 and 2022:

- Fatal crashes in Aurora have increased by 56 percent
- Serious Injury crashes have decreased by 3 percent
- There was a total of 175 fatal crashes and 183 fatalities
- There were 57 fatal pedestrian crashes and 6 fatal bicycle crashes
- Approximately 15 percent of fatal crashes involved motorcycles
- Approximately 48 percent of fatal crashes occurred at or near an intersection
- Top contributing factors include impairment, aggressive driving, distracted driving
- Of the fatal crashes, 56 percent of fatalities were not wearing a seatbelt

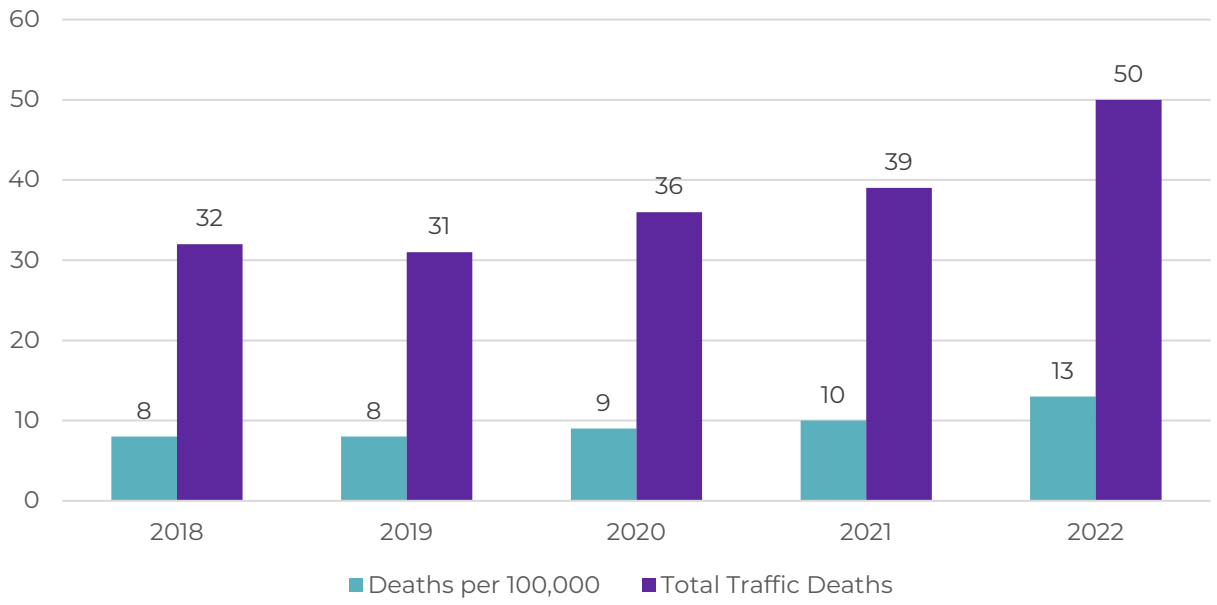
According to the CDOT *2022 Problem Identification Report,* Adams and Arapahoe Counties were number three and four, respectively, for highest number of fatalities and number two and number three, respectively, for highest number of serious injuries from traffic crashes in the state. Figure 9-2 through Figure 9-4 illustrate traffic-related deaths, serious injury crashes, and fatal crashes in Aurora.

Figure 9-1. Crash Heat Map (2018 to 2022)



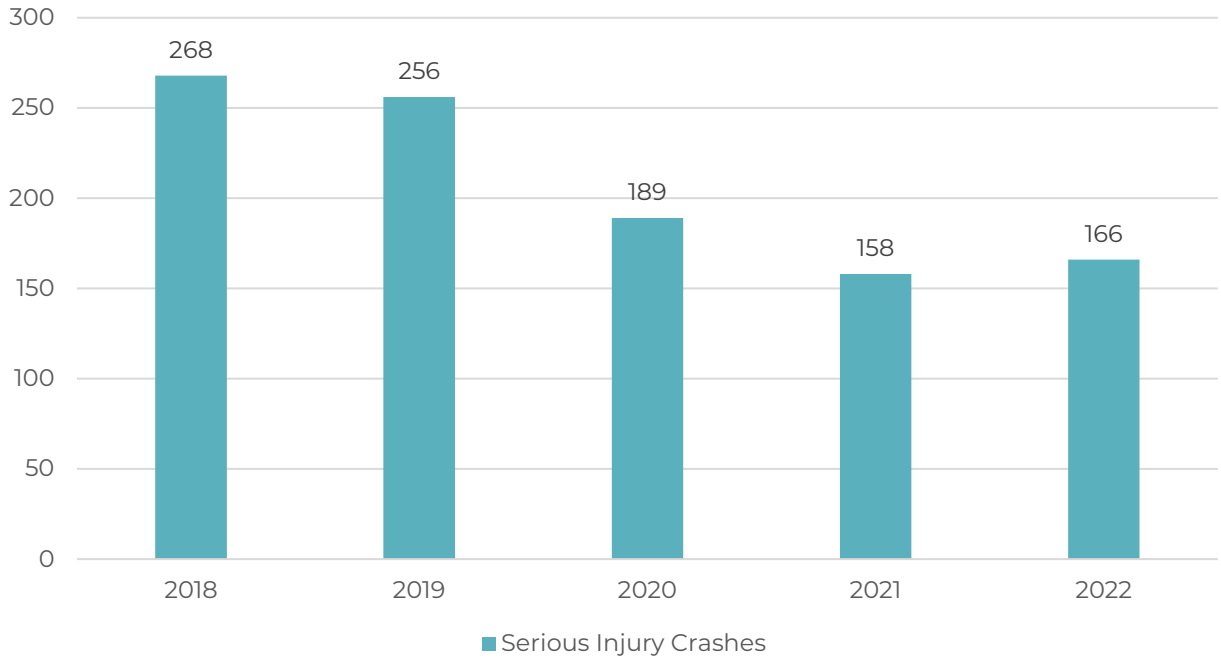
Source: CDOT, 2022

Figure 9-2. Total Traffic Related Deaths and Deaths per 100,000 in Aurora (2018 – 2022)



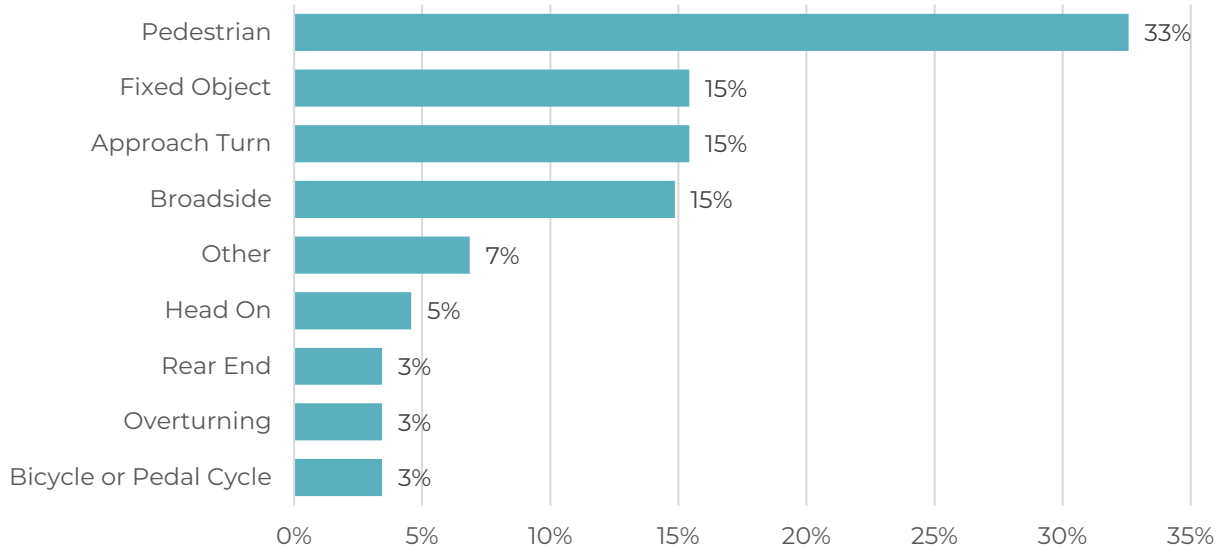
Source: Vision Zero and Transportation Safety Evaluations Presentation, October 2023

Figure 9-3. Aurora Serious Injury Crashes (2018-2022)



Source: Aurora DiExSys Crash Data, 2018—2023

Figure 9-4. Aurora Fatal Crashes by Type (2018-2022)



Source: Aurora DiExSys Crash Data, 2018—2023

The Colorado Department of Public Health and Environment (CDPHE) maintains an Injury Indicators Dashboard, which can be filtered by county. The information presented in Table 9-1 is based on 2018 to 2022 data and details the demographics for traffic related motor vehicle deaths for residents in Adams, Arapahoe, and Douglas Counties.

Table 9-1. Fatal Crash Demographics (2018—2022)

Demographic	Colorado State	Adams County	Arapahoe County	Douglas County
Total Deaths due to Traffic	3,168	342 *(10.8% State Total)*	311 *(9.8% of State Total)*	91 *(2.9% of State Total)*
Female	27.3%	26%	28.6%	31.9%
Male	72.7%	74%	71.4%	68.1%
Age				
Under 18	6.1%	7%	5.1%	7.7%
18—24	14.9%	18.4%	13.8%	12.1%
25—64	61.4%	63.7%	64.6%	56%
Over 65	17.6%	10.8%	16.4%	24.2%
Race				
Black or African American, alone	29.1%	48.2%	26.4%	7.7%
White, alone	61.2%	43.6%	53.7%	85.7%
Asian, alone	5.8%	4.7%	13.8%	3.3%
All Others	3.9%	3.6%	4.8%	0%

9.4 Regional High Injury Network

DRCOG developed the Regional High Injury Network (HIN) by identifying the road segments with the highest killed and serious injury (KSI) crash density and then connected the network by adding links based on proximity to high crash density segments and road segment continuity. For each county, the critical corridors identify the top 50 percent of KSI crash density corridors along the regional High Injury Network (Figure 9-5). The High Injury Network is reflected in the crash heat map, which identifies Aurora's arterial roadway network.

9.5 Transit Safety

RTD conducted its annual Community and Customer Survey in 2023 (Figure 9-6). The purpose of the survey is to capture rider opinion on a wide range of topics related to RTD service and operations.[1] The survey found that 57 percent of respondents felt safe and secure waiting for the bus, and a similar percentage felt the same way for RTD's various rail services (58 percent for Rail, 56 percent for Light Rail, and 59 percent for Commuter Rail). When asked how safe and secure they felt while on the bus or train, between 60 percent and 65 percent indicated they felt safe. Compared to the national average, RTD riders feel safer using the region's public transit system.

Personal safety on and while waiting for public transit was ranked as a lower priority for riders when compared to other services and operational needs. However, personal security on the transit service was a higher priority, in the top 10 priorities, compared to personal security while waiting for the service, which ranked at the bottom for all transit options.

[1] Microsoft PowerPoint - 6870 (rtd-denver.com)

Figure 9-5: DRCOG HIN Network

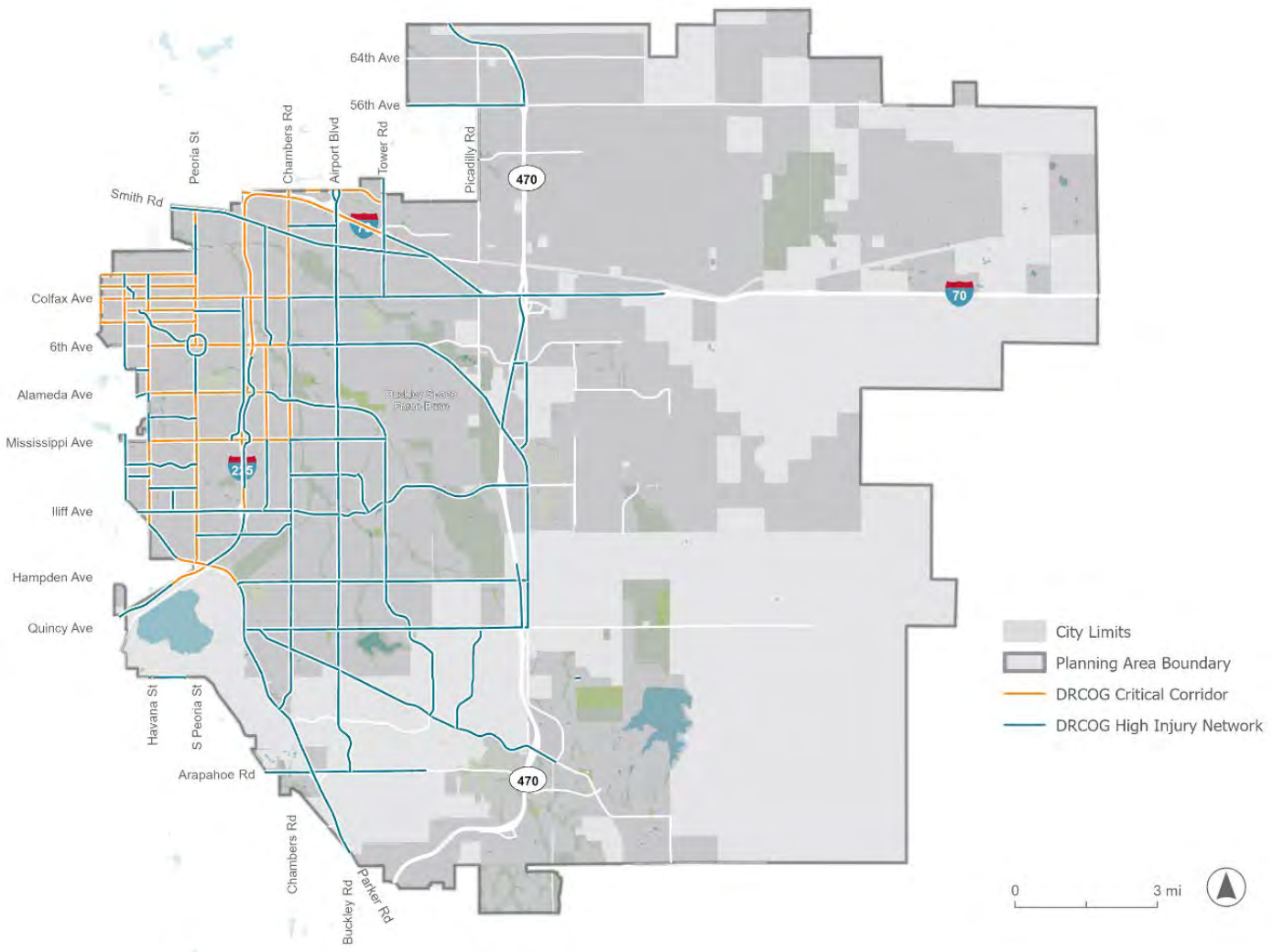
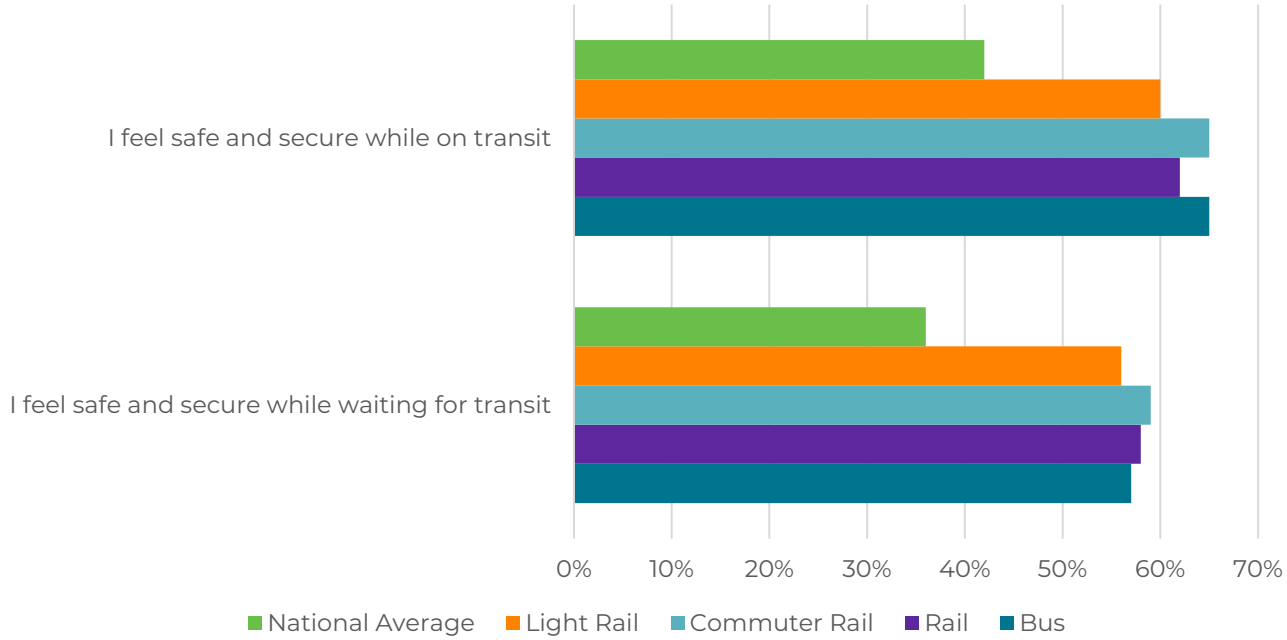


Figure 9-6. RTD Community and Customer Survey 2023: Safety



Source: RTD Community and Customer Survey, 2023

10 Next Steps

The State of the System Report is a tool for city staff to better understand the current strengths, challenges, and opportunities of Aurora's transportation system as it exists today. The existing data provides a foundation on which the city can build a guide for future investment and programming to address key issues such as mobility choice, transit access, congestion, and supportive land use. To accompany this report, additional working papers will be provided separately, offering greater detail on topics such as transportation funding structures, community health and sustainability, and emerging technologies.

The next steps of the planning process include scenario planning, community engagement, network creation, and project identification and prioritization. These actions will form the foundation for creating a dynamic transportation master plan that meets the evolving needs of the community.

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Appendix C
Community Conversation Summary Report

CONTENTS

MILESTONE 1 ENGAGEMENT SUMMARY - PAGE 3-145

SPECIAL SUMMER ENGAGEMENT SUMMARY - PAGE 146-259

MILESTONE 2 ENGAGEMENT SUMMARY - PAGE 260-426

MILESTONE 3 ENGAGEMENT SUMMARY - PAGE 427-587

MILESTONE 4 ENGAGEMENT SUMMARY - PAGE 587-635

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

MILESTONE 1
ENGAGEMENT SUMMARY

April 1-June 5, 2024

Prepared by:

HDR



Contents

Overview **2**
Engagement Overview **2**
In-Person Open Houses 3
Online Open House 3
Community/Pop-Up Events 4
Charette 4
Community Surveys 5
Map Comments and Pins 5
Other Comments 5
Promotion **6**
News Release and Media Coverage 6
Social Media 6
E-Newsletters 6
Bill Insert 6
Mailer 6
Flyering 7
Mayor and City Council Town Meetings 7
Library Outreach 7
Signage Outreach 7
Stakeholder Outreach 7
Feedback Results **8**
Who We Heard From 8
Who We Heard From – Overall 10
What We Heard – Vehicle Travel 13
What We Heard – Walking 16
What We Heard – Biking, Scooters, Skateboards 19
What we Heard – Transit 22
What We Heard – Freight 24
Considerations for Future Engagement **25**
Appendix A: Milestone 1 Promotional Materials **26**
Appendix B: Engagement Materials **36**
Appendix C: Engagement Results **77**



OVERVIEW

The city of Aurora has conducted numerous studies and planning efforts over the years that have helped guide transportation-related infrastructure projects across the city. In 2018, the Aurora City Council adopted the Aurora Places comprehensive plan to serve as a foundation for decision-making related to growth and development. In fall 2023, Aurora launched Connecting Aurora, a holistic transportation planning process that evaluates and identifies transportation needs of all people for the city's entire transportation network. Connecting Aurora will be the city's first-ever multimodal transportation master plan, building upon previous study outcomes, the city's Comprehensive Plan, and Aurora Place's adopted vision and relevant transportation goals and strategies to enhance mobility choices throughout the city.

The development of Connecting Aurora is distilled into four phases:

1. Discover
2. Synthesize
3. Visualize
4. Realize

This report summarizes the engagement efforts for the Discover Phase or Milestone 1. The Discover Phase was conducted April 1-June 5, 2024, and involved extensive public outreach to learn about current transportation-related challenges the community is facing. In this phase, community members shared their wants and needs for Aurora's transportation system and their travel behaviors and preferences. This information provides the planning team a deeper understanding of Aurora's community members, existing infrastructure, and key transportation needs.

Key efforts and tasks for the Discover Phase include:

- Data collection and analysis
- Future trends analysis
- Initial engagement with stakeholders and the public

ENGAGEMENT OVERVIEW

A variety of engagement efforts were used to gather feedback from the Aurora community about the current state of the transportation system, as outlined below. The numbers on the following pages are an estimate of how many people were informed about or engaged with the project through the various efforts. Engagement survey results from these efforts are shared later in this document.



Engagement by the Numbers

TOUCHPOINT	ONLINE VISITS	ACTIVELY ENGAGED
*288K+	*4.6K+	1.6K+

**The figure of 288,000+ touchpoints indicate the cumulative number of interactions or exposure to the project. This is a broader measure compared to the 4,600+ online visits, which represent more direct engagement with the project's online presence.*

IN-PERSON OPEN HOUSES







Four in-person open houses were hosted at community libraries across Aurora. All total, 154 people attended the open houses. The library locations were chosen strategically to make sure feedback opportunities were dispersed across the city. Spanish interpretation was provided at each open house and materials were provided in English and Spanish. Additional select materials were provided in Vietnamese, Chinese, Korean, Amharic, Tigrinya, Nepalese, Karen, Burmese, Arabic and French. Food trucks were on site to incentivize community participation and open house attendees received a voucher for a meal from the food truck after participating in the event. Interactive boards were used to garner feedback for each type of travel mode as well as a large-scale, citywide map to leave general comments. Additionally, hard-copy surveys were available for participants to fill out in the languages referenced above.

Open House Locations, Dates, and Times

CENTRAL LIBRARY	MISSION VIEJO LIBRARY	MARTIN LUTHER KING JR. LIBRARY	TALLYN'S REACH LIBRARY
Tuesday, April 2 5-7 p.m.	Wednesday, April 10 5-7 p.m.	Wednesday, April 17 5-7 p.m.	Tuesday, April 23 5-7 p.m.
37 ATTENDEES	**32 ATTENDEES**	**47 ATTENDEES**	**38 ATTENDEES**

ONLINE OPEN HOUSE

A self-guided online open house was hosted on the Engage Aurora website (engageaurora.org/ConnectingAurora). The information and feedback opportunities on this site were

identical to the in-person open houses. The data below represents engagement between April 1-June 5, 2024.

- Total visits: 4,673
- Contributions (any form of input, including surveys): 1,643
- Online map pins: 188
- General comments: 18 comments were submitted and received nine likes
- Questions asked: 7
- Ideas/one word activity (within the online open house): 17 with eight likes
- Feedback opportunities by mode (similar to those on the display boards): 72

COMMUNITY/POP-UP EVENTS

Pop-up events were held at various locations to gather feedback.





Event Locations, Dates, and Times

METRO CENTER TRANSIT STATION	SEOUL KOREAN BBQ	CU ANSCHUTZ EARTH DAY	COMMUNITY COLLEGE OF AURORA	AURORA RESERVOIR
Thursday, April 11 3-5 p.m. Tuesday, April 16 7-9 a.m.	Saturday, April 13 12-2 p.m.	Monday, April 22 11 a.m.-2 p.m.	Thursday, April 25 11 a.m.-1 p.m.	Saturday, May 25 3:30-7 p.m.
16 PEOPLE	**2 PEOPLE**	**60 PEOPLE**	**76 PEOPLE**	**34 PEOPLE**

CHARETTE

A two-day planning charrette took place on May 1 and May 7, 2024, with key stakeholders to create a shared understanding of the city's challenges and opportunities, a common language/set of facts, and the vision and desired outcomes for the plan.

COMMUNITY SURVEYS

The self-guided online meeting included several short survey questions and two longer community surveys. Paper copies of the long-format survey were available at the open houses and in public libraries. Surveys were available in English, Spanish, Vietnamese, Chinese, Korean, Amharic, Tigrinya, Nepalese, Karen, Burmese, Arabic and French. To encourage participation, the planning team promoted a drawing for four $25 gift cards. Initially, the survey was longer form, but following the open houses, the survey was shortened and promoted as a 5-minute survey. Doing this significantly increased the number of responses.

Survey Engagement by the Numbers

TOTAL SURVEYS	ONLINE SURVEYS	OPEN HOUSE/LIBRARY SURVEYS
1,238	1,180	58

MAP COMMENTS AND PINS

Community members left comments on maps at the open houses and pop-up events. Additionally, a map tool was available in the self-guided online meeting where visitors could place a pin and leave a comment. A summary of the comments can be found in the Feedback Results section later in this document.

- Total comments/pins: 282
  - Online map pins: 188
- Open house/pop-up event map comments: 94

OTHER COMMENTS

Comments were also received through the following:

- Email: 4
- Facebook: 1
- Ward V meeting: 5
- Open house/pop-up events (not included elsewhere): 52
- Other: 5 (comments from the printed survey)



PROMOTION

A variety of promotional materials were used throughout Milestone 1 to inform the community about Connecting Aurora and how to provide feedback. For details and examples of materials used, go to Appendix A: Milestone 1 Promotional Materials.

NEWS RELEASE AND MEDIA COVERAGE

Two news releases—one for the start of the engagement period and one for the extension of the self-guided online open house and surveys—were distributed to a comprehensive local media list, including media targeting non-English speakers. As a result, there were nine news stories, as outlined in the next table. For a full list of news stories, go to Appendix A: Media Coverage.

SOCIAL MEDIA

Extensive Social media efforts were undertaken to promote the project and to engage public. A variety of posts and platforms were used, including LinkedIn, Nextdoor, Facebook, Instagram and X (formerly Twitter). Note: X requires a Premium account to access full post metrics, which the city did not have at the time of this report. Additionally, Facebook posts were boosted for the most common languages: English, Spanish, Korean, Vietnamese, Chinese and Amharic. Each boosted post was $100, for a total of $500 spent on social media ads.

- Total posts (including ads): 73
- Total reach/impressions (views/shown): 167K
- Engagement (clicks/likes/comments): 3.6K

E-NEWSLETTERS

Several city and community newsletters distributed the Milestone 1 project information.

- Engage Aurora emails: 3 emails were sent to project subscribers (subscriber count grew from 71 on the first distribution, to 98 for the second and 113 for the third) on Engage Aurora
- City of Aurora Employee Newsletter
- The People's Building Newsletter
- City's This is Aurora newsletter: 11 mentions with 7.6K subscribers
- Library electronic customer communication: 16K subscribers
- On Havana Street newsletter
- AuroraTV Newsletter: 5 mentions with 1.3K subscribers

BILL INSERT

An article was included in two News Aurora issues, which was distributed in water bills between March and June promoting the engagement period. Approximately 80K homes received each bill insert.

MAILER

Approximately 9K multifamily and mobile homes received a postcard about the project. This postcard was in English and Spanish, and equally distributed among all six City Council wards.



FLYERING

Flyers and/or bookmarks were distributed through a variety of means in English and Spanish:

- 7 libraries
- 60 cars at the Iliff Station Garage
- Homes around Tallyn's Ranch (to promote the final open house at Tallyn's Reach Library)

MAYOR AND CITY COUNCIL TOWN MEETINGS

Materials and surveys were available for pickup at all Mayor and City Council town meetings, and presentations were provided at the Ward III, IV and V meetings.

LIBRARY OUTREACH

Community surveys were available in 12 languages at all seven Aurora libraries. Signage was posted about the survey and bookmarks were handed out promoting the open houses and online meeting. Additionally, A-frame signs were rotated through each of the four libraries hosting open houses. A library electronic customer communication was also sent about the project, reaching 16K people.

SIGNAGE OUTREACH

In addition to the signage at the libraries, A-frame signs were rotated around the Town Center at Aurora and Stanley Marketplace. Yard signs were placed around trails in parks promoting the online meeting.

STAKEHOLDER OUTREACH

Outreach was conducted with various community stakeholders as described in the following sections.

Stakeholder Group

Three emails were sent to the Stakeholder Group with promotional materials for Milestone 1 engagement.

Technical Advisory Committee

Two emails were sent to the Technical Advisory Committee asking for their input and for them to share the information with their networks.

Presentations

Presentations were provided to the following groups:

- Veteran's Affairs Commission, April 11, 2024
- Aurora Planning and Zoning Commission, May 22, 2024
- City Council Transportation, Airport and Public Works Policy Committee, March 21, and May 29, 2024

Stakeholder Emails

The project team sent emails to many stakeholders with the project information and ask them to share with members of their organizations.

- Homeowner's Associations and Neighborhood groups: 151 groups/emails
- Aurora Action Coalition for Community Services: email to listserv of 175 people
- Stanley Marketplace: email to business owners



- Fitzsimons Redevelopment Authority
- Department of Pediatrics, University of Colorado School of Medicine/Children's Hospital Colorado
- Aurora Chamber of Commerce
- Aurora Mental Health and Recovery
- Aurora Sister Cities International
- Village Exchange Center
- Village Institute
- Colorado Freedom Memorial
- Aurora Economic Development Council
- Communications Department, Aurora Public Schools
- Amigos de Mexico
    - RISE Colorado

Other Stakeholder Outreach

- Colorado Muslim Community Center: Arabic surveys dropped off
- KETO 93.9 FM – Immigrants FM Radio social media posts in Amharic and Tigrinya
- City of Aurora Intranet
- Project Worthmore helped distribute Burmese, Spanish, French, Amharic, Tigrinya and Arabic surveys
- Aurora Action Coalition for Community Services presentation

FEEDBACK RESULTS

The results described below are a compilation of the various feedback tools. Sources for each chart or fact are indicated as well as the number of respondents. The number of respondents varies as questions were not consistent across the different feedback tools.

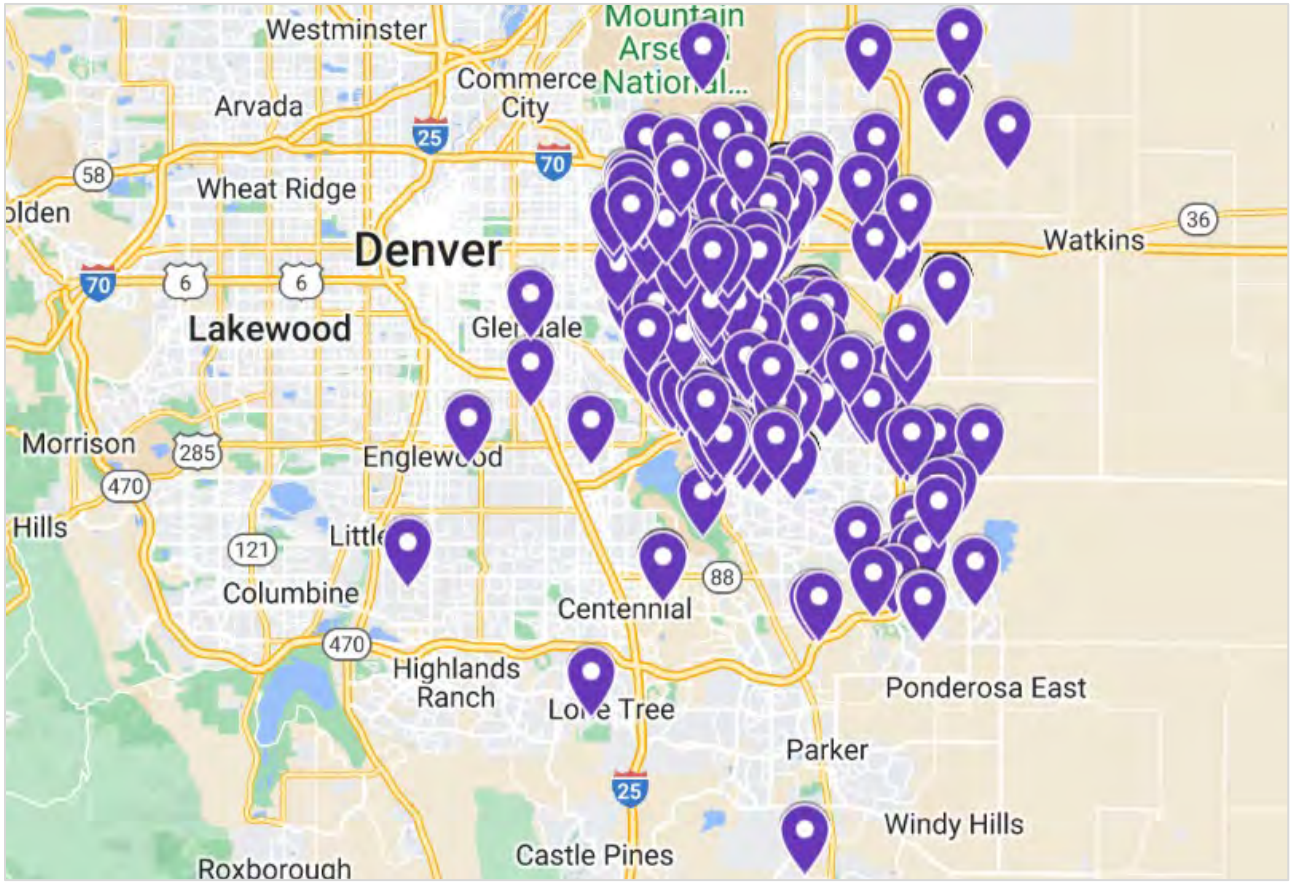
Results from the survey and all other forms of feedback can be found in Appendix C: Engagement Results.

WHO WE HEARD FROM

- A variety of people who live, work, commute through, or visit Aurora.
- Individuals of all ages, from students to seniors.
- Individuals and families of varying backgrounds.

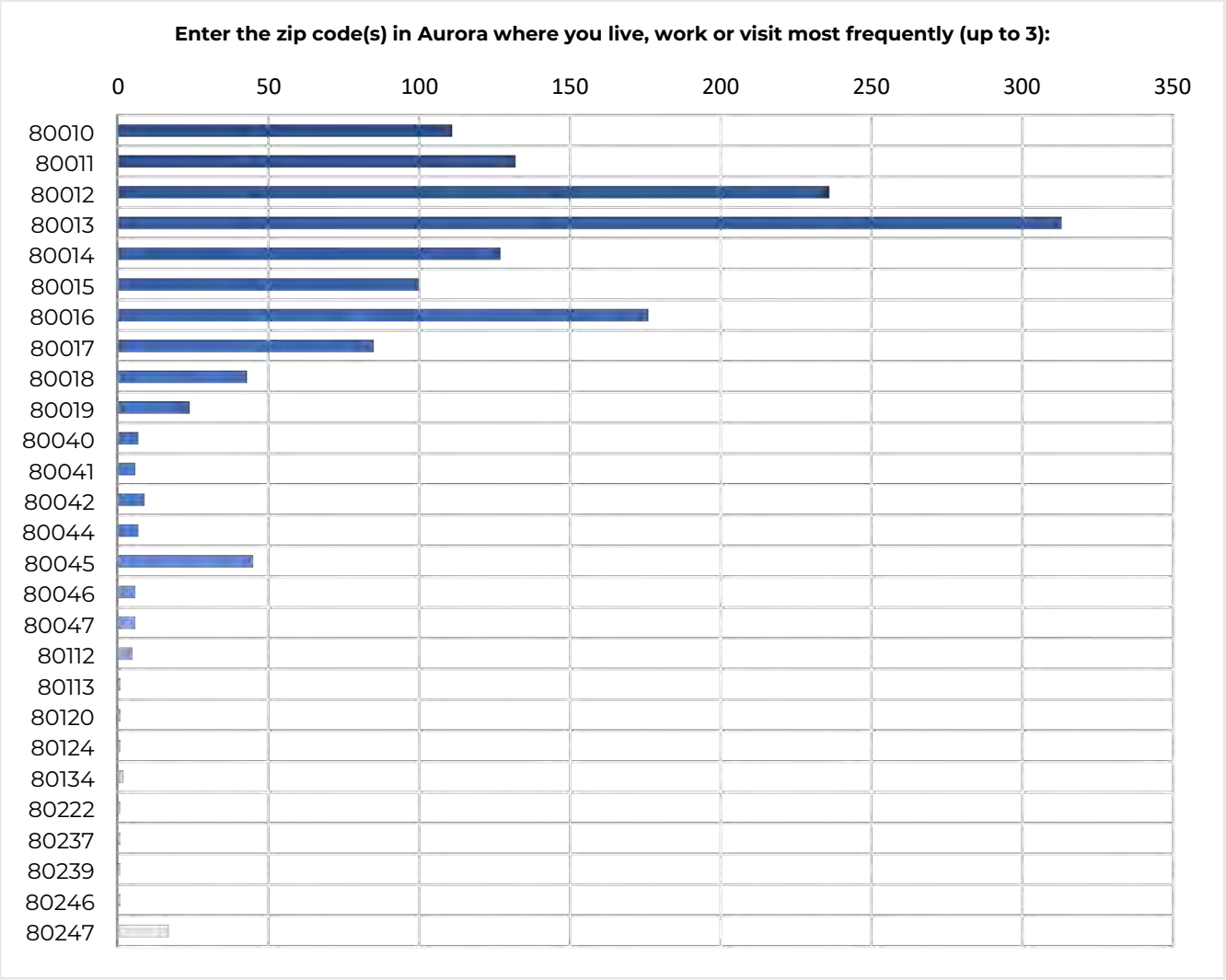


Online Map Comment Locations and Survey Zip Codes



Zip Codes

1,044 survey respondents entered zip codes where they live, work, and visit most frequently.

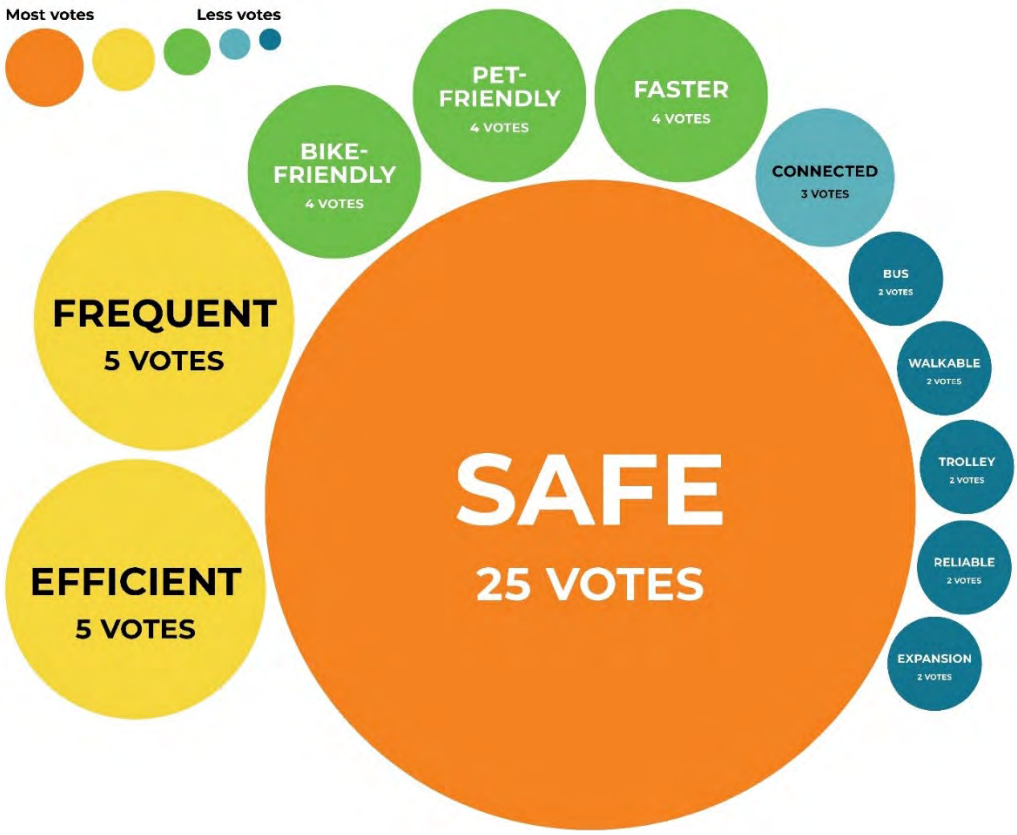


WHO WE HEARD FROM – OVERALL

- Of the 391 people who answered the question "How often do you participate in transportation or community plans?" **130 indicated it was their first time.**
- Many open house attendees expressed **appreciation for the opportunity to provide feedback** and felt like it was worth their time.
- Based on responses from the open house individuals feel:
    1. Somewhat safe when traveling by vehicle.
    2. Somewhat safe when walking.
    3. Neutral or very unsafe when using a mobility device.
    4. Somewhat unsafe when traveling by bike.

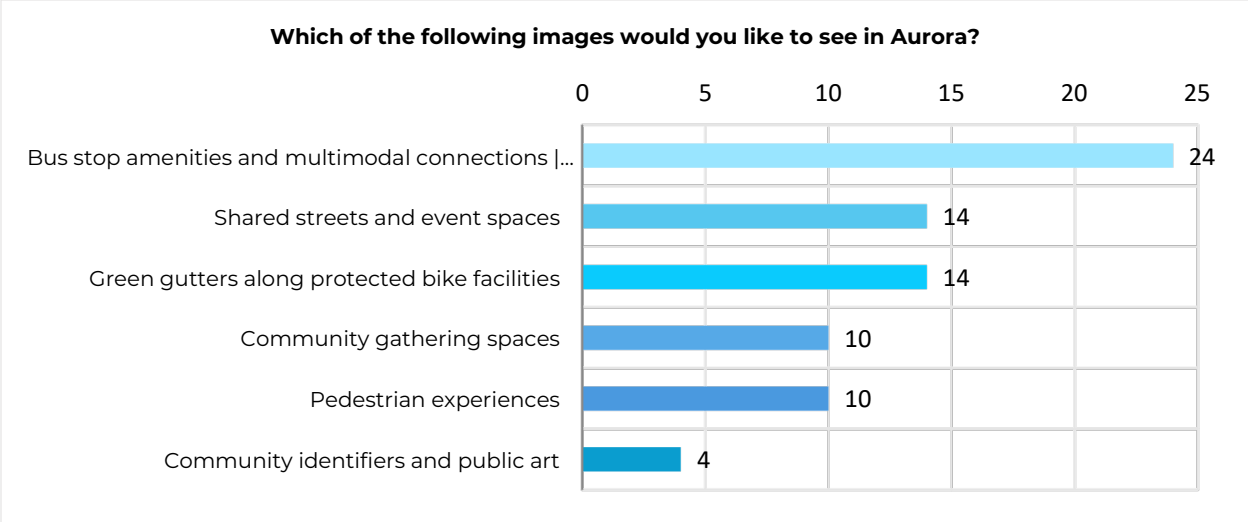
5. Somewhat unsafe when traveling by transit.

- Individuals online and at the open houses were asked: "In one word, describe the transportation system you want to see in Aurora." All total, 87 responses were received, as outlined by the word cloud below. The larger the word, the more often it was mentioned.



  - The following words were selected a total of one time by individuals online and at the open houses and as such are not represented in the word cloud: Cars, Charging Stations, Cleaner, Comprehensive, Diverse, Effective, Entrepreneurial, Free, Futuristic, Harmonious, Improving, Inclusivity, Japanese, Legible, Lights, Metropolitan, Micromobility stations, On time, Seamless, Secure, Separate bike lanes, Slower, Thorough, Trails, Welcoming, Wildlife.

- When asked, "Which of the following images would you like to see in Aurora?" open house and online open house respondents indicated bus stop amenities and multimodal connections as a top priority.



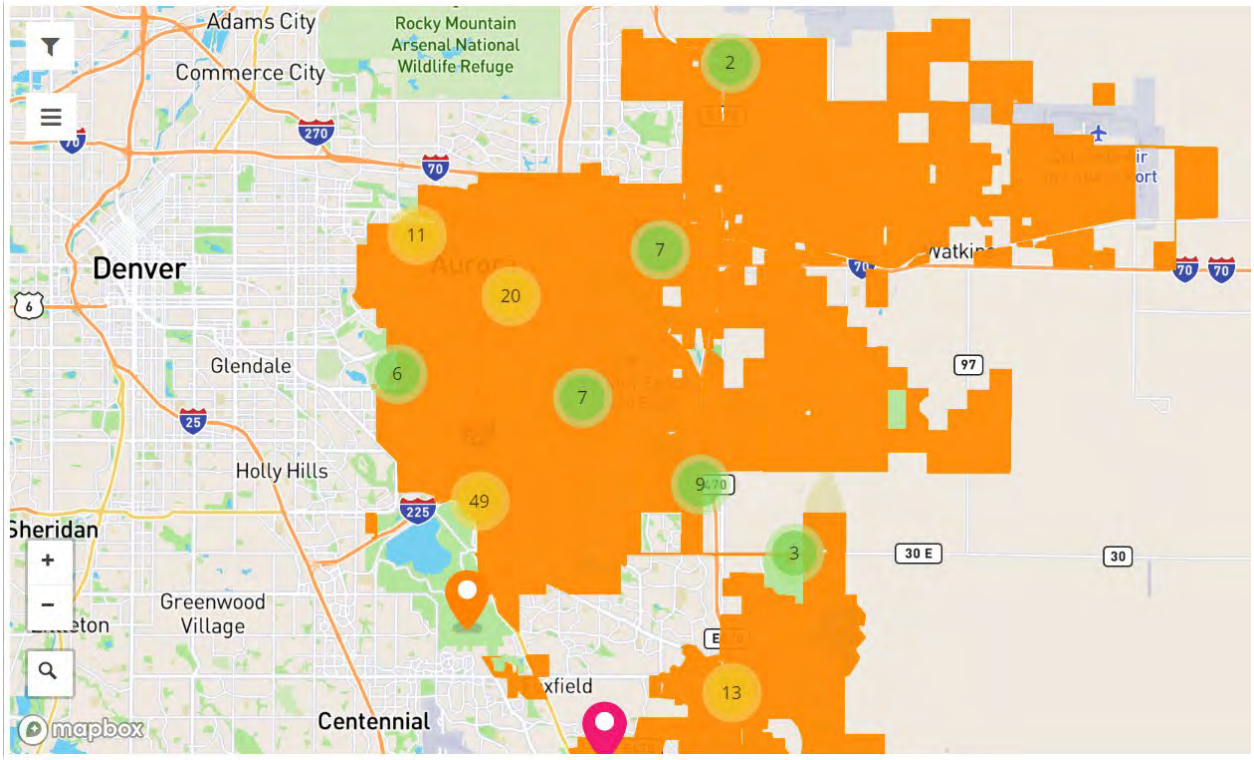
- 282 comments total were added to the online map, open house maps, and community event maps. Most comments were concentrated around three locations:
    1. CU Anschutz
    2. Community College of Aurora Campuses
    3. Parker Road and I-225.

  Full map data can be found in the comprehensive data spreadsheet in the Appendix C: Map Comments or online at engageaurora.org/connectingaurora/maps/add-feedback-by-location.

  The map comments were broken into the following categories:

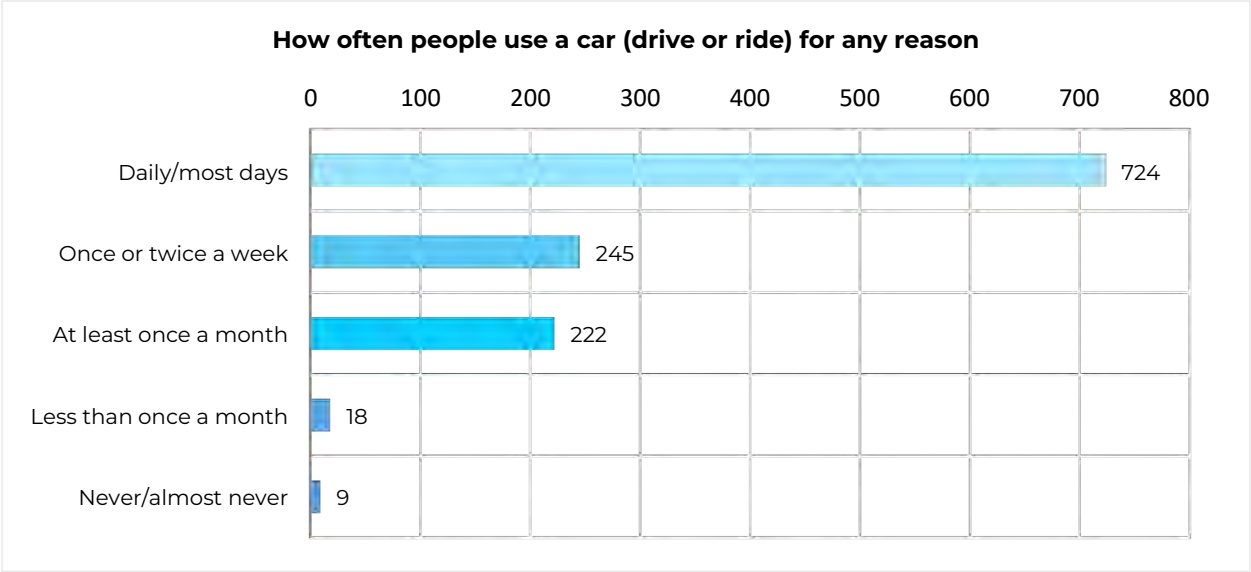
  - Bike: 27%
  - Vehicle: 23%
  - Pedestrian: 20%
  - Transit: 17%
  - Other 12%
  - Freight: 1%

  Concerns were concentrated around Parker Road and I-225, near Aurora Community College and the CU Anschutz Campus. The map on the next page shows hotspots for comments. For a full list of the comments and coordinates, visit the appendix.



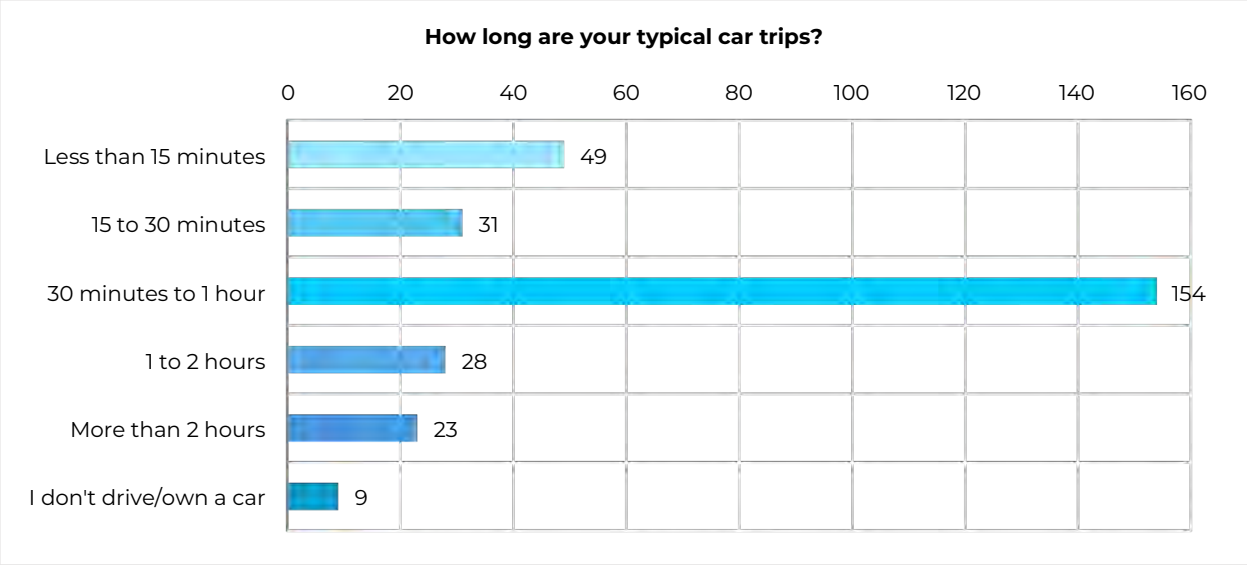
WHAT WE HEARD – VEHICLE TRAVEL

Of those surveyed, the greatest percentage of people (59.4%) indicated that they drive daily or most days, while very few respondents indicated driving less than once a month or less often.

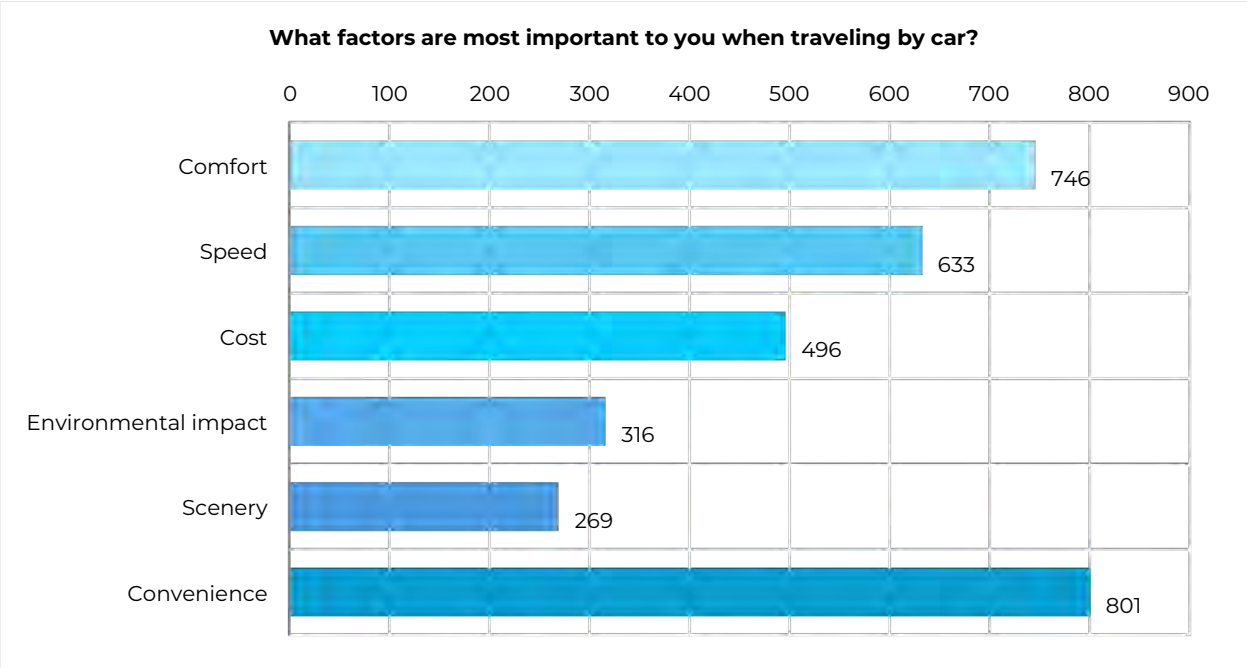


According to survey respondents, a little over half (52%) of vehicle trips are typically 30 min to 1-hour. About 27% of vehicle trips were reported to be typically less than 30 minutes.



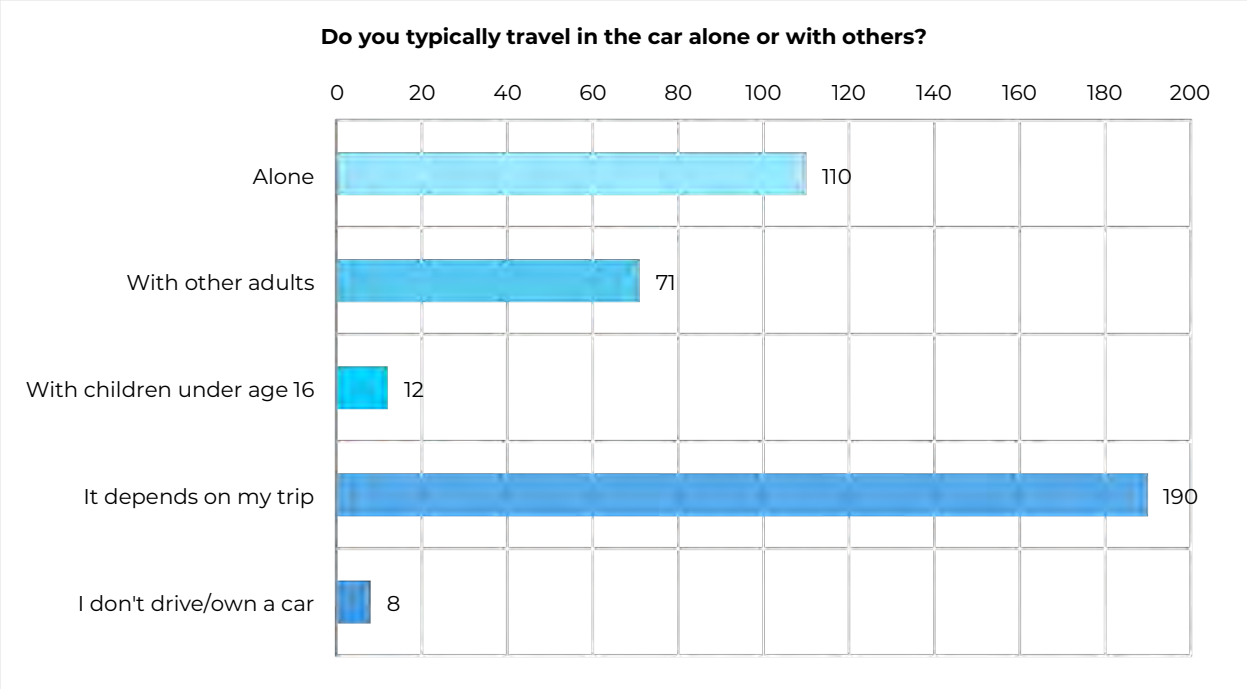


Survey respondents were able to select up to six of the most important factors when traveling by car. In response to this question, the most selected factors were convenience, comfort and speed. Although less commonly selected than some of the other factors, nearly 500 respondents indicated that cost was an important factor when traveling by car.

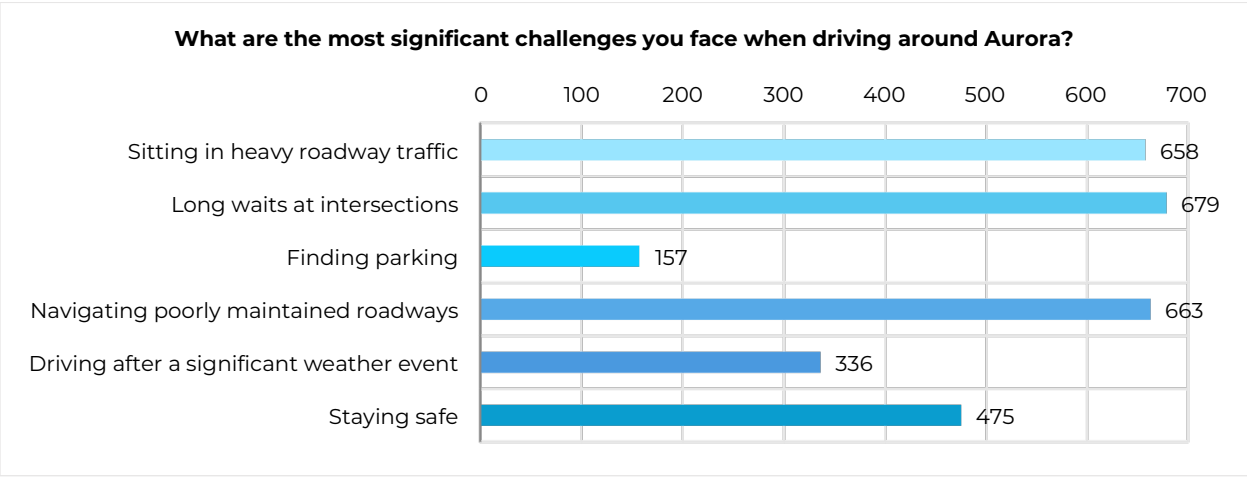


According to the survey, of those who drive, about 50% indicated that the number of people in their vehicle depends on the trip. Of the remaining drivers, 30% reported typically driving alone and about 20% reported typically driving with others in the vehicle.

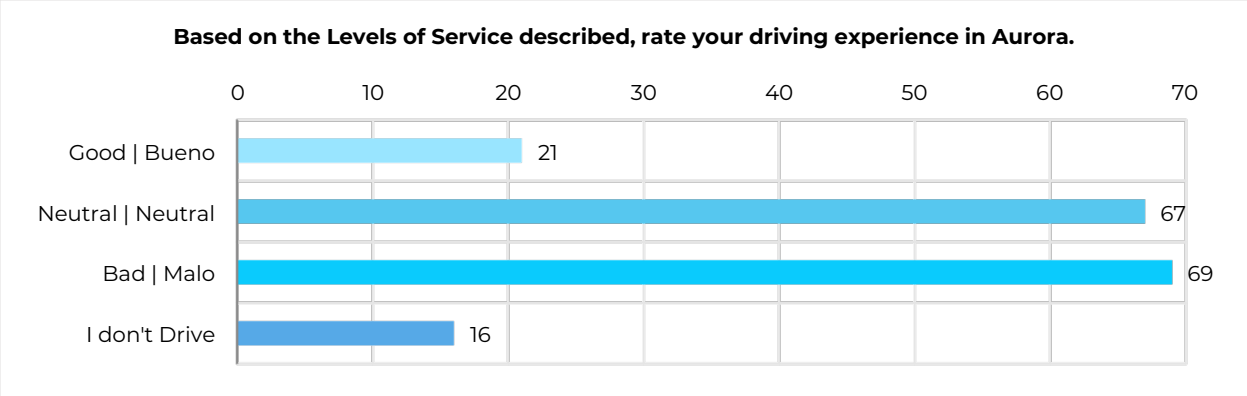




According to survey respondents, sitting in heavy roadway traffic, long waits at intersections, and navigating poorly maintained roadways were all nearly tied as the most significant challenge faced when driving around Aurora. Of all the presented challenges, finding parking was the least common challenge identified by respondents.

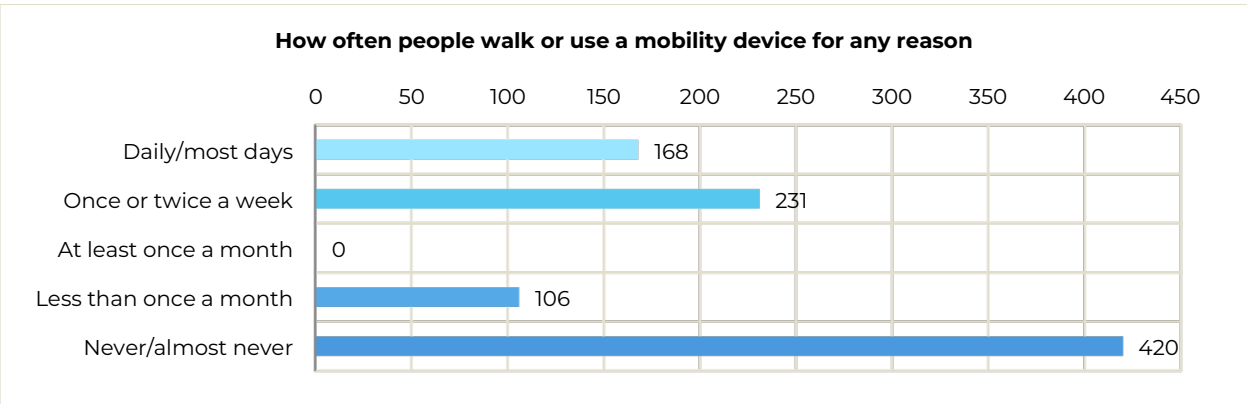


At the in-person and virtual open houses, participants were presented with the meaning of roadway levels of service. Based on the information provided, 39% of those who drive in Aurora rated their experience as bad. Nearly the same percentage of drivers (40%) rated their experience as neutral. Only 12% of drivers rated their experience as good.



WHAT WE HEARD – WALKING

Of the 925 survey responses, 43% walk at least once or twice a week, and 45% never or almost never walk.



Survey respondents were asked to select their top three of 15 listed factors that prevents or discourages them from walking or using a mobility assistive device in Aurora. The three most selected factors were:

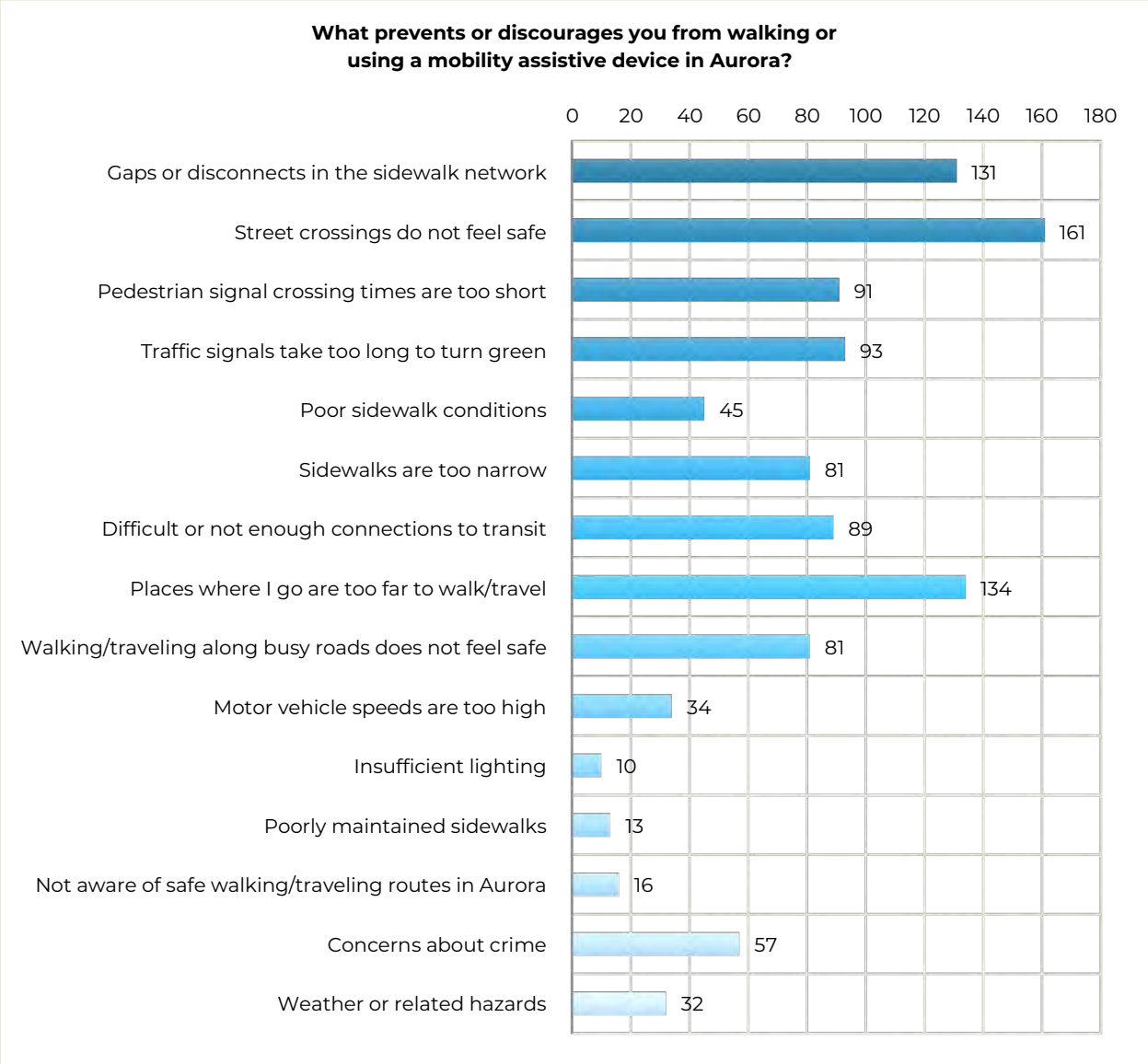
- Street Crossings Do Not Feel Safe (161 responses): Many respondents expressed concerns about the safety of street crossings, indicating that this is a significant deterrent to walking or using mobility devices.
- Gaps or Disconnects in the Sidewalk Network (131 responses): A considerable number of participants noted the presence of gaps or disconnected segments in the sidewalk network, which hinders continuous and safe travel.
    - Places Where I Go Are Too Far to Walk/Travel (134 responses): Distance to destinations was also a major concern, with respondents indicating that the distances involved often exceed what they find manageable or convenient for walking.

A significant amount of people also selected "Pedestrian signal crossing times are too short", "traffic signals take too long to turn green", "Sidewalks are too narrow" and "Difficult and not enough connections to transit."

- Respondents mentioned that pedestrian signal timings are inadequate, making it challenging to cross streets safely (91 responses).

- The delay in traffic signal changes was cited as a frustration that affects mobility (93 responses).
- Many found that inadequate connections to public transit hindered their ability to travel efficiently (89 responses).

Other concerns included poor sidewalk conditions, insufficient lighting, and not being aware of safe routes, though these were less frequently cited. Addressing these diverse issues will be crucial for improving mobility and safety in Aurora. These insights highlight the need for improvements in signal timing, transit connections, sidewalk width, and safety measures to enhance overall mobility.

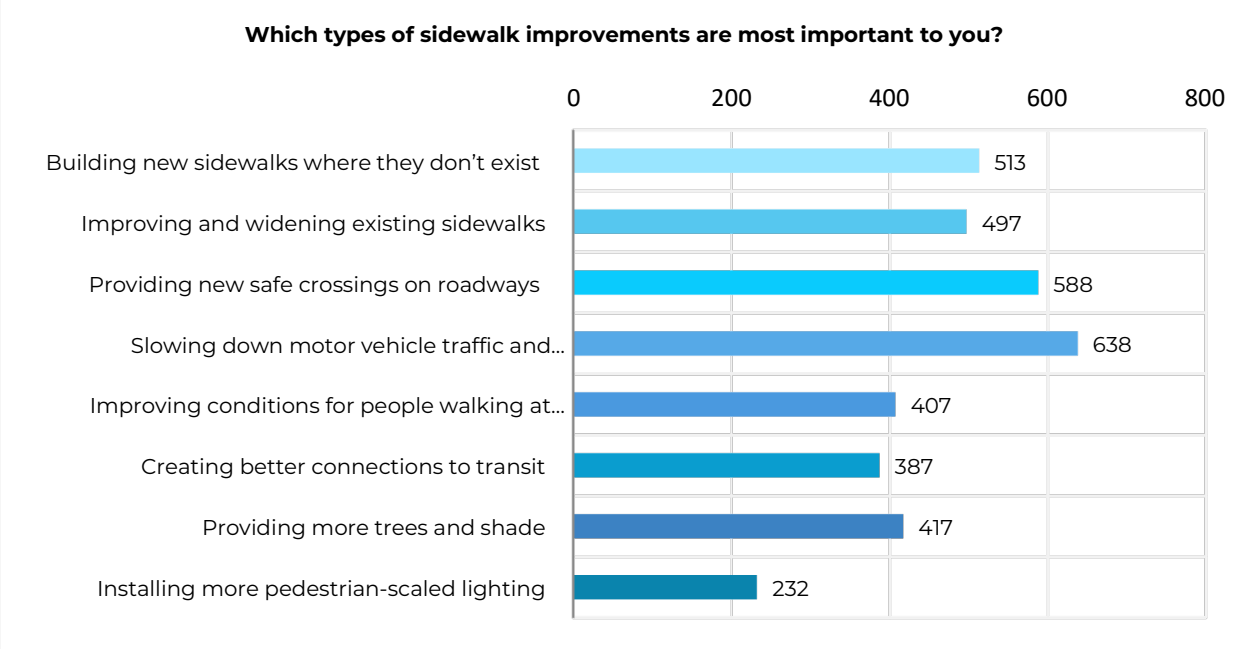


Survey respondents were presented with eight types of sidewalk improvements and were asked to indicate the top three that were most important to them. The three most selected sidewalk improvements were:

- Slowing Down Motor Vehicle Traffic and Implementing More Traffic-Calming Measures (638 responses): The highest level of concern was expressed regarding the need for traffic-calming measures to enhance safety and reduce vehicle speeds.
- Providing New Safe Crossings on Roadways (588 responses): Ensuring safe crossings at roadways was also a top priority, reflecting a strong desire for improved pedestrian safety at intersections.
- Building New Sidewalks Where They Don't Exist (513 responses): There is a significant demand for constructing new sidewalks in areas where they are currently absent, which would improve overall accessibility.

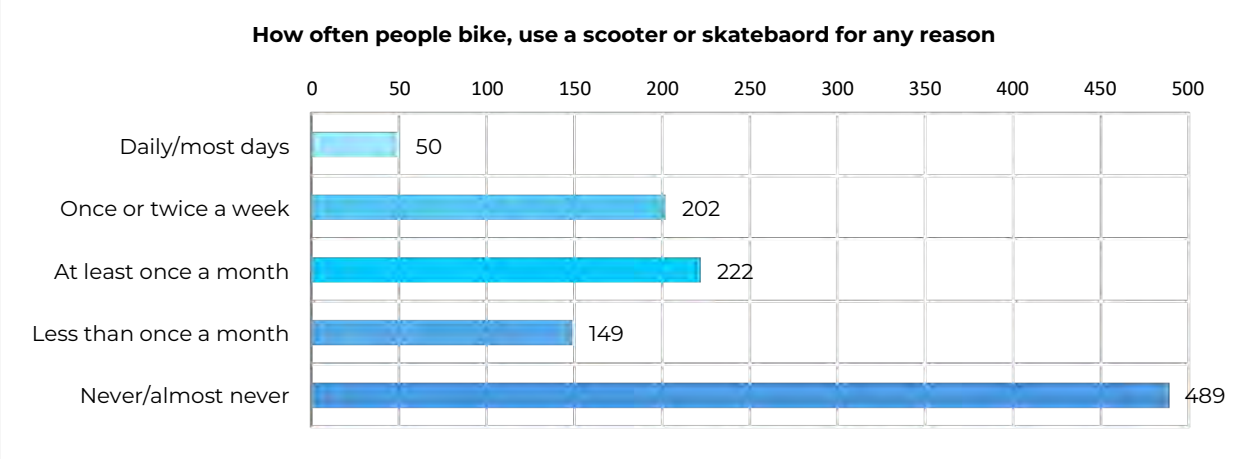
In addition to these top three priorities, respondents also emphasized the importance of:

A significant amount of people also selected "Improving and widening existing sidewalks", "Improving conditions for people walking at signalized intersections", "Creating better connections to transit", and "Providing more trees and shade". This comprehensive feedback underscores a strong emphasis on safety through traffic-calming and improved crossings, alongside significant support for expanding and enhancing the sidewalk infrastructure. Addressing these priorities will be essential for creating a more accessible and pedestrian-friendly environment.



WHAT WE HEARD – BIKING, SCOOTERS, SKATEBOARDS

Of the 1,112 survey responses, only 4% use bikes, scooters, skateboards or other small devices daily; however, 18% use these devices once or twice a week and 19% use them once a month. 43% shared that they never or almost never use those devices.

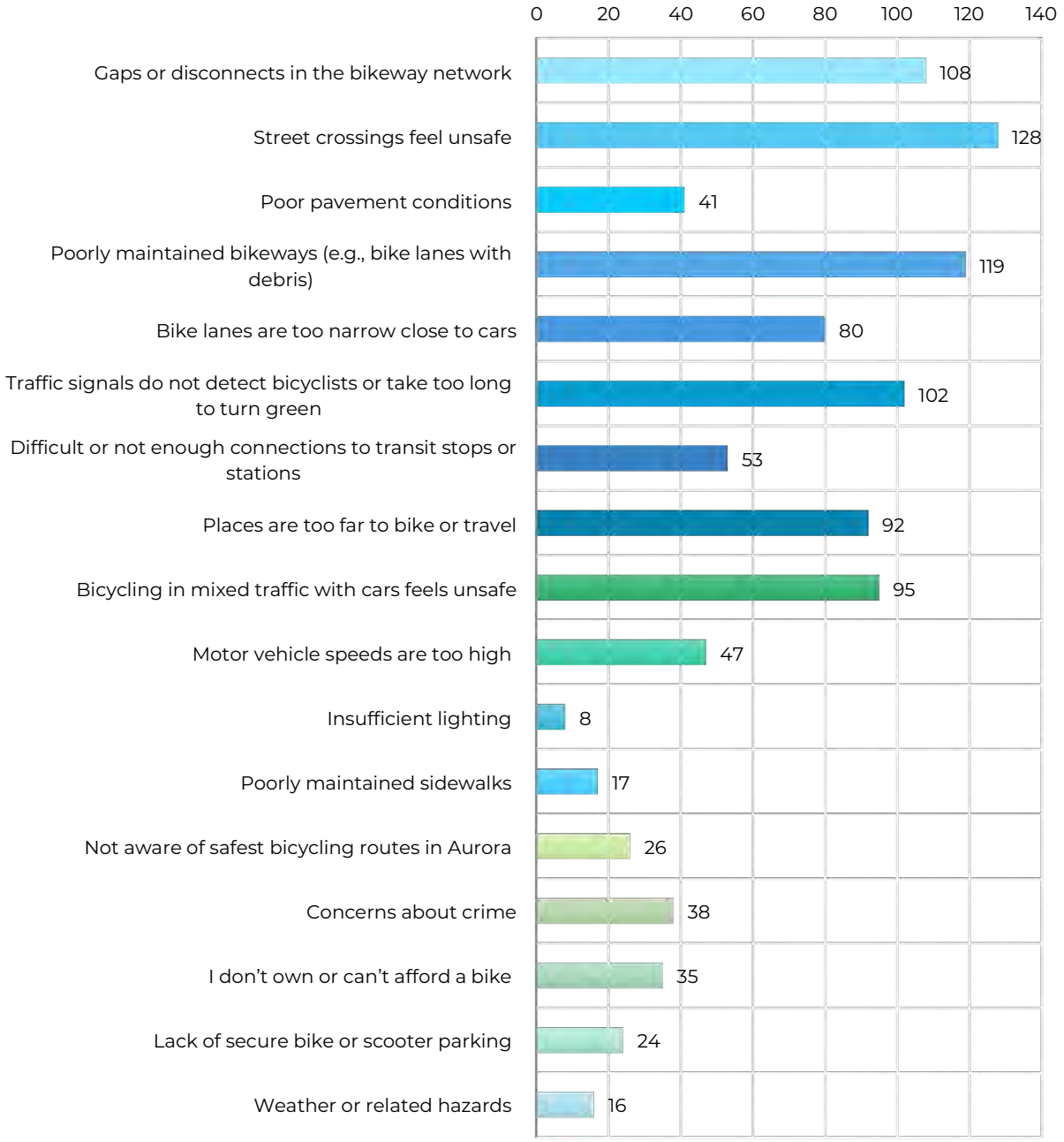


Survey respondents were asked to choose the top three factors out of a list of 17 that prevents or discourages them from biking or using a scooter in Aurora. The three most selected factors were:

- Street Crossings Feel Unsafe (128 responses): The most pressing concern was the perceived lack of safety at street crossings, which deters many from using bikes or scooters.
- Poorly Maintained Bikeways (119 responses): Many respondents noted issues with poorly maintained bikeways, including debris and inadequate upkeep, which affect the safety and enjoyment of biking.
- Gaps or Disconnects in the Bikeway Network (108 responses): A notable number of participants expressed frustration with gaps in the bikeway network, making it difficult to travel seamlessly.

A significant amount of people also selected “Traffic signals do not detect bicyclist or takes too long to turn green (102 responses)”, “Bicycling in mixed traffic with cars feels unsafe (95 responses)”, “Places are too far to bike or travel (92 responses)”, “Bike lanes are too narrow close to cars (80 responses).” This feedback reveals a comprehensive view of the barriers faced by users, with a clear emphasis on safety and infrastructure improvements needed to support biking and scootering in Aurora. Addressing these issues will be essential to encourage more active transportation and ensure a safer, more accessible environment for all users.

What prevents or discourages you from biking or using a scooter in Aurora?



Survey respondents were presented with nine types of bicycling improvements and were asked to indicate the top three that were most important to them. The three most commonly selected bicycling improvements were:

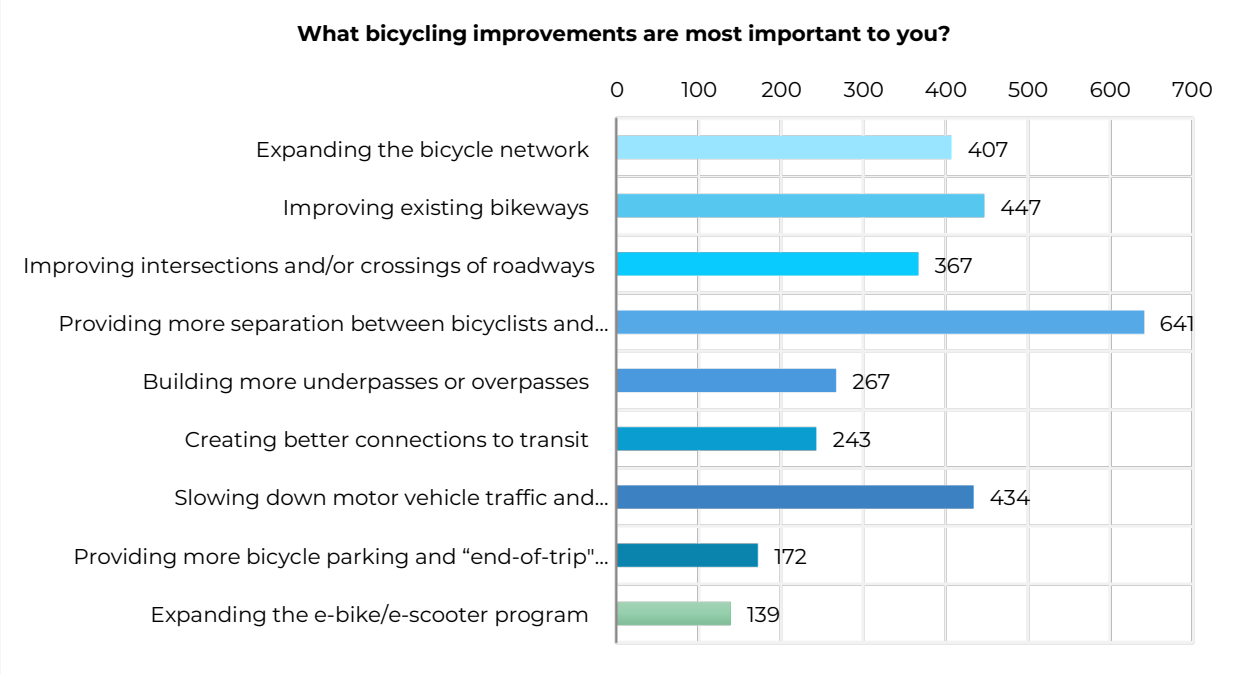
- Providing More Separation Between Bicyclists and Motor Vehicles Through Protected Bike Lanes or Shared Use Paths (641 responses): The highest priority for respondents was increasing safety by providing greater separation between bicyclists and motor



vehicles. This includes the implementation of protected bike lanes and shared use paths.

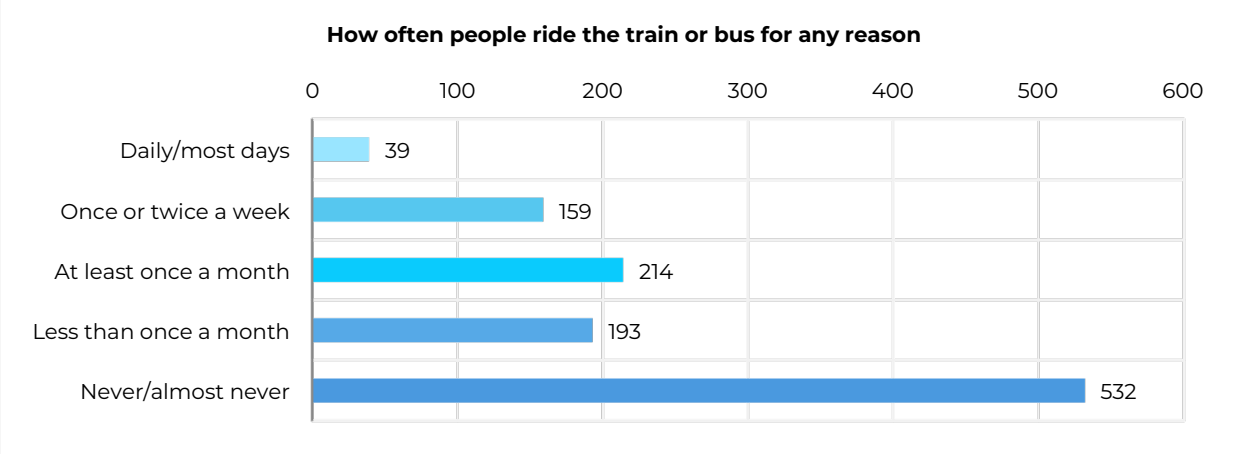
- Improving Existing Bikeways (447 responses): Enhancing the quality and functionality of current bikeways was also a major concern, reflecting a desire for better-maintained and more effective biking routes.
- Slowing Down Motor Vehicle Traffic and Implementing More Traffic-Calming Measures (434 responses): Many respondents emphasized the need for traffic-calming measures to reduce vehicle speeds and create a safer environment for bicyclists.

In addition to these top priorities, respondents also highlighted the importance of "Expanding the bicycle network (407 responses)", "Improving intersections and/or crossing roadways (367 responses)", "Building more underpasses or overpasses (267 responses)", and "Creating better connections to transit (243 responses)". This comprehensive feedback highlights a strong focus on safety through separation from motor vehicles, infrastructure improvements, and better integration with transit. Addressing these priorities will be essential to fostering a more effective and user-friendly bicycling environment.



WHAT WE HEARD – TRANSIT

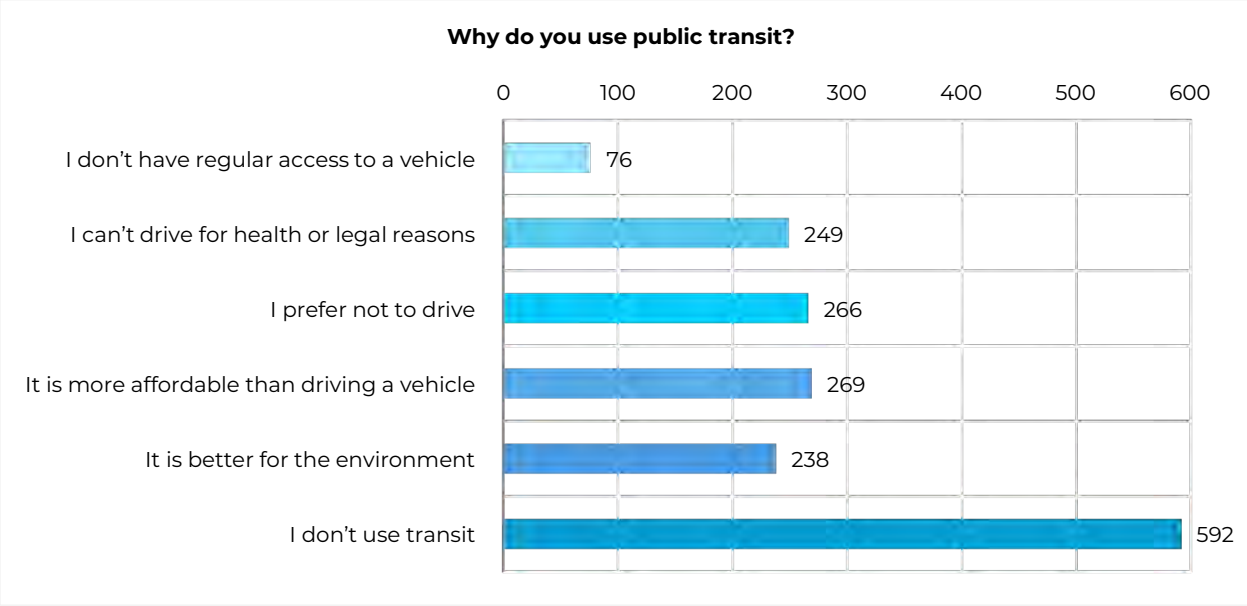
Of the 1,176 responses, 45% never or almost never use the transit. Only 3% use transit daily or most days and 13% uses transit one or two times a week.



When asked why people use transit, most survey respondents indicated that they do not use transit. Of the survey respondents who indicated that they use public transit, the most common responses for why they chose to use transit included:

1. Transit being more affordable than driving a vehicle.
2. Preferring not to drive.
3. Not being able to drive for health or legal reasons.

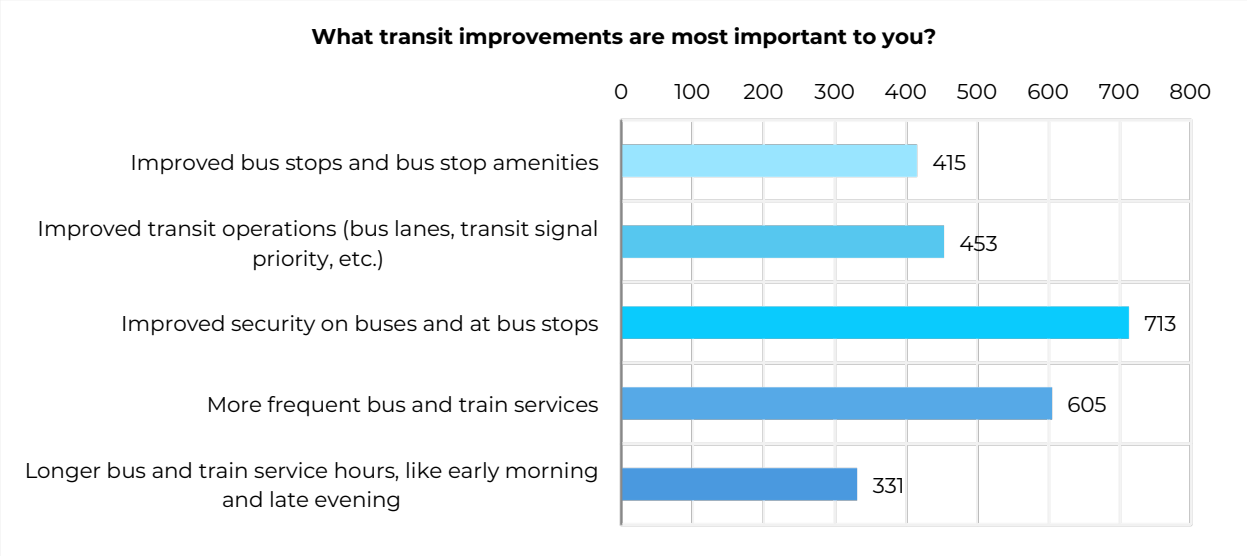
These insights highlight key factors influencing transit use, including cost, personal preference, and limitations related to driving.



Survey respondents were provided with five types of transit improvements and were asked to indicate their top three. The three most selected transit improvements included:

- Improved Security on Buses and at Bus Stops (713 responses): The top priority for respondents is increasing security on buses and at bus stops. Ensuring safety and reducing crime is seen as crucial for making transit a more secure and reliable option.
- More Frequent Bus and Train Services (605 responses): Many participants emphasized the need for more frequent bus and train services to improve accessibility and convenience for riders.
- Improved Transit Operations - Bus Lanes, Transit Signal Priority, etc. (453 responses): Enhancing transit operations through measures such as dedicated bus lanes and transit signal priority was also a major concern, aimed at increasing the efficiency and reliability of transit services.

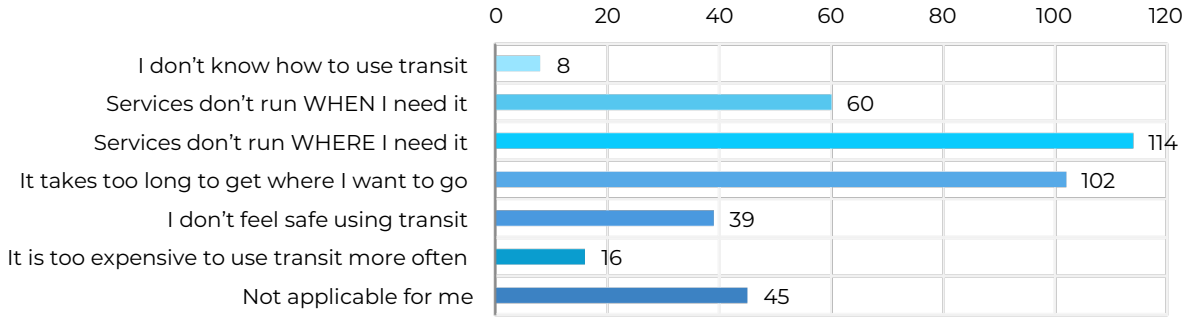
Additional important improvements include “Improved bus stops and bus stop amenities (415 responses)”, and “Longer bus and train service hours, like early morning and late evening (331 responses)”. This comprehensive feedback highlights a strong focus on security, frequency of service, and operational improvements, while also recognizing the value of better facilities and extended service hours. Addressing these priorities will be essential to enhancing the overall effectiveness and appeal of the transit system.



Nearly 30% of respondents (114 out of 384) indicated that the most common barrier to transit use was services not running where riders need it. The second most common (27%) barrier to transit use was services taking too long to get to where the rider wants to go.



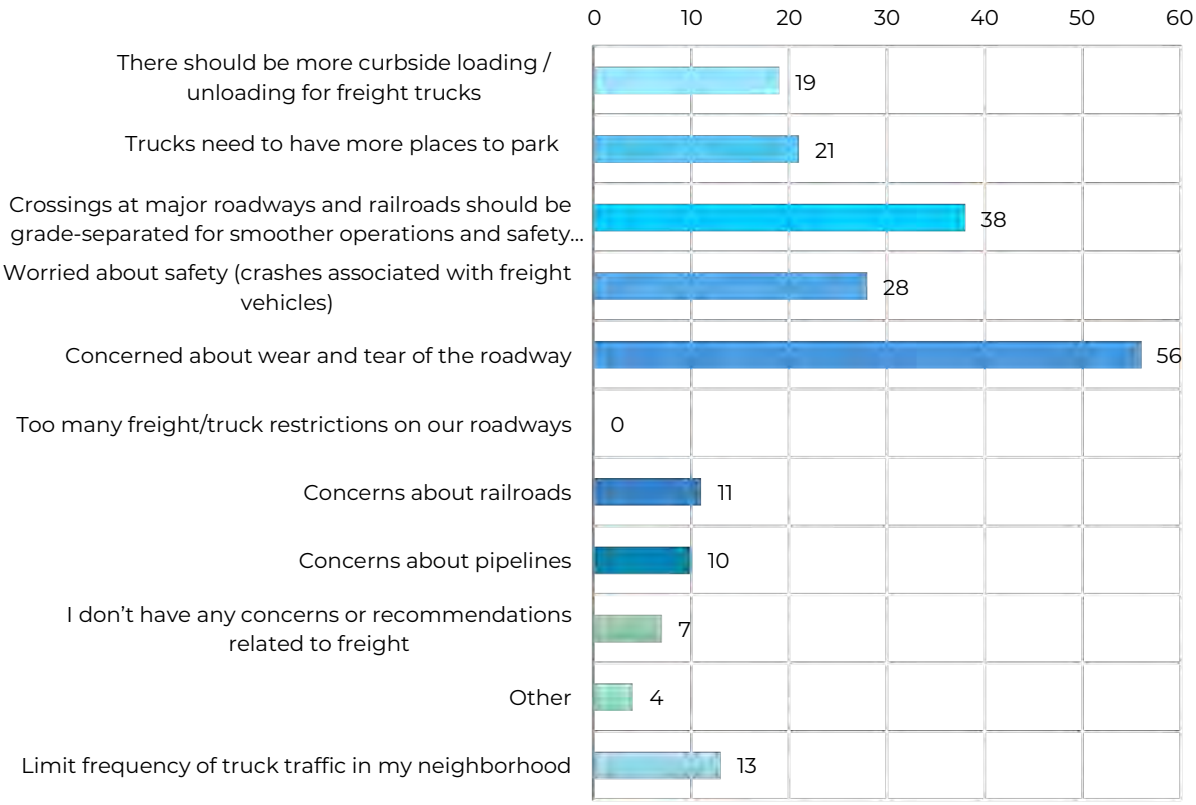
If you use public transit, what prevents you from using it more often? If you don't use transit, why not?



WHAT WE HEARD – FREIGHT

When asked about the biggest concerns pertaining to freight in Aurora, the wear and tear of roadways had the greatest percentage (27%) of responses, followed by 38% for crossings at major roadways and railroads should be grade-separated for smoother operations and safety purposes.

The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan



CONSIDERATIONS FOR FUTURE ENGAGEMENT

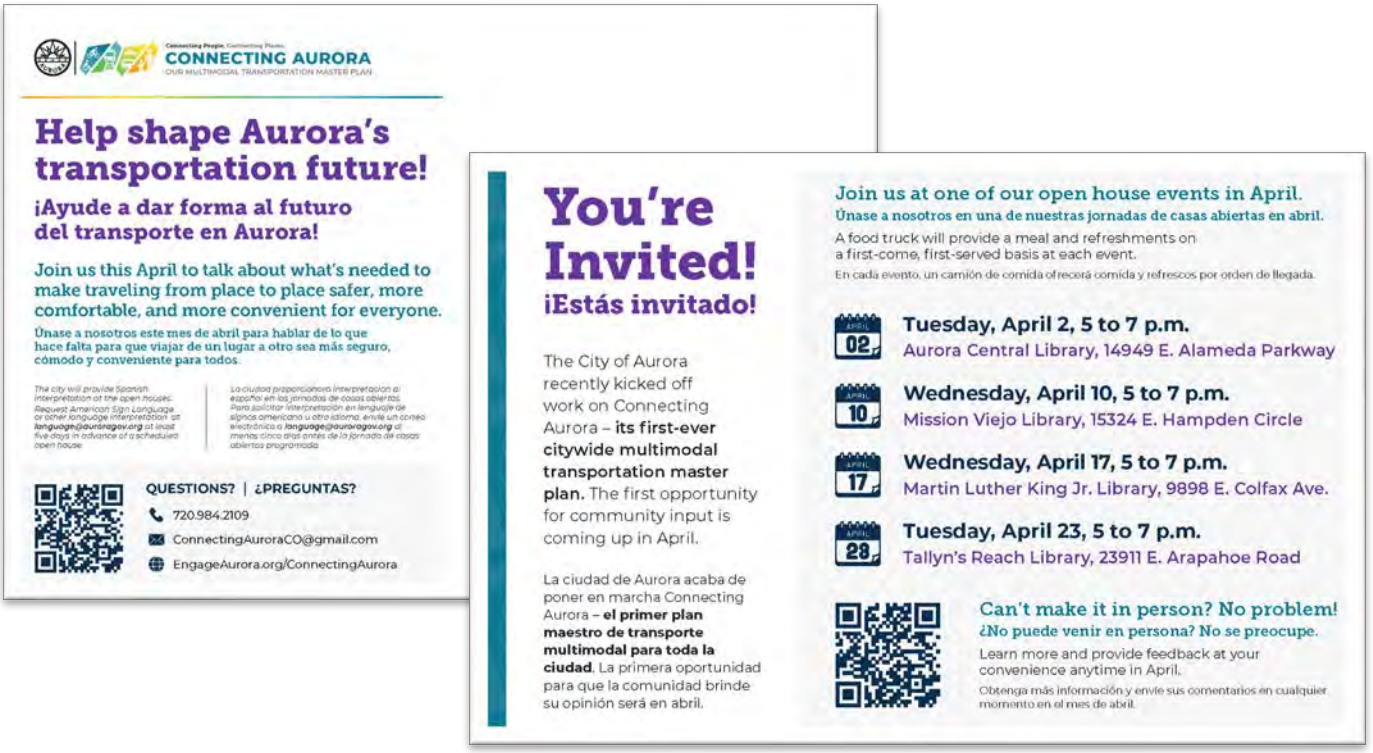
During Milestone 1, the project team employed traditional engagement methods typical of pre-COVID practices, such as project-centered open houses. Moving forward, the project team should consider the following to address these shortcomings and enhance future stakeholder engagement:

  - Limit the number of open houses and focus in-person engagement in Original Aurora. Allocate more resources to participating in existing community events and functions throughout the city.
- Limit the number of display boards at the events at open houses. Several of the rooms at the libraries were too small for the number of boards.
- Shorten and simplify the survey. Condensing the survey to 5-minutes led to a substantial increase in responses. Most respondents skipped the table on page 2 of the survey. Remove overly complicated questions to garner more feedback.
- Continue using prize drawings as incentives. The gift card drawing was well received; however, consider smaller incentives that can be handed out at events.

Add a question about home address/location to the survey. To better interpret results, a question should be added that informs where the respondent generally lives (e.g., which ward do you reside in? If you do not know your ward, what is your zip code?).

APPENDIX A: MILESTONE 1 PROMOTIONAL MATERIALS

POSTCARDS TO MOBILE HOME PARKS AND MULTIFAMILY RESIDENTS



LEAVE BEHIND FLYER







OPEN HOUSE FLYER



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Help shape Aurora's transportation future!

Be part of Aurora's first-ever citywide multimodal transportation master plan.

Connecting Aurora will look at the city as a whole and identify what's needed to make traveling from place to place safer, more comfortable, and more convenient for everyone. The plan will look at critical safety issues and mobility challenges for people walking, biking, driving a car, taking transit, or driving a delivery truck, and will create a vision for Aurora's transportation system and identify necessary projects, policies, standards, and programs for the city over the next five to 20 years and beyond.

Join us in April to learn more and provide initial feedback to get us started on the plan.

Provide feedback online!

Visit **EngageAurora.org/ConnectingAurora** throughout the month of April to review the open house materials and tell us what you think.

720.984.2109
ConnectingAuroraCO@gmail.com
EngageAurora.org/ConnectingAurora

ATTEND A 2024 OPEN HOUSE

Show up anytime during the two-hour period. A food truck will provide a meal and refreshments on a first-come, first-served basis at each event.

Tuesday, April 2, 5 to 7 p.m.
Aurora Central Library
14949 E. Alameda Parkway
Food truck: Shuggs BBQ

Wednesday, April 10, 5 to 7 p.m.
Mission Viejo Library
15324 E. Hampden Circle
Food truck: Just a Buck Truck

Wednesday, April 17, 5 to 7 p.m.
Martin Luther King Jr. Library
9898 E. Colfax Ave.
Food truck: Prieto's Catering

Tuesday, April 23, 5 to 7 p.m.
Tallyn's Reach Library
23911 E. Arapahoe Road
Food truck: Shuggs BBQ

*The city will provide Spanish interpretation at the open houses. To request American Sign Language or other language interpretation, at **language@auroragov.org** at least five days in advance of a scheduled open house.*



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

anos a dar forma al futuro ansporte en Aurora.

en el primer plan e transporte al de Aurora.

ora examinará la ciudad e identificará lo que se ajar de un lugar a otro cómodo y conveniente an examinará los os de seguridad y los ad para las personas que caminan, van en bicicleta, conducen un vehículo, toman el transporte público o conducen un camión de reparto, y creará una visión para el sistema de transporte de Aurora e identificará los proyectos, las políticas, las normas y los programas necesarios para la ciudad en los próximos cinco a 20 años y más adelante.

Visítenos en abril para obtener más información y hacernos llegar sus comentarios iniciales sobre el plan.

¡Envíenos sus comentarios en línea!

Visite **EngageAurora.org/ConnectingAurora** durante todo el mes de abril para revisar los materiales de la jornada de casas abiertas y envíe sus comentarios.

720.984.2109
ConnectingAuroraCO@gmail.com
EngageAurora.org/ConnectingAurora

VISITE UNA JORNADA DE CASAS ABIERTAS

Preséntese en cualquier momento durante el periodo de las dos horas. En cada evento, un camión de comida ofrecerá comida y refrescos por orden de llegada.

Martes, 2 de abril, 5 a 7 p.m.
Aurora Central Library
14949 E. Alameda Parkway
Camión de comida: Shuggs BBQ

Miércoles, 10 de abril, 5 a 7 p.m.
Mission Viejo Library
15324 E. Hampden Circle
Camión de comida: Just a Buck Truck

Miércoles, 17 de abril, 5 a 7 p.m.
Martin Luther King Jr. Library
9898 E. Colfax Ave.
Camión de comida: Prieto's Catering

Martes, 23 de abril, 5 a 7 p.m.
Tallyn's Reach Library
23911 E. Arapahoe Road
Camión de comida: Shuggs BBQ

*La ciudad proporcionará interpretación en español en las jornadas de casas abiertas. Para solicitar interpretación en lenguaje de signos americano u otro idioma, envíe un correo electrónico a **language@auroragov.org** al menos cinco días antes de la jornada de casas abiertas programada.*

FACT SHEET



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Winter 2024

PROJECT OVERVIEW

Many studies conducted over the years in Aurora have targeted specific areas of the city to gather public input and provide guidance for transportation needs, resulting in new or improved ways to get around. But this year, the city is launching Connecting Aurora – its first-ever citywide multimodal transportation master plan – to look holistically at the transportation needs of the entire city.

Connecting Aurora is a transportation plan that will identify projects, policies, and programs to be implemented over the next five to 20 years and beyond. This plan aims to better connect our residents, employees, and visitors to various destinations across the city. This plan will also help to create more interesting and safer places for our city through better and innovative transportation design and improvements.

What does multimodal mean?

Multimodal is a transportation term that means all the different ways people travel. This could be your car, a bus or train, your feet or wheels, bicycle, scooter, skateboard, hoverboard, or box truck. You name it.

We want to make sure this plan considers all types of transportation modes.

PLANNING PROCESS AND TIMELINE

Connecting Aurora is being developed over the next two years and a final draft will be presented at the end of 2025. Throughout the process, we will work closely with you to make sure we are headed in the right direction and that the outcomes reflect the needs of our community.

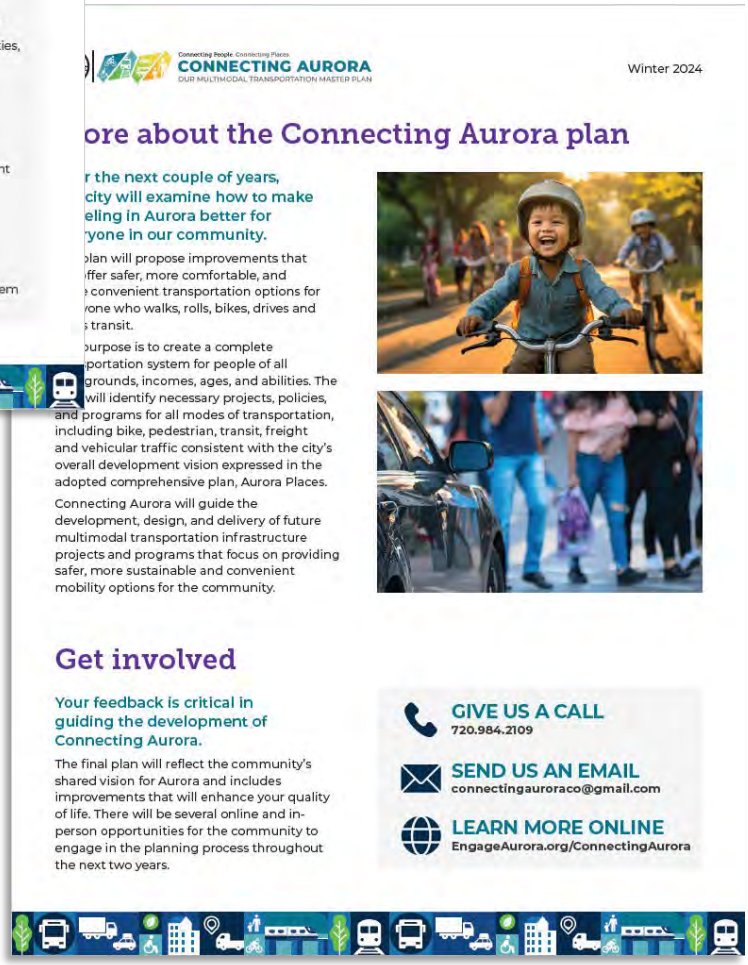
Below is a timeline of the planning process.

Discover (Early 2024)
- Existing Conditions Analysis
- Future Trends Analysis

Synthesize (Mid-2024)
- Vision, Goals, Objectives, Values, Priorities
- Strength, Weakness, Opportunities, and Challenges Analysis
- Scenario Development
- Modeling and Testing

Visualize (Late 2024 to Mid-2025)
- Multimodal System Development and Evaluation

Realize (Late 2025)
- Policies and Programs
- Implementation Plan
- Final Report and citywide Transportation Information System



CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Winter 2024

ore about the Connecting Aurora plan

r the next couple of years, city will examine how to make eling in Aurora better for yone in our community.

lan will propose improvements that ffer safer, more comfortable, and convenient transportation options for one who walks, rolls, bikes, drives and transit.

urpose is to create a complete portation system for people of all grounds, incomes, ages, and abilities. The will identify necessary projects, policies, and programs for all modes of transportation, including bike, pedestrian, transit, freight and vehicular traffic consistent with the city's overall development vision expressed in the adopted comprehensive plan, Aurora Places.

Connecting Aurora will guide the development, design, and delivery of future multimodal transportation infrastructure projects and programs that focus on providing safer, more sustainable and convenient mobility options for the community.

Get involved

Your feedback is critical in guiding the development of Connecting Aurora.

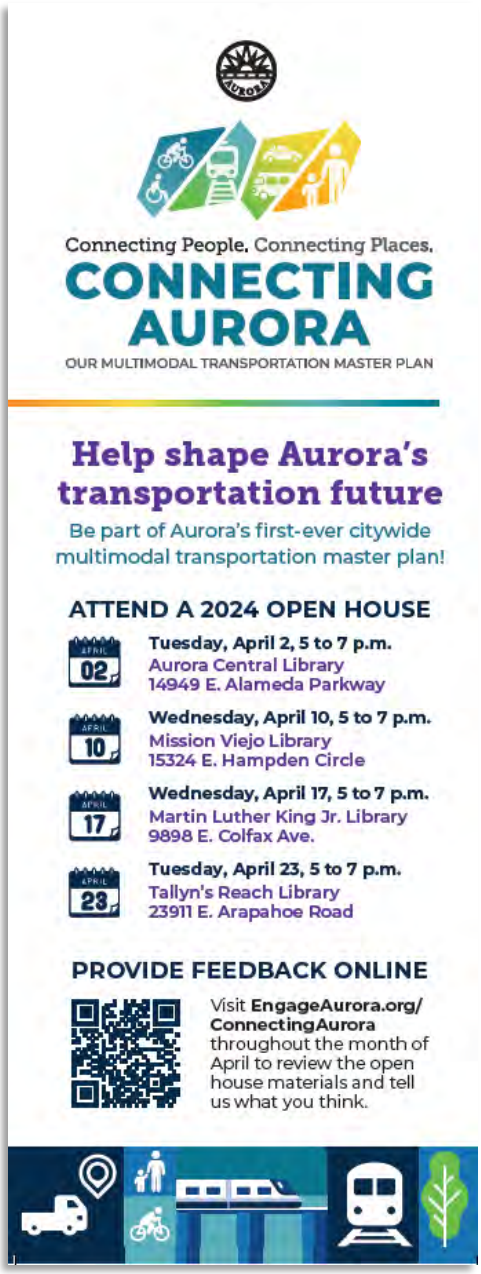
The final plan will reflect the community's shared vision for Aurora and includes improvements that will enhance your quality of life. There will be several online and in-person opportunities for the community to engage in the planning process throughout the next two years.

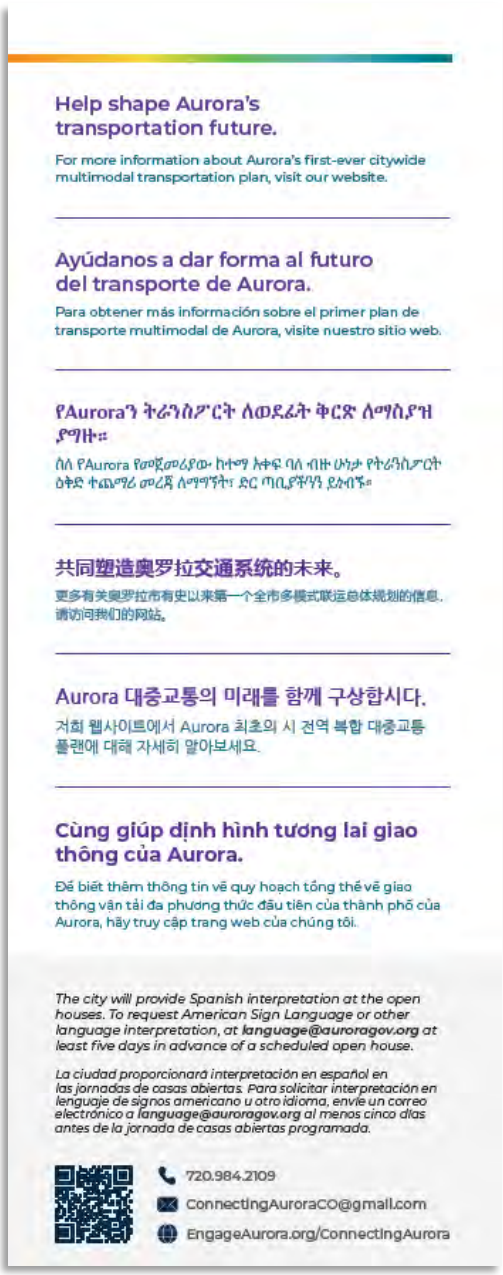
GIVE US A CALL
720.984.2109

SEND US AN EMAIL
connectingauroraco@gmail.com

LEARN MORE ONLINE
EngageAurora.org/ConnectingAurora

BOOKMARK

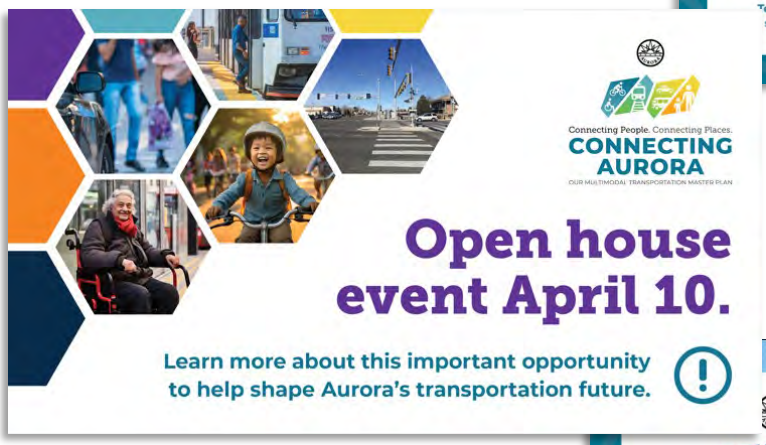

Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Help shape Aurora's transportation future
Be part of Aurora's first-ever citywide multimodal transportation master plan!
ATTEND A 2024 OPEN HOUSE
APRIL 02
Tuesday, April 2, 5 to 7 p.m.
Aurora Central Library
14949 E. Alameda Parkway
APRIL 10
Wednesday, April 10, 5 to 7 p.m.
Mission Viejo Library
15324 E. Hampden Circle
APRIL 17
Wednesday, April 17, 5 to 7 p.m.
Martin Luther King Jr. Library
9898 E. Colfax Ave.
APRIL 23
Tuesday, April 23, 5 to 7 p.m.
Tallyn's Reach Library
23911 E. Arapahoe Road
PROVIDE FEEDBACK ONLINE
Visit EngageAurora.org/ConnectingAurora throughout the month of April to review the open house materials and tell us what you think.

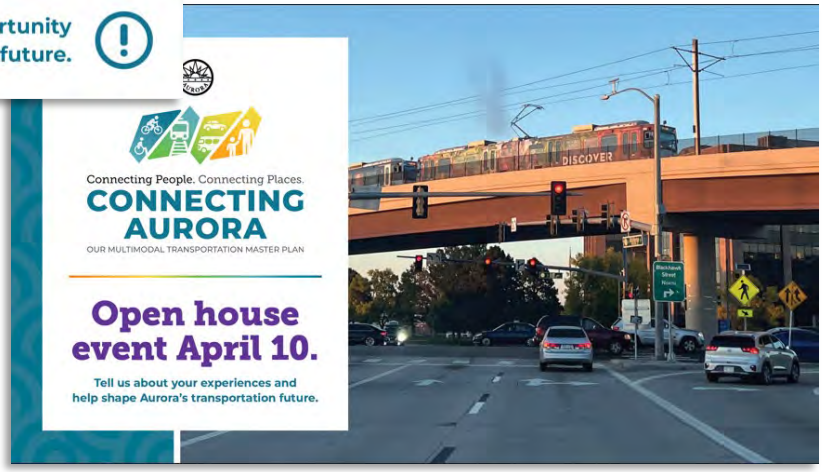

Help shape Aurora's transportation future.
For more information about Aurora's first-ever citywide multimodal transportation plan, visit our website.
Ayúdanos a dar forma al futuro del transporte de Aurora.
Para obtener más información sobre el primer plan de transporte multimodal de Aurora, visite nuestro sitio web.
የAurora'ን ትራንስፖርት ለወደፊት ቅርጽ ለማስያዝ ያግዙ።
ስለ የAurora የመጀመሪያው ከተማ አቀፍ ባለ ብዙ ሁነታ የትራንስፖርት ዕቅድ ተጨማሪ መረጃ ለማግኘት፣ ድር ጣቢያችንን ይጎብኙ።
共同塑造奥罗拉交通系统的未来。
更多有关奥罗拉市有史以来第一个全市多模式联运总体规划的信息，请访问我们的网站。
Aurora 대중교통의 미래를 함께 구상합시다.
저희 웹사이트에서 Aurora 최초의 시 전역 복합 대중교통 플랜에 대해 자세히 알아보세요.
Cùng giúp định hình tương lai giao thông của Aurora.
Để biết thêm thông tin về quy hoạch tổng thể về giao thông vận tải đa phương thức đầu tiên của thành phố của Aurora, hãy truy cập trang web của chúng tôi.
The city will provide Spanish interpretation at the open houses. To request American Sign Language or other language interpretation, at language@auroragov.org at least five days in advance of a scheduled open house.
La ciudad proporcionará interpretación en español en las jornadas de casas abiertas. Para solicitar interpretación en lenguaje de signos americano u otro idioma, envíe un correo electrónico a language@auroragov.org al menos cinco días antes de la jornada de casas abiertas programada.
720.984.2109
ConnectingAuroraCO@gmail.com
EngageAurora.org/ConnectingAurora

SOCIAL MEDIA POSTS 1-4











SOCIAL MEDIA POSTS 4-8







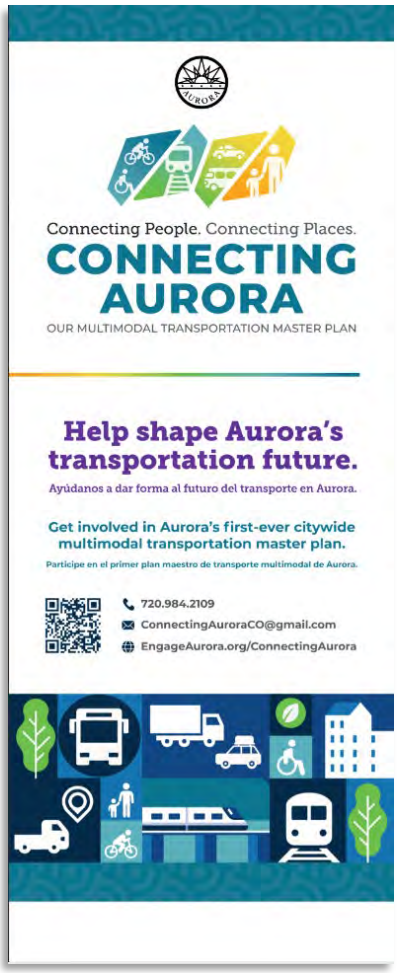


SIGNAGE

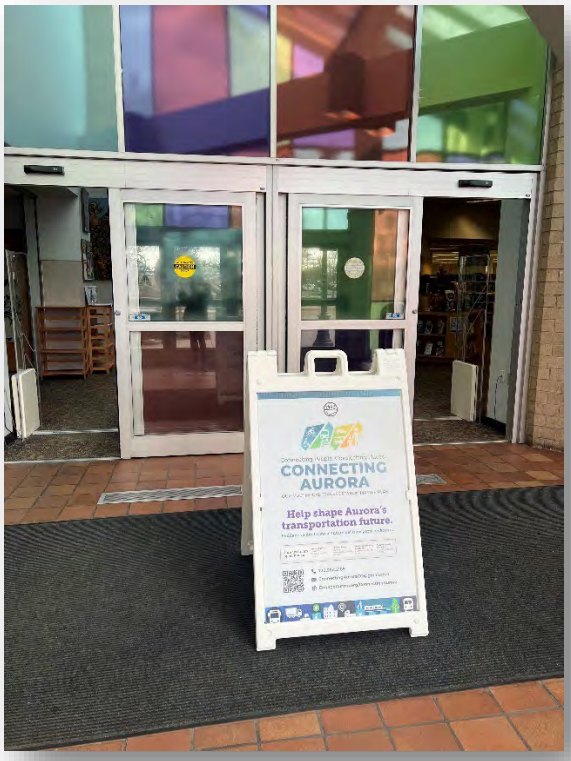
Yard Signs



Pop-Up Banner



A-Frame Signs



NEWS AURORA ARTICLE



news AURORA

February 2024

Help shape our entire **transportation system**

What is your vision for the future of transportation in Aurora? What transportation improvements and options would you like to see?

Many studies conducted over the years in Aurora have targeted specific areas of the city to gather public input and provide guidance for transportation needs, resulting in new or improved ways to get around. But this year, the city is launching Connecting Aurora--its first-ever citywide multimodal transportation master plan--to look holistically at the transportation needs of the entire city.

Over the next couple of years, the city will examine how to make traveling in Aurora better for everyone in our community, including people of all incomes and abilities. The plan will propose improvements to be implemented over the next five to 20 years and beyond to offer safer, more comfortable, and more convenient transportation options for everyone who walks, rolls, bikes, drives and takes transit.

Your feedback is critical in guiding the development of Connecting Aurora. Help us shape Aurora's transportation future and guide investment to enhance your quality of life.

Visit **EngageAurora.org/ConnectingAurora** to find out more about upcoming engagement opportunities. To ask questions, email connectingauroraco@gmail.com or call 720.984.2109.

The city will start gathering input this spring and continue throughout the year, and we look forward to partnering with our community on this important effort.

RTD lowers fares for all services

The Regional Transportation District (RTD) implemented a new systemwide fare structure on Jan. 1. This is the first time the agency has lowered fares for all RTD services. The change is a result of a yearlong fare study and equity analysis aimed at creating a fare structure that is more equitable, affordable, and simple. To find out details on the new fares, visit **RTD-Denver.com**.

Upcoming Aurora City Council Town Meetings

This publication went to print in early January. Please call 303.739.7015 or visit AuroraGov.org/TownMeetings to confirm details (hybrid meeting links are available on the webpage).

Mayor Mike Coffman Town Meeting
- April 20, 1:30-3 p.m.
  Aurora Central Library

Ward I Town Meeting
Council Member Crystal Murillo
- Feb. 22, 6-7:30 p.m.
- March 28, 6-7:30 p.m.
  Moorhead Recreation Center (hybrid)

Ward II Town Meeting
Council Member Steve Sundberg
- April 18, 6:30-8 p.m.
  Central Recreation Center (hybrid)

Ward III Town Meeting
Council Member Ruben Medina
- Feb. 13, 6:30-8 p.m.
  Aurora Central Library
- March 12, 6:30-8 p.m.
  Aurora Center for Active Adults

Ward IV Town Meeting
Council Member Stephanie Hancock
- April 11, 6:30-8 p.m.
  Colorado Early Colleges

Ward V Town Meeting
Council Member Angela Lawson
- Feb. 24, 10 a.m.-noon
  Heather Gardens Clubhouse
- Feb. 27, 6:30-8 p.m.
  Central Recreation Center
- March 16, 10 a.m.-noon
  Heather Gardens Clubhouse
- March 19, 6:30-8 p.m.
  Mission Viejo Library

Ward VI Town Meeting
Council Member Françoise Bergan
- March 20, 6-8 p.m.
  Heritage Eagle Bend Golf Club

At-large Town Meeting
Council Members Alison Coombs, Curtis Gardner, Danielle Jurinsky and Dustin Zvonek (Mayor Pro Tem)
- April 18, 6-8 p.m.
  Southeast Recreation Center

303.739.7000 · AuroraGov.org · Follow us @AuroraGov · AuroraTV.org · For weekly electronic newsletter updates, subscribe to *This is Aurora* at AuroraGov.org/Newsletters. The city Communications and Marketing Department produces this newsletter. Contact us at communications@auroragov.org.

MEDIA COVERAGE

Outlet	Date	Link to Story
Denver Gazette	2/22/2024	Aurora's transportation master plan underway | Aurora | denvergazette.com
Denver Gazette	3/5/2024	Residents asked for feedback on Aurora transit station area | Aurora | denvergazette.com
CBS4 Denver	3/20/2024	Aurora seeking public input for city's first-ever Multimodal Transportation Master Plan - CBS Colorado (cbsnews.com)
Aurora Now	3/27/2024	Aurora Now March 27, 2024 | Auroratv
CBS4 Denver	4/10/2024	Aurora wants to hear from Colorado residents about Transportation Improvement Plan - CBS Colorado (cbsnews.com)
CBS4 Denver	4/24/2024	https://www.cbsnews.com/colorado/video/aurora-focuses-on-improvements-to-transportation-around-the-city/
Channel 7	5/30/2024	Morning Broadcast
KETO FM	5/30/2024	Interview for Ethiopian radio station
CBS4 Denver	7/20/2024	Colorado's third-largest city plans comprehensive transportation overhaul to enhance accessibility - CBS Colorado (cbsnews.com)
Denver Gazette	10/18/2024	Aurora seeking public feedback on transportation plan | Aurora | denvergazette.com



APPENDIX B: ENGAGEMENT MATERIALS

CHARETTE



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

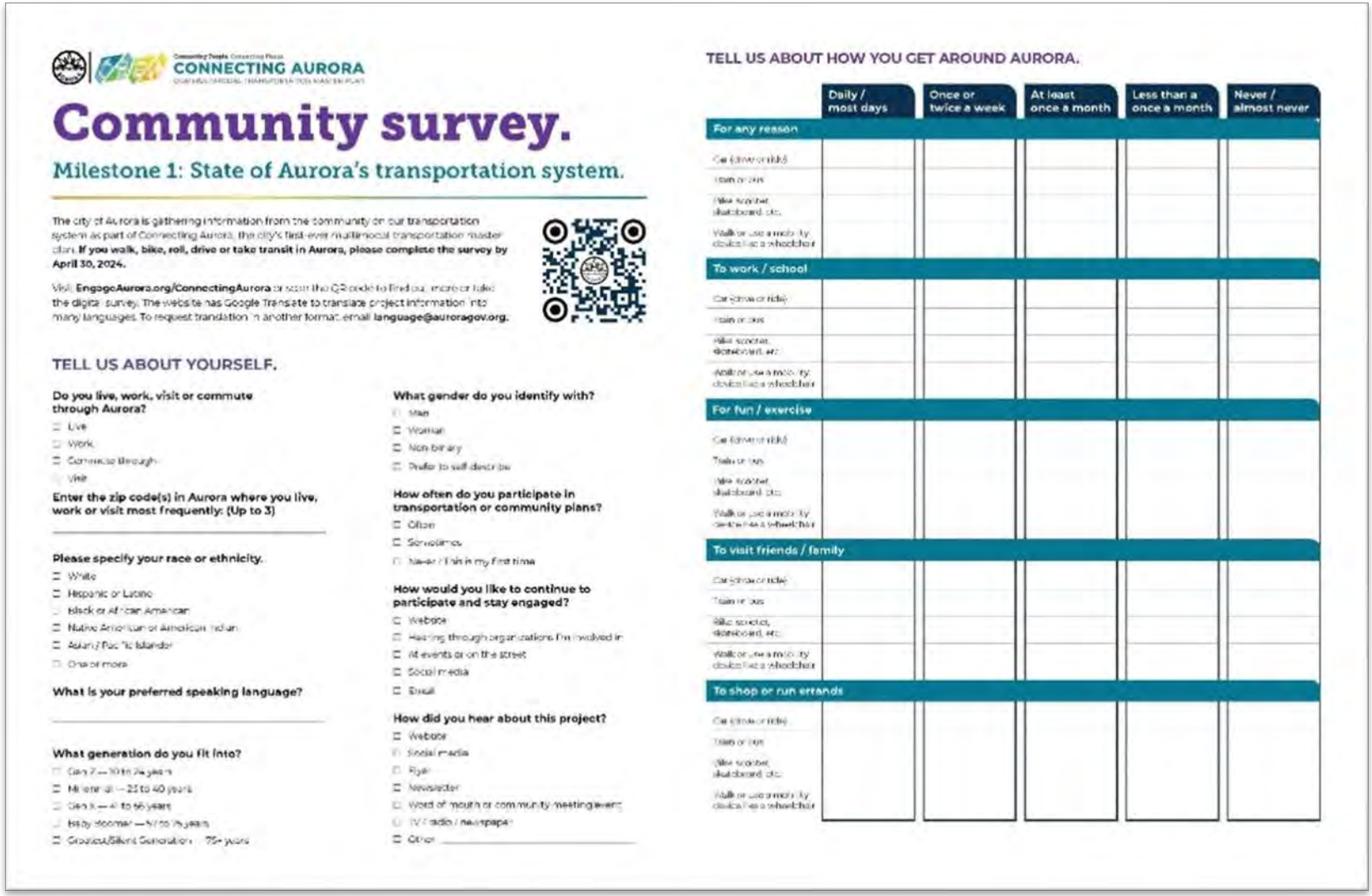
Today's agenda.

Goals: To create a shared understanding of:

- City's challenges and opportunities
- Common language / set of facts
- What is possible?
- Visions and desired outcomes

TOPIC	SUBTOPIC / NOTES	SPEAKERS	TIME
Existing Conditions	Open House	Team at boards	8:30 – 9:00 am
Welcome Address	Mayor Michael Coffman		9:00 – 9:15 am
Designing Complete Communities	Who we're planning for?	HDR	9:15 – 10:50 am
	Presentation and Panel Q&A	Toole Design	
	Transit	Nelson Nygaard	
	Traffic and Safety	HDR	
BREAK			10:50 – 11:00 am
Learning From Peers	Strategies tested by peer cities and lessons learned	TEI	11:00 – 11:45 am
Lunch and Keynote	Edward Erfurt, Strong Towns		11:45 – 1:15 pm
Aurora's Area Types and Street Networks	HDR / Mobycon		1:15 – 2:00 pm
Roundtable Conversations Three 30-minute rounds	Technology	HDR	2:00 – 4:30 pm
	Funding	HDR	
	Active Transportation	Multimodal Leads	
	Transit	Multimodal Leads	
	Land Use	FPS	
	Urban Realm	Dig Studio	
	Traffic and Safety	Multimodal Leads	
Roundtable Report Out and Closing	Project Team		4:30 – 5:00 pm

SURVEY



CONNECTING AURORA

Community survey.

Milestone 1: State of Aurora's transportation system.

The city of Aurora is gathering information from the community on our transportation system as part of Connecting Aurora, the city's first-ever multimodal transportation master plan. **If you walk, bike, roll, drive or take transit in Aurora, please complete the survey by April 30, 2024.**

Visit **EngageAurora.org/ConnectingAurora** or scan the QR code to find out more or take the digital survey. The website has Google Translate to translate project information into many languages. To request translation in another format, email **language@auroragov.org.**

TELL US ABOUT YOURSELF.

Do you live, work, visit or commute through Aurora?
- ☐ Live
- ☐ Work
- ☐ Commute through
- ☐ Visit

Enter the zip code(s) in Aurora where you live, work or visit most frequently: (Up to 3)

Please specify your race or ethnicity.
- ☐ White
- ☐ Hispanic or Latino
- ☐ Black or African American
- ☐ Native American or American Indian
- ☐ Asian / Pacific Islander
- ☐ One or more

What is your preferred speaking language?

What generation do you fit into?
- ☐ Gen Z — 10 to 24 years
- ☐ Millennial — 25 to 40 years
- ☐ Gen X — 41 to 56 years
- ☐ Baby Boomer — 57 to 75 years
- ☐ Greatest/Silent Generation — 75+ years

What gender do you identify with?
- ☐ Man
- ☐ Woman
- ☐ Non-binary
- ☐ Prefer to self-describe

How often do you participate in transportation or community plans?
- ☐ Often
- ☐ Sometimes
- ☐ Never / This is my first time

How would you like to continue to participate and stay engaged?
- ☐ Website
- ☐ Hearing through organizations I'm involved in
- ☐ At events or on the street
- ☐ Social media
- ☐ Email

How did you hear about this project?
- ☐ Website
- ☐ Social media
- ☐ Flyer
- ☐ Newsletter
- ☐ Word of mouth or community meeting/event
- ☐ TV / radio / newspaper
- ☐ Other _____

TELL US ABOUT HOW YOU GET AROUND AURORA.

	Daily / most days	Once or twice a week	At least once a month	Less than a once a month	Never / almost never
For any reason					
Car (drive or ride)					
Train or bus					
Bike, scooter, skateboard, etc.					
Walk or use a mobility device like a wheelchair					
To work / school					
Car (drive or ride)					
Train or bus					
Bike, scooter, skateboard, etc.					
Walk or use a mobility device like a wheelchair					
For fun / exercise					
Car (drive or ride)					
Train or bus					
Bike, scooter, skateboard, etc.					
Walk or use a mobility device like a wheelchair					
To visit friends / family					
Car (drive or ride)					
Train or bus					
Bike, scooter, skateboard, etc.					
Walk or use a mobility device like a wheelchair					
To shop or run errands					
Car (drive or ride)					
Train or bus					
Bike, scooter, skateboard, etc.					
Walk or use a mobility device like a wheelchair					

TRAVELING AROUND AURORA BY CAR.

How long are your typical car trips?

- ☐ Less than 15 minutes
- ☐ 15 minutes to 30 minutes
- ☐ 30 minutes to 1 hour
- ☐ 1 to 2 hours
- ☐ More than 2 hours
- ☐ I don't drive / own a car

Do you typically travel in the car alone or with others?

- ☐ Alone
- ☐ With other adults
- ☐ With children under age 16
- ☐ It depends on my trip
- ☐ I don't drive / own a car

What factors are most important to you when traveling by car? (Select all that apply)

- ☐ Comfort
- ☐ Speed
- ☐ Cost
- ☐ Scenery
- ☐ Convenience
- ☐ Environmental impact

What are the most significant challenges you face when driving around Aurora? (Select top 3)

- ☐ Sitting in heavy roadway traffic
- ☐ Long waits at intersections
- ☐ Finding parking
- ☐ Navigating poorly maintained roadways
- ☐ Driving after a significant weather event
- ☐ Staying safe

TRAVELING AROUND AURORA BY FOOT OR MOBILITY ASSISTIVE DEVICE.

What prevents or discourages you from walking or using a mobility assistive device in Aurora? (Select top 3)

- ☐ Gaps or disconnects in the sidewalk network
- ☐ Street crossings do not feel safe
- ☐ Pedestrian signal crossing times are too short
- ☐ Traffic signals take too long to turn green
- ☐ Poor sidewalk conditions
- ☐ Sidewalks are too narrow
- ☐ Difficult or not enough connections to transit
- ☐ Places where I go are too far to walk/travel
- ☐ Walking / traveling along busy roads does not feel safe
- ☐ Motor vehicle speeds are too high
- ☐ Insufficient lighting
- ☐ Poorly maintained sidewalks
- ☐ Not aware of safe walking/traveling routes in Aurora
- ☐ Concerns about crime
- ☐ Weather or related hazards

Which types of sidewalk improvements are most important to you? (Select top 3)

- ☐ Building new sidewalks where they don't exist
- ☐ Improving and widening existing sidewalks
- ☐ Providing new safe crossings on roadways
- ☐ Improving conditions for people walking at signalized intersections
- ☐ Creating better connections to transit
- ☐ Slowing down motor vehicle traffic and implementing more traffic-calming measures
- ☐ Providing more trees and shade
- ☐ Installing more pedestrian-scaled lighting

TRAVELING AROUND AURORA BY BICYCLE, SCOOTER, OR SIMILAR SMALL DEVICE.

What prevents or discourages you from biking or using a scooter in Aurora? (Select top 3)

- ☐ Gaps or disconnects in the bikeway network
- ☐ Street crossings too unsafe
- ☐ Poor pavement conditions
- ☐ Poorly maintained bikeways (e.g., bike lanes with debris)
- ☐ Bike lanes are too narrow / close to cars
- ☐ Traffic signals do not detect bicyclists or take too long to turn green
- ☐ Difficult or not enough connections to transit stops or stations
- ☐ Places are too far to bike or travel
- ☐ Bicycling in mixed traffic with cars feels unsafe
- ☐ Motor vehicle speeds are too high
- ☐ Poorly maintained sidewalks
- ☐ Not aware of safest bicycling routes in Aurora
- ☐ Concerns about crime
- ☐ I don't own or can't afford a bike
- ☐ Lack of secure bike or scooter parking
- ☐ Insufficient lighting
- ☐ Weather or related hazards

TRAVELING AROUND AURORA BY BICYCLE, SCOOTER, OR SIMILAR SMALL DEVICE.

What bicycling improvements are most important to you? (Select top 3)

- ☐ Expanding the bicycle network
- ☐ Improving existing bikeways
- ☐ Improving intersections and / or crossings of roadways
- ☐ Providing more separation between bicyclists and motor vehicles through protected bike lanes or shared use paths
- ☐ Building more underpasses or overpasses
- ☐ Creating better connections to transit
- ☐ Slowing down motor vehicle traffic and implementing more traffic-calming measures
- ☐ Providing more bicycle parking and "end-of-trip" facilities (e.g., showers, lockers)
- ☐ Expanding the e-bike / e-scooter program

TRAVELING AROUND AURORA BY BUS OR TRAIN.

Why do you use public transit?

- ☐ I don't have regular access to a vehicle
- ☐ I can't drive for health or legal reasons
- ☐ I prefer not to drive
- ☐ It is more affordable than driving a vehicle
- ☐ It is better for the environment
- ☐ I don't use transit

What transit improvements are most important to you? (Select top 3)

- ☐ Improved bus stops and bus stop amenities
- ☐ Improved transit operations (bus lanes, transit signal priority, etc.)
- ☐ Improved security on buses and at bus stops
- ☐ More frequent bus and train services
- ☐ Longer bus and train service hours, like early morning and late evening

If you use public transit, what prevents you from using it more often? If you don't use transit, why not?

- ☐ I don't know how to use transit
- ☐ Services don't run WHEN I need it
- ☐ Services don't run WHERE I need it
- ☐ It takes too long to get where I want to go
- ☐ I don't feel safe using transit
- ☐ It is too expensive to use transit more often
- ☐ Language barrier
- ☐ Not applicable for me

Thank you!

Your feedback is critical in guiding the development of Connecting Aurora. The final plan will reflect the community's shared vision for Aurora's Multimodal Transportation System and includes improvements that will enhance your quality of life. There will be several online and in-person opportunities for the community to engage in the planning process.

Please provide your email so we can keep you informed on project updates and enter you into a drawing for a gift card. *Your information will not be shared.*

Email:

Stay involved!

720.964.2109 ConnectingAuroraCO@gmail.com EngageAurora.org/ConnectingAurora



PUBLIC MEETING BOARDS



OVERVIEW OF THE PROJECT

What is Connecting Aurora?

Connecting Aurora is the first-ever citywide multimodal transportation master plan to look holistically at the transportation needs throughout Aurora.

It aims to identify ways to better connect our residents, employees, and visitors to various destinations across the city.

- Create a vision for the city's transportation system (bikes, pedestrian, transit, freight, and vehicular traffic).
- Guide the development, design, and delivery of future multimodal transportation projects and programs.
- Improve safety and provide more convenient ways to travel for all people of Aurora.



WHAT'S A TRANSPORTATION MODE?

Transportation mode refers to the way in which passengers and/or goods can be transported.

WHAT DOES MULTIMODAL MEAN?

Multimodal is a transportation term that means all the different ways people move from point A to B. This could be your feet or wheels, bicycle, scooter, skateboard, hoverboard, car, bus, train, or box truck.

RESUMEN DEL PROYECTO

¿Qué es Connecting Aurora?

Connecting Aurora es el primer plan maestro de transporte multimodal diseñado para analizar holísticamente todas las necesidades de transporte en Aurora.

El objetivo del plan es identificar maneras para facilitar conexiones entre nuestros habitantes, empleados y visitas y los diversos destinos por toda la ciudad.

- Crear una visión del sistema de transporte de la ciudad (ciclistas, peatones, tránsito, mercancías, y tráfico vehicular).
- Guiar el desarrollo y diseño de futuros programas y proyectos de transporte multimodal.
- Mejorar la seguridad y ofrecer modalidades de transporte más convenientes para todos los habitantes de Aurora.



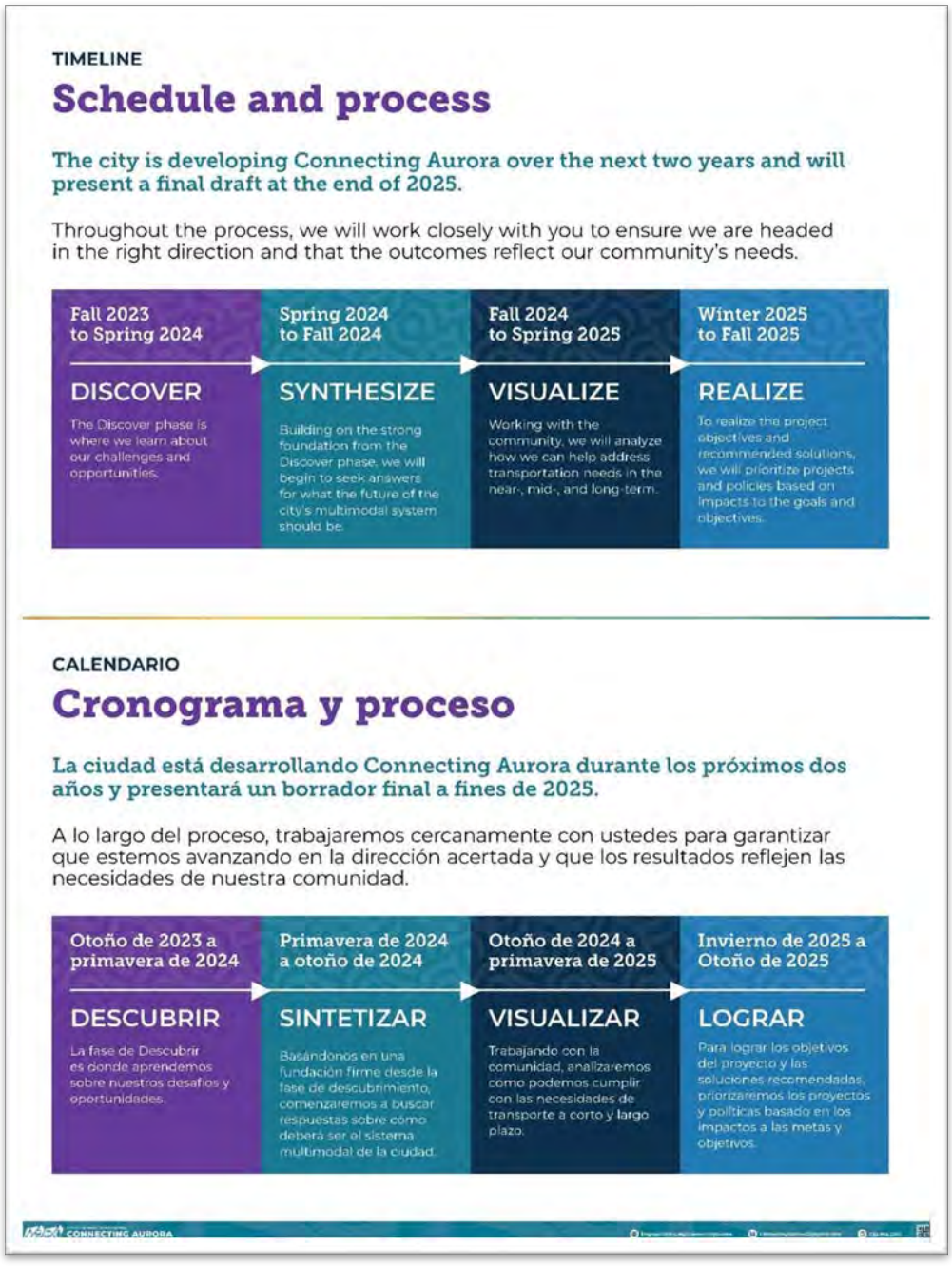
¿QUÉ ES UN MODO DE TRANSPORTE?

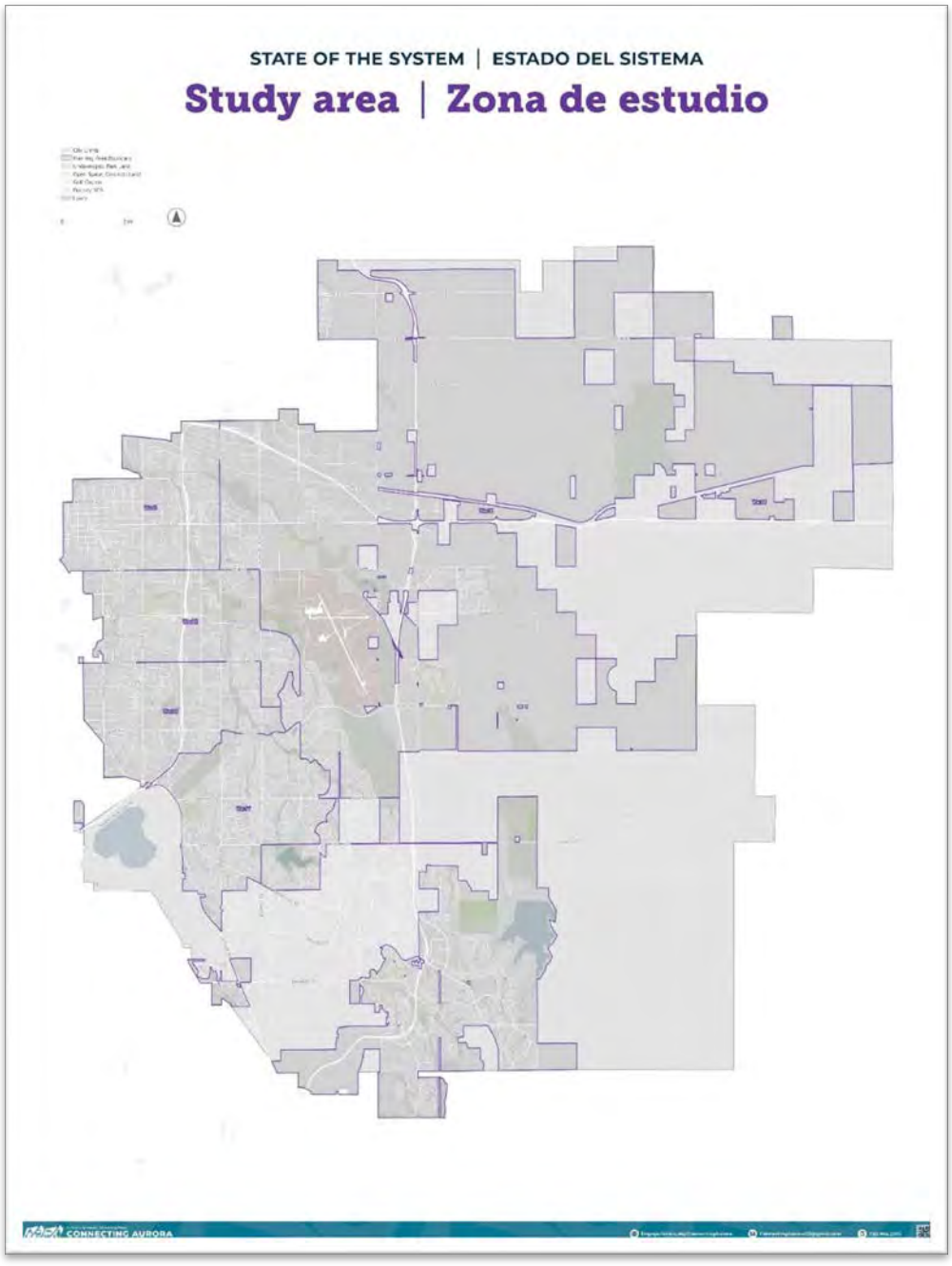
La frase modo de transporte se refiere a la manera cómo se puede transportar a los pasajeros y mercancía.

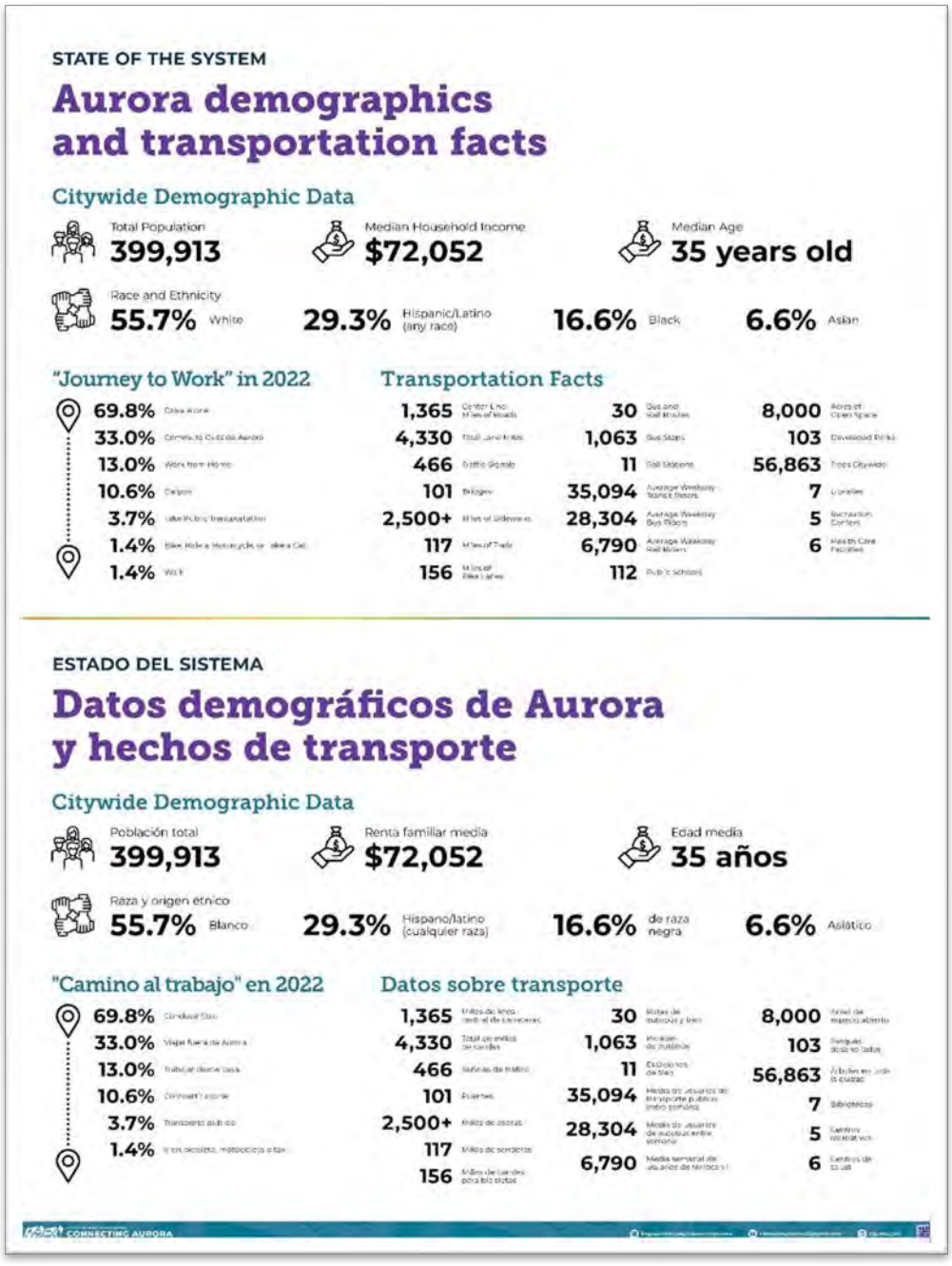
¿QUÉ SIGNIFICA MULTIMODAL?

La palabra multimodal es un término de transporte que significa todas las maneras como una persona se pueda mover desde un punto A hasta un punto B. Estas podrían incluir a pie, en ruedas, bicicleta, scooter, patineta, carro, autobús, tren o camión.


PROJECT NEED
Why do we need a multimodal transportation master plan?
The purpose of Connecting Aurora is to create a complete transportation system for people of all backgrounds, ages, abilities, and income levels.
A single, encompassing vision and plan for Aurora's multimodal transportation system is needed.
This transportation master plan will be the basis for the city's Capital Improvement Program.
Growth and diversification of Aurora needs to be supported by an evolving transportation network.
Safety improvements and connectivity enhancements can be proactively identified and built.
The city can plan for new technologies and transportation services.
Implementing performance metrics and tracking systems will help Aurora realize changes and monitor progress.
NECESIDAD DEL PROYECTO
¿Por qué necesitamos un plan maestro de transporte multimodal?
El propósito de Connecting Aurora es crear un Sistema de transporte completo para las personas de todo antecedente, edad, habilidad, y nivel de ingresos.
Se necesita un plan y visión singular e integral del sistema de transporte multimodal de Aurora.
Este plan maestro de transporte será la base del Programa de mejora de capital.
Se debe apoyar el crecimiento y diversificación de Aurora con una red de transporte en evolución.
Se pueden identificar y desarrollar proactivamente las mejoras de seguridad y conectividad.
La ciudad puede planificar para el uso de nuevas tecnologías y servicios de transporte.
Implementar medición de rendimiento y sistemas de seguimiento ayudarán a Aurora a realizar cambios y monitorear el progreso.
CONNECTING AURORA


TIMELINE
Schedule and process
The city is developing Connecting Aurora over the next two years and will present a final draft at the end of 2025.
Throughout the process, we will work closely with you to ensure we are headed in the right direction and that the outcomes reflect our community's needs.
Fall 2023 to Spring 2024
DISCOVER
The Discover phase is where we learn about our challenges and opportunities.
Spring 2024 to Fall 2024
SYNTHESIZE
Building on the strong foundation from the Discover phase, we will begin to seek answers for what the future of the city's multimodal system should be.
Fall 2024 to Spring 2025
VISUALIZE
Working with the community, we will analyze how we can help address transportation needs in the near-, mid-, and long-term.
Winter 2025 to Fall 2025
REALIZE
To realize the project objectives and recommended solutions, we will prioritize projects and policies based on impacts to the goals and objectives.
CALENDARIO
Cronograma y proceso
La ciudad está desarrollando Connecting Aurora durante los próximos dos años y presentará un borrador final a fines de 2025.
A lo largo del proceso, trabajaremos cercanamente con ustedes para garantizar que estemos avanzando en la dirección acertada y que los resultados reflejen las necesidades de nuestra comunidad.
Otoño de 2023 a primavera de 2024
DESCUBRIR
La fase de Descubrir es donde aprendemos sobre nuestros desafíos y oportunidades.
Primavera de 2024 a otoño de 2024
SINTETIZAR
Basándonos en una fundación firme desde la fase de descubrimiento, comenzaremos a buscar respuestas sobre cómo deberá ser el sistema multimodal de la ciudad.
Otoño de 2024 a primavera de 2025
VISUALIZAR
Trabajando con la comunidad, analizaremos cómo podemos cumplir con las necesidades de transporte a corto y largo plazo.
Invierno de 2025 a Otoño de 2025
LOGRAR
Para lograr los objetivos del proyecto y las soluciones recomendadas, priorizaremos los proyectos y políticas basado en los impactos a las metas y objetivos.
CONNECTING AURORA


STATE OF THE SYSTEM | ESTADO DEL SISTEMA
Study area | Zona de estudio
CONNECTING AURORA



STATE OF THE SYSTEM

Aurora demographics and transportation facts

Citywide Demographic Data

Total Population **399,913**

Median Household Income **$72,052**

Median Age **35 years old**

Race and Ethnicity

55.7% White

29.3% Hispanic/Latino (any race)

16.6% Black

6.6% Asian

"Journey to Work" in 2022

69.8%

33.0%

13.0% Work from Home

10.6%

3.7%

1.4%

1.4% Walk

Transportation Facts

1,365 Center Line Miles of Roads	**30** Bus and Rail Routes	**8,000** Acres of Open Space
4,330 Total Land Miles	**1,063** Bus Stops	**103** Developed Parks
466 Traffic Signals	**11** Rail Stations	**56,863** Trees Citywide
101 Bridges	**35,094** Average Weekday Transit Riders	**7** Libraries
2,500+ Miles of Sidewalks	**28,304** Average Weekday Bus Riders	**5** Recreation Centers
117 Miles of Trails	**6,790** Average Weekday Rail Riders	**6** Health Care Facilities
156 Miles of Bike Lanes	**112** Public Schools	

ESTADO DEL SISTEMA

Datos demográficos de Aurora y hechos de transporte

Citywide Demographic Data

Población total **399,913**

Renta familiar media **$72,052**

Edad media **35 años**

Raza y origen étnico

55.7% Blanco

29.3% Hispano/latino (cualquier raza)

16.6% de raza negra

6.6% Asiático

"Camino al trabajo" en 2022

69.8%

33.0%

13.0% Trabajar desde casa

10.6%

3.7%

1.4%

Datos sobre transporte

1,365 Millas de línea central de carreteras	**30** Rutas de autobús y tren	**8,000** Área de espacio abierto
4,330 Total de millas de carriles	**1,063** Paradas de autobús	**103** Parques desarrollados
466 Señales de tráfico	**11** Estaciones de tren	**56,863** Árboles en toda la ciudad
101 Puentes	**35,094** Media de usuarios de transporte público entre semana	**7** Bibliotecas
2,500+ Millas de aceras	**28,304** Media de usuarios de autobús entre semana	**5** Centros recreativos
117 Millas de senderos	**6,790** Media semanal de usuarios de ferrocarril	**6** Centros de salud
156 Millas de carriles para bicicletas		

CONNECTING AURORA

HISTORY

Building on previous planning efforts

Many studies conducted over the years in Aurora have targeted specific areas of the city to gather public input and provide guidance for transportation needs, resulting in new or improved ways to get around.

- The existing plans provide a starting point for Connecting Aurora.
- Safer and convenient multimodal options are important to the city and community.
- With significant growth and a long list of projects/ needs, Connecting Aurora will need to set priorities for a phased implementation strategy.
- Aurora has an opportunity to be a leader in the region.



Aurora Places presents a vision for the future of Aurora along with long-range goals and activities to address concerns and make aspirations a reality in the city. Guiding plan principles:

- ✓ Strong Economy
- ✓ Diverse and Equitable City
- ✓ Housing For All
- ✓ A Healthy Community
- ✓ A Thriving Environment
- ✓ Easy Mobility and Active Transportation
- ✓ Authentic Aurora

HISTORIA

Previos esfuerzos de planificación como base

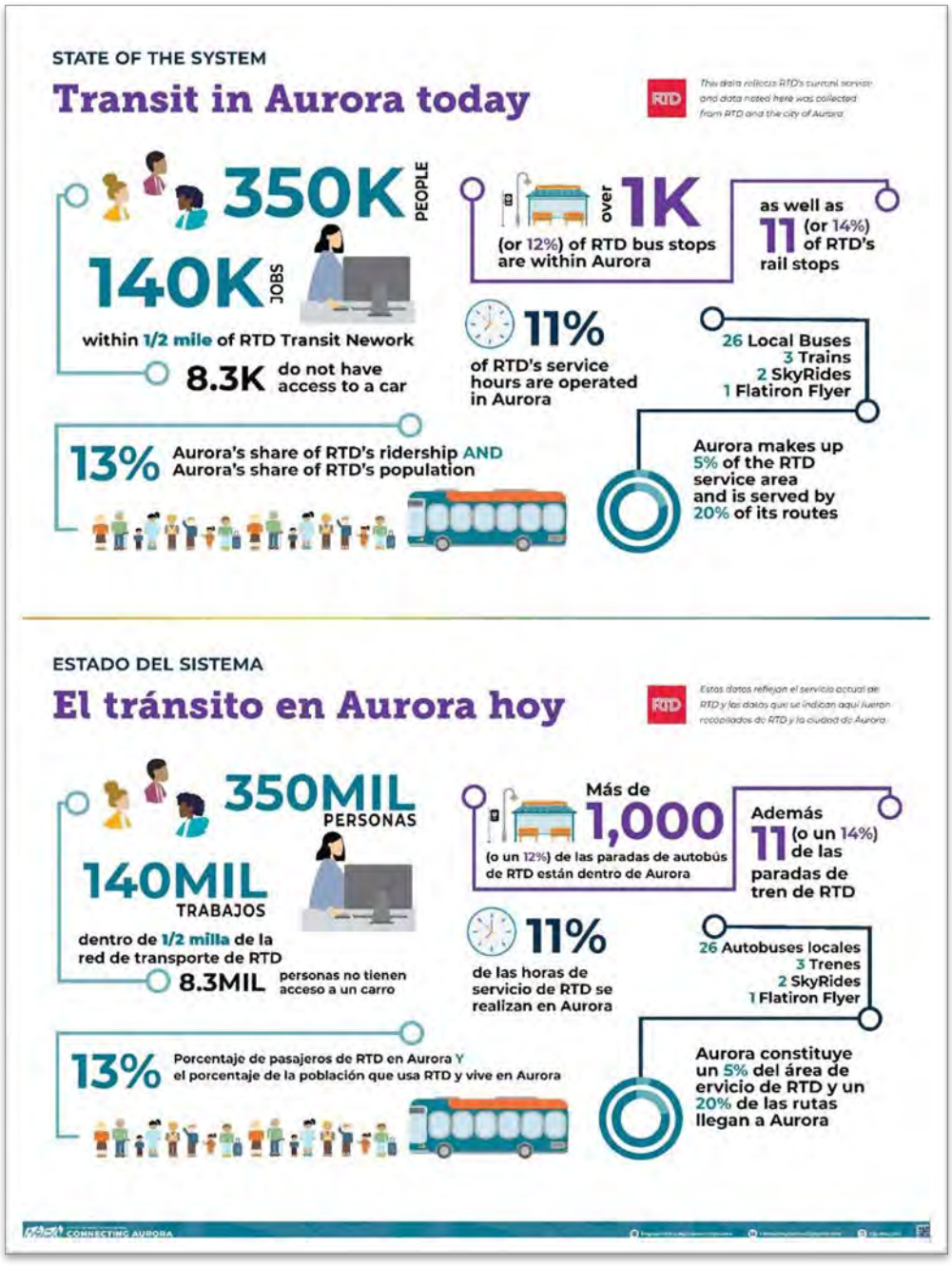
Muchos de los estudios realizados en el pasado en Aurora se han enfocado en áreas específicas para reunir comentarios públicos y proporcionar orientación para las necesidades de transporte, resultando en mejores modos transporte.

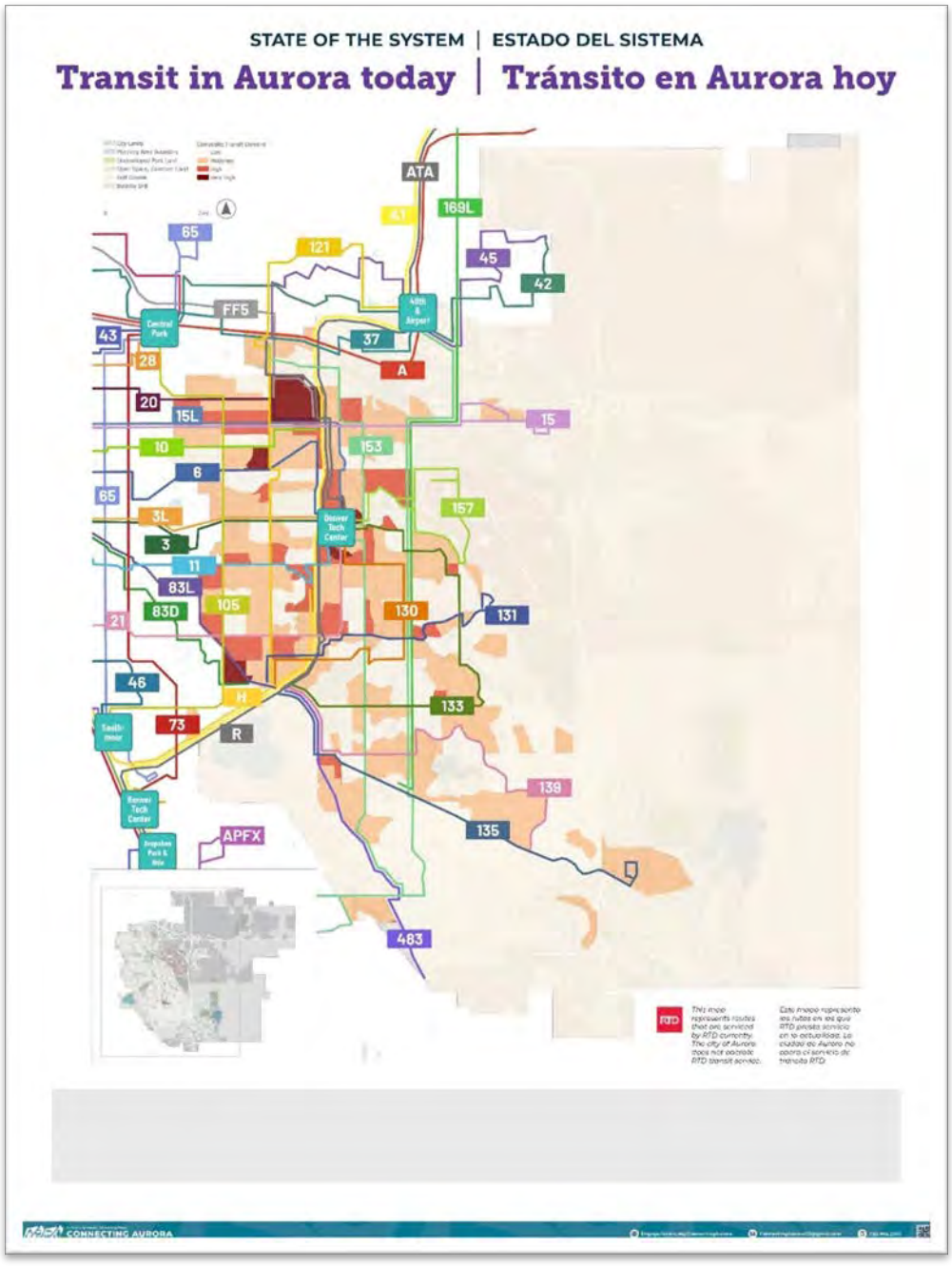
- El plan existente proporciona un punto de inicio para Connecting Aurora.
- Las opciones multimodales más seguras y convenientes son importantes para la ciudad y comunidad.
- Debido a crecimiento significante y una lista larga de proyectos / necesidades, Connecting Aurora deberá fijar prioridades para una estrategia de implementación en fases.
- Aurora tiene la oportunidad de ser un líder en la región.

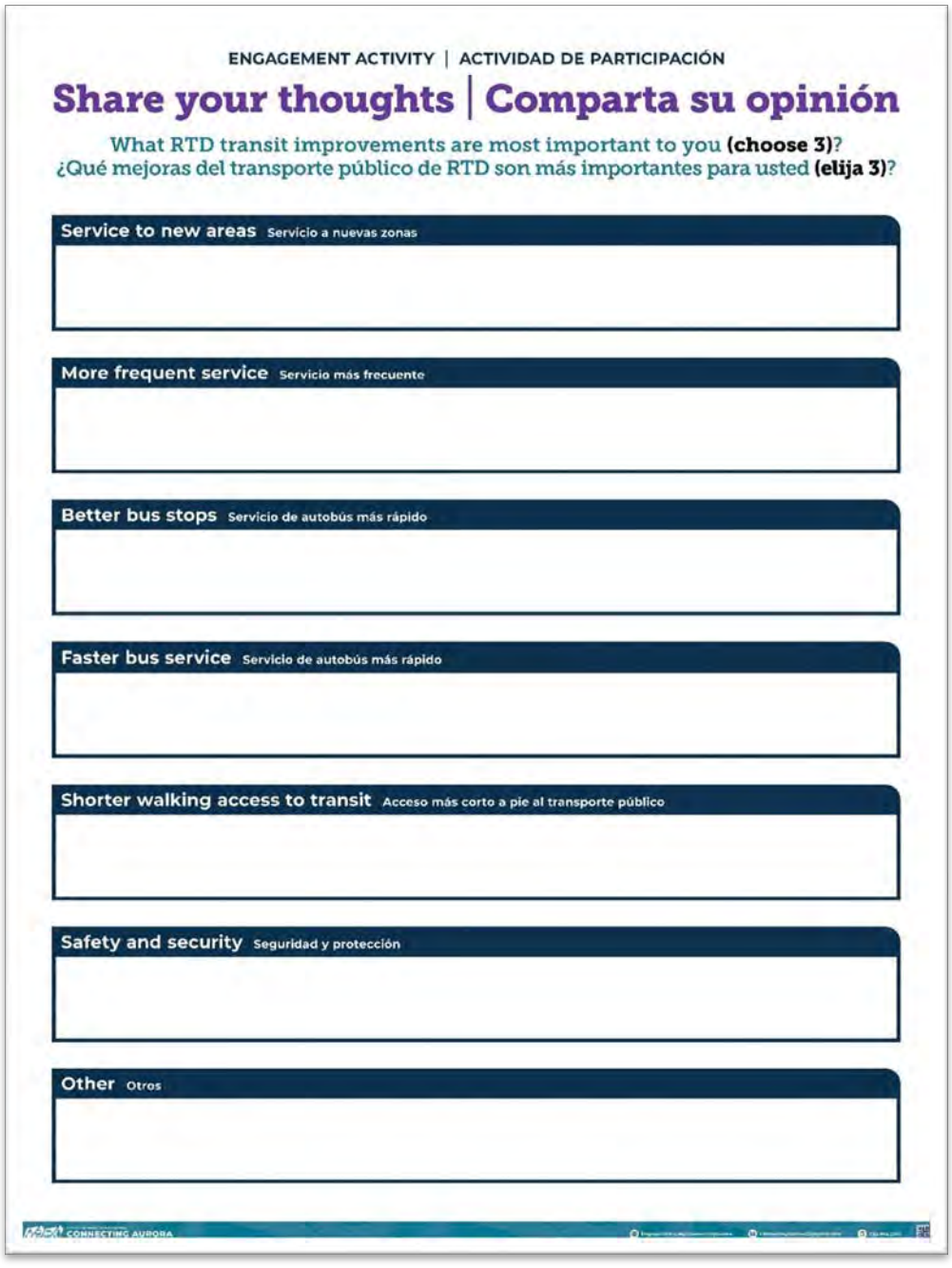


Aurora Places presenta una visión del futuro de Aurora junto con metas y actividades a largo plazo para abordar las preocupaciones y cumplir con aspiraciones en la ciudad. Los principios del plan incluyen:

- ✓ Una economía sólida
- ✓ Una ciudad diversa y equitativa
- ✓ Vivienda para todos
- ✓ Una comunidad saludable
- ✓ Un entorno próspero
- ✓ Movilidad fácil y transporte activo
- ✓ Aurora auténtica


STATE OF THE SYSTEM
Transit in Aurora today
This data reflects RTD's current service and data noted here was collected from RTD and the city of Aurora.
350K PEOPLE
140K JOBS
within 1/2 mile of RTD Transit Nework
8.3K do not have access to a car
over 1K
(or 12%) of RTD bus stops are within Aurora
as well as 11 (or 14%) of RTD's rail stops
11%
of RTD's service hours are operated in Aurora
26 Local Buses
3 Trains
2 SkyRides
1 Flatiron Flyer
13% Aurora's share of RTD's ridership AND Aurora's share of RTD's population
Aurora makes up 5% of the RTD service area and is served by 20% of its routes
ESTADO DEL SISTEMA
El tránsito en Aurora hoy
Estos datos reflejan el servicio actual de RTD y los datos que se indican aquí fueron recopilados de RTD y la ciudad de Aurora.
350MIL PERSONAS
140MIL TRABAJOS
dentro de 1/2 milla de la red de transporte de RTD
8.3MIL personas no tienen acceso a un carro
Más de 1,000
(o un 12%) de las paradas de autobús de RTD están dentro de Aurora
Además 11 (o un 14%) de las paradas de tren de RTD
11%
de las horas de servicio de RTD se realizan en Aurora
26 Autobuses locales
3 Trenes
2 SkyRides
1 Flatiron Flyer
13% Porcentaje de pasajeros de RTD en Aurora Y el porcentaje de la población que usa RTD y vive en Aurora
Aurora constituye un 5% del área de ervicio de RTD y un 20% de las rutas llegan a Aurora
CONNECTING AURORA


STATE OF THE SYSTEM | ESTADO DEL SISTEMA
Transit in Aurora today | Tránsito en Aurora hoy
ATA
169L
65
121
45
42
FF5
43
37
28
A
20
15L
15
10
153
8
65
157
3L
3
11
83L
105
130
131
83D
21
46
H
133
73
R
139
APFX
135
483
CONNECTING AURORA



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN

Share your thoughts | Comparta su opinión

What RTD transit improvements are most important to you **(choose 3)**?
¿Qué mejoras del transporte público de RTD son más importantes para usted **(elija 3)**?

Service to new areas Servicio a nuevas zonas

More frequent service Servicio más frecuente

Better bus stops Servicio de autobús más rápido

Faster bus service Servicio de autobús más rápido

Shorter walking access to transit Acceso más corto a pie al transporte público

Safety and security Seguridad y protección

Other Otros


STATE OF THE SYSTEM
RTD and City of Aurora transit responsibilities
BUS SERVICE OPERATIONS AND MAINTENANCE
BUS SERVICE PLANNING
RAIL SERVICE OPERATIONS AND MAINTENANCE
RAIL SERVICE PLANNING
RAIL STATIONS AND MAINTENANCE
ACCESS TO BUS STOPS AND RAIL STATIONS
ESTADO DEL SISTEMA
Responsabilidades de tránsito de RTD y de la Ciudad de Aurora
OPERACIONES Y MANTENIMIENTO DE SERVICIOS DE AUTOBÚS
PLANIFICACIÓN DE SERVICIOS DE AUTOBÚS
OPERACIONES Y MANTENIMIENTO DE SERVICIOS DE TREN
PLANFICACIÓN DE SERVICIOS DE TREN
ESTACIONES DE TREN Y MANTENIMIENTO
ACCESO A PARADAS DE AUTOBÚS Y ESTACIONES DE TREN

STATE OF THE SYSTEM

Walking and mobility device use today

- Missing sidewalks are more concentrated in northern Aurora.
- Narrow sidewalks (less than four feet wide) are more concentrated in northwestern Aurora.
- Most enhanced crossing opportunities are in central Aurora and at trail connections.
- Generally, there is good paved local and regional trail connectivity throughout Aurora, especially in southern Aurora.

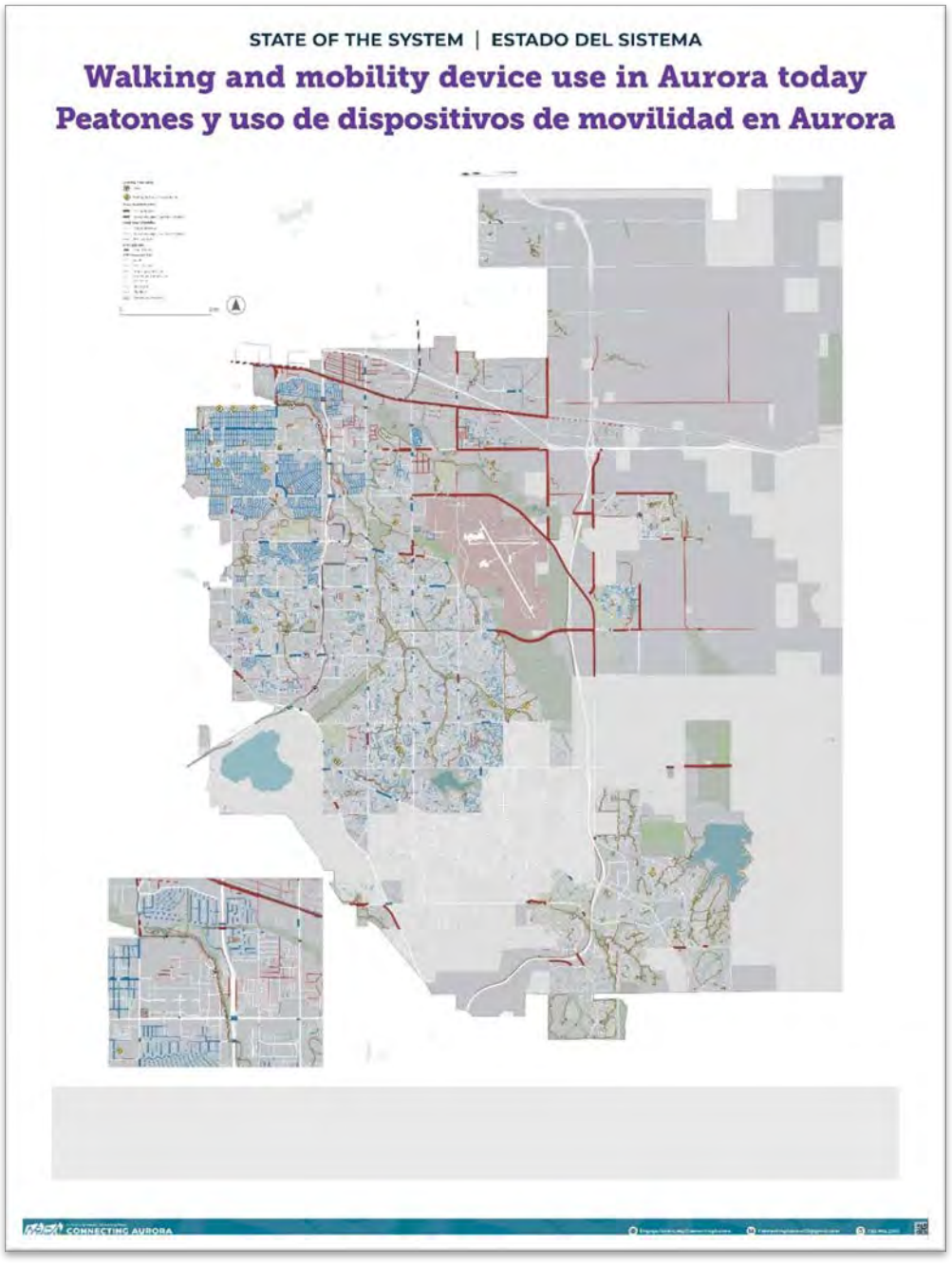


ESTADO DEL SISTEMA

Peatones y uso de dispositivos de movilidad hoy

- Existe una mayor falta de aceras en el norte de Aurora
- La mayor cantidad de aceras estrechas (menos de cuatro pies de ancho) se encuentra en el noroeste de Aurora.
- Los mejores lugares para cruzar se encuentran en la región central de Aurora y en las conexiones de senderos.
- En general, existen buenas conexiones de senderos pavimentadas a nivel local y regional en todo Aurora, especialmente en el sur de Aurora.




STATE OF THE SYSTEM | ESTADO DEL SISTEMA
Walking and mobility device use in Aurora today
Peatones y uso de dispositivos de movilidad en Aurora



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN

Share your thoughts | Comparta su opinión

What **five** sidewalk and pedestrian crossing improvements are most important to you?
¿Qué **cinco** mejoras en las aceras y pasos de peatones son más importantes para usted?

Building new sidewalks where they don't exist today Construir nuevas aceras donde hoy no existen

Improving and widening existing sidewalks Mejorar y ampliar las aceras existentes

Providing new safe crossings of major roadways Crear nuevos cruces seguros de las vías principales

Improving conditions at signalized intersections Mejorar las condiciones de los cruces señalizados

Creating better connections to transit Crear mejores conexiones con el transporte público

Slowing down motor vehicle traffic and implementing more traffic-calming measures
Reducir la velocidad del tráfico de vehículos de motor y aplicar más medidas de pacificación del tráfico

Providing more trees and shade Aumentar el número de árboles y la sombra

Installing more pedestrian-scaled lighting Instalar más iluminación a escala para peatones

STATE OF THE SYSTEM

Current biking facilities



BIKE LANE

Through striping, bike lanes delineate a separate, dedicated space for people bicycling.



SEPARATED BIKE LANE

Separated bike lanes are bike lanes that feature some form of vertical separation from motor vehicles.



BIKE ROUTES AND SHARED LANES

Bike routes and shared lanes utilize signage and pavement markings to indicate that bicyclists and motorists are intended to share the same space.



BUFFERED BIKE LANE

Buffered bike lanes are bike lanes with a striped buffer that provides horizontal space next to the bike lane.



PAVED TRAILS AND SHARED-USE PATHS

Both paved trails and shared-use paths are off-street facilities that facilitate two-way travel for people walking, rolling, and bicycling.



BIKE BOULEVARDS

Bike boulevards, also known as neighborhood bikeways, are low-stress corridors with slow speeds and low vehicle volumes. **Aurora's bicycle network does not yet include any bike boulevards.**

ESTADO DEL SISTEMA

Instalaciones para ciclistas actuales



CARRIL DE BICICLETAS

Las líneas de los carriles de bicicletas definen un espacio separado y dedicado para ciclistas.



CARRIL DE BICICLETAS SEPARADO

Los carriles para bicicletas separados son carriles que tienen alguna forma de separación vertical de los vehículos.



RUTAS DE BICICLETAS Y CARRILES COMPARTIDOS

Las rutas de bicicletas y los carriles compartidos tienen letreros y pintura en el pavimento que indican que el camino es para los ciclistas y motoristas.



CARRIL DE BICICLETAS PROTEGIDO

Los carriles para bicicletas protegidos son carriles con una línea protectora que proporciona un espacio horizontal al lado del carril para bicicletas.



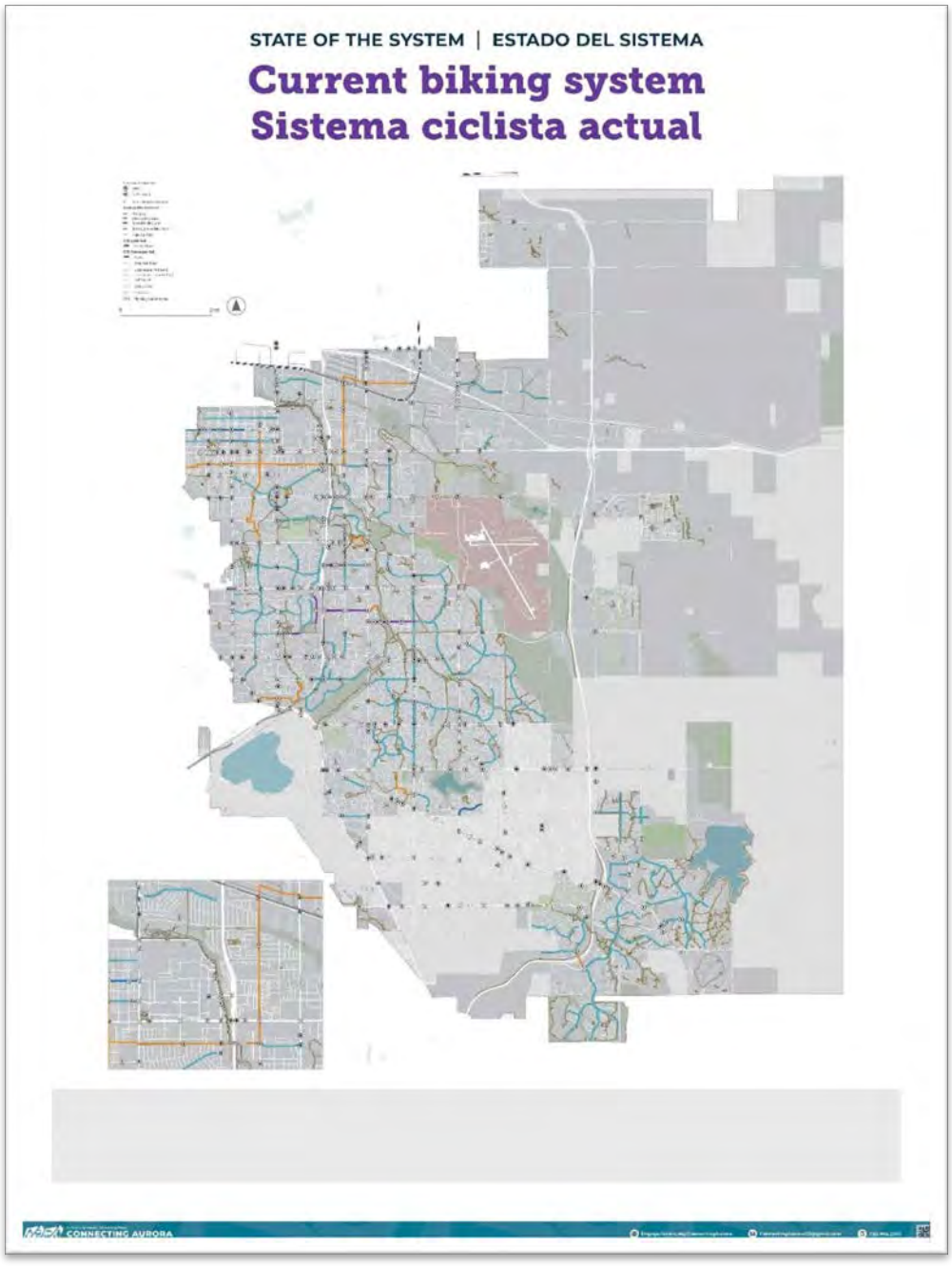
SENDEROS PAVIMENTADOS Y CAMINOS DE USO COMPARTIDO

Tanto los senderos pavimentados como los caminos de uso compartido son instalaciones que facilitan transporte de dos vías para peatones, patinadores y ciclistas.



BOULEVARDS DE BICICLETAS

Los boulevards de bicicletas, también conocidos como ciclovías de vecindario, son corredores con velocidades bajas y bajos niveles de vehículos. **La red de bicicletas de Aurora todavía no incluye ningún boulevard de bicicletas.**


STATE OF THE SYSTEM | ESTADO DEL SISTEMA
Current biking system
Sistema ciclista actual
CONNECTING AURORA



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN

Share your thoughts | Comparta su opinión

What **three** bikeway improvements are most important to you?
¿Qué **tres** mejoras del carril para bicicletas son más importantes para usted?

Expanding the bicycle network Ampliar la red ciclista

Improving existing bikeways Mejorar las intersecciones y/o cruces de las principales carreteras

Providing more separation between bicyclists and motor vehicles through separated bike lanes and shared-use paths
Mayor separación entre ciclistas y vehículos de motor mediante carriles bici separados y vías de uso compartido.

Building more safe and convenient crossings, such as underpasses, overpasses, or signalized at grade crossings, etc.
Construir cruces más seguros y cómodos, como pasos subterráneos, pasos elevados o cruces a nivel señalizados, etc.

Slowing down motor vehicle traffic and implementing more traffic-calming measures
Reducir la velocidad del tráfico de vehículos de motor y aplicar más medidas de pacificación del tráfico

Providing more bicycle parking and "end-of-trip" facilities (ex: showers, lockers)
Proporcionar más estacionamiento para bicicletas e instalaciones de "fin de trayecto" (por ejemplo, duchas, taquillas)

Expanding the e-bike / e-scooter program Ampliar el programa de bicicletas y scooters eléctricas

Developing a bike sharing program Desarrollar un programa de bicicletas compartidas

STATE OF THE SYSTEM

Emerging transportation technologies



Emerging transportation trends and technologies are resulting in new safe, efficient, reliable, equitable, sustainable, and accessible mobility options.

To achieve the benefits of these technologies, it is important to break down barriers to access and align technology-based strategies with specific needs and identified outcomes.

The following steps have been demonstrated to guide the identification, development, and deployment of emerging transportation trends:

- Define mobility needs and objectives.
- Outline the policies, infrastructure, systems, staffing, maintenance, operations, and timelines necessary to deploy and operate technology improvements.
- Identify technology-based mobility strategies that address needs and achieve objectives.
- Assess and refine technology-based mobility strategies based on defined objectives, adjust strategies if necessary to achieve outcomes.

CURRENT TRENDS IN TRANSPORTATION TECHNOLOGIES

Automated vehicles · Artificial intelligence to optimize efficiency and safety · Mobility as a service · Curbside management · Urban air mobility · Drones for deliveries · Electric/ alternative fuel vehicles

STATE OF THE SYSTEM

Tecnologías de transporte emergentes



Las tendencias y tecnologías de transporte emergentes están generando nuevas opciones de movilidad que son seguras, eficientes, fiables, equitativas, sustentables y accesibles.

Para aprovechar de los beneficios de estas tecnologías, es importante alinear y eliminar las barreras al acceso a las estrategias basadas en tecnología con necesidades específicas y resultados identificados.

Se ha demostrado que los siguientes pasos guían la identificación, desarrollo e implementación de tendencias de transporte emergentes:

- Definir las necesidades y objetivos de movilidad
- Describir las políticas, infraestructura, sistemas, dotación de personal, mantenimiento, operaciones y calendarios necesarios para implementar y operar mejoras de tecnología
- Identificar estrategias de movilidad basadas en tecnología que cumplan con las necesidades y logren los objetivos
- Evaluar y refinar las estrategias de movilidad basadas en tecnología en relación con los objetivos definidos, ajustar las estrategias como sea necesario para lograr los resultados

TENDENCIAS ACTUALES EN LAS TECNOLOGÍAS DE TRANSPORTE

Vehículos automatizados · Inteligencia artificial para optimizar la eficiencia y seguridad · Movilidad como servicio · Cesión en la banqueta · Movilidad de aire urbana · Drones para entregas · Vehículos eléctricos/de combustible alternativo



STATE OF THE SYSTEM

Vehicle traffic today

WHAT IS LEVEL OF SERVICE (LOS)?

LOS measures a driver's experience on the road and at intersections, based on the speed and number of cars using the road. The LOS of a road is designated by a letter grade of A (free flow) to F (near gridlock).

A designation of A, B, or C represents free-flowing conditions. F is stop-and-go traffic. These scores are based on the highest congestion level on that roadway, even if it only occurs a few minutes a day.

Levels of service

A: FREE FLOW
Low volumes and no delays

B: STABLE FLOW
Speeds restricted by travel conditions, minor delays

C: STABLE FLOW
Speeds and maneuverability closely controlled because of higher volumes

D: STABLE FLOW
Speeds considerably affected by change in operation conditions; high-density traffic restricts maneuverability, volume near capacity

E: UNSTABLE FLOW
Low speeds, considerable delays, volume at or slightly over capacity

F: FORCED FLOW
Very low speed, volumes exceed capacity, long delays with stop-and-go traffic

ESTADO DEL SISTEMA

Tráfico de vehículos hoy

¿QUÉ ES EL NIVEL DE SERVICIO?

El Nivel de Servicio (LOS, por sus siglas en inglés) mide la experiencia del conductor en la calle y en las intersecciones, en base a la velocidad y número de carros en la calle. El Nivel de servicio de una calle tiene una calificación entre A (flujo libre) y F (congestionado). Una calificación de A, B o C representa condiciones de flujo libre. La calificación F significa tránsito congestionado. Estas calificaciones están basadas en el nivel de congestión más alto en esa calle, incluso si solamente ocurre por unos minutos cada día.

Niveles de servicios

A: FLUJO LIBRE
Volumen de tráfico bajo y sin retrasos

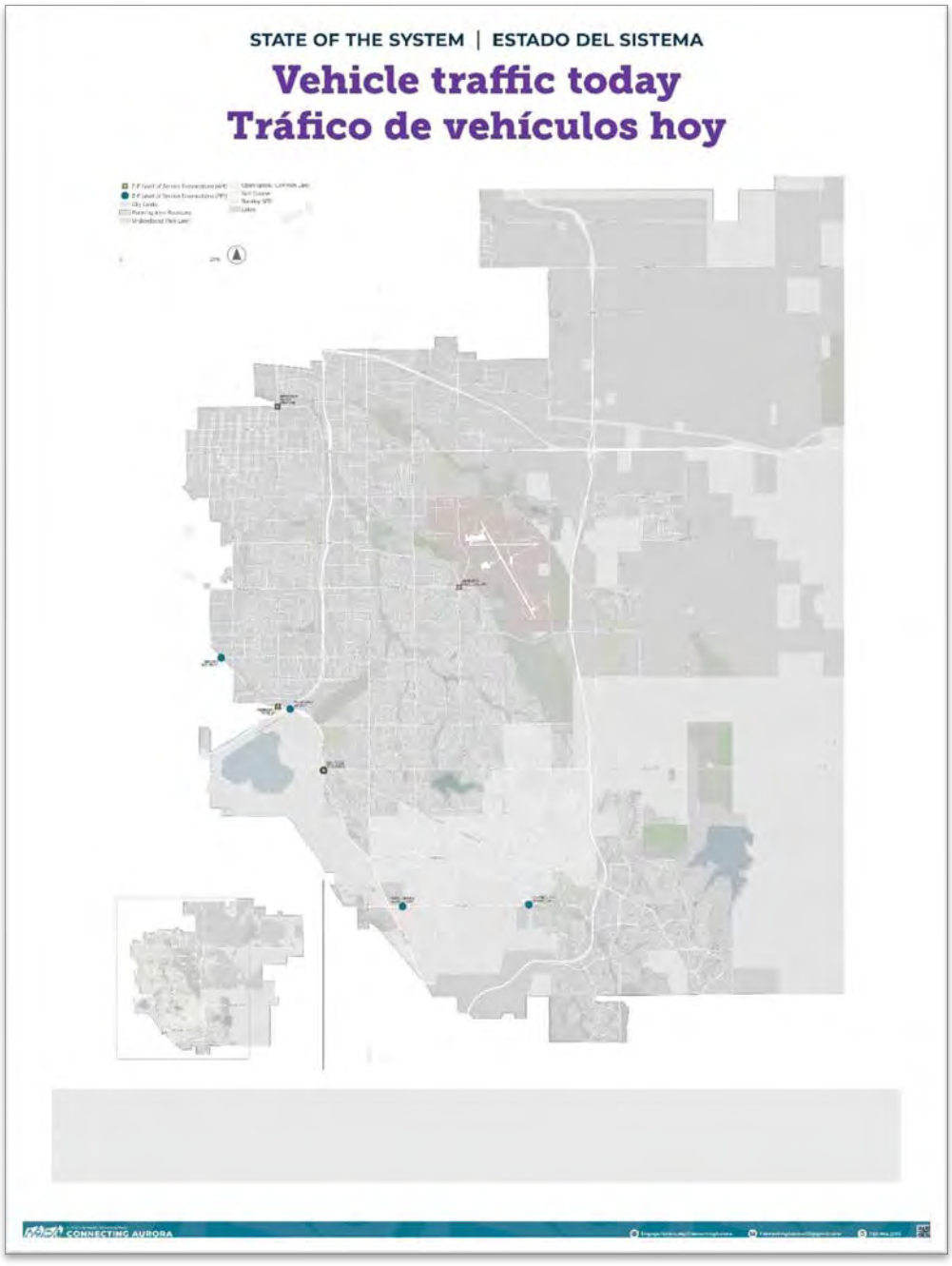
B: FLUJO ESTABLE
Velocidades restringidas por las condiciones de tránsito, retrasos menores

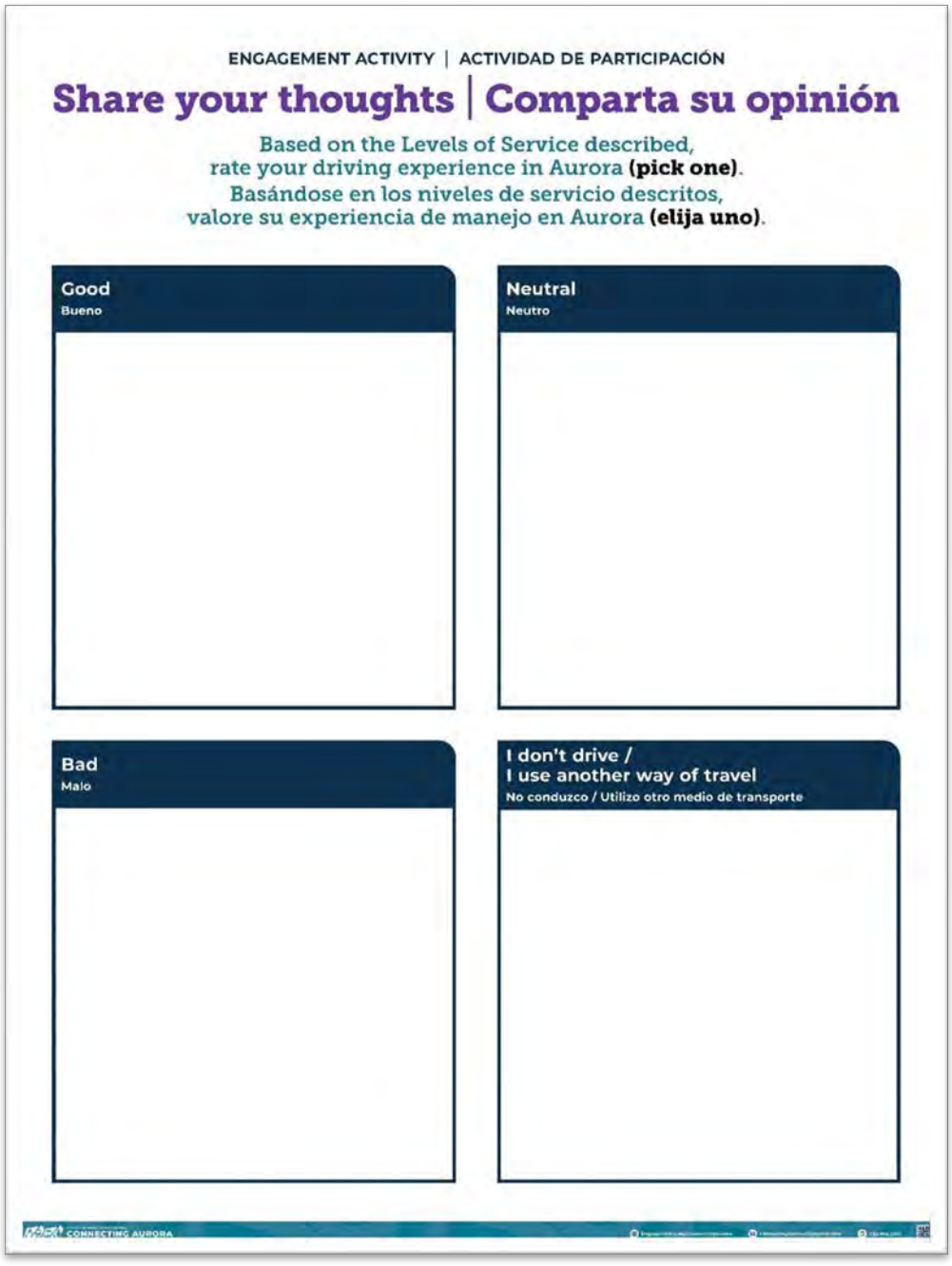
C: FLUJO ESTABLE
Velocidades y manejo altamente controlado debido a mayor volumen de tránsito

D: FLUJO ESTABLE
Velocidades afectadas considerablemente por cambios en condiciones de operación; una alta densidad de tráfico restringe el manejo, volumen casi al máximo

E: FLUJO INESTABLE
Velocidades bajas; retrasos considerables, volumen casi al máximo o al máximo

F: FLUJO FORZADO
Velocidades muy bajas, el volumen de tránsito es mayor que la capacidad, retrasos largos con el tráfico casi estancado


STATE OF THE SYSTEM | ESTADO DEL SISTEMA
Vehicle traffic today
Tráfico de vehículos hoy
CONNECTING AURORA


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Based on the Levels of Service described,
rate your driving experience in Aurora (pick one).
Basándose en los niveles de servicio descritos,
valore su experiencia de manejo en Aurora (elija uno).
Good
Bueno
Neutral
Neutro
Bad
Malo
I don't drive /
I use another way of travel
No conduzco / Utilizo otro medio de transporte

STATE OF THE SYSTEM

Transportation Safety

What is a Safe System Approach?

The U.S. Department of Transportation adopts a Safe System Approach as the guiding paradigm to address roadway safety. The transportation community has embraced the Safe System Approach as an effective way to address and manage the risks that are part of our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.

THIS IS A SHIFT FROM A CONVENTIONAL SAFETY APPROACH BECAUSE IT FOCUSES ON BOTH HUMAN MISTAKES AND HUMAN VULNERABILITY AND DESIGNS A SYSTEM WITH MANY REDUNDANCIES IN PLACE TO PROTECT EVERYONE.



ESTADO DEL SISTEMA

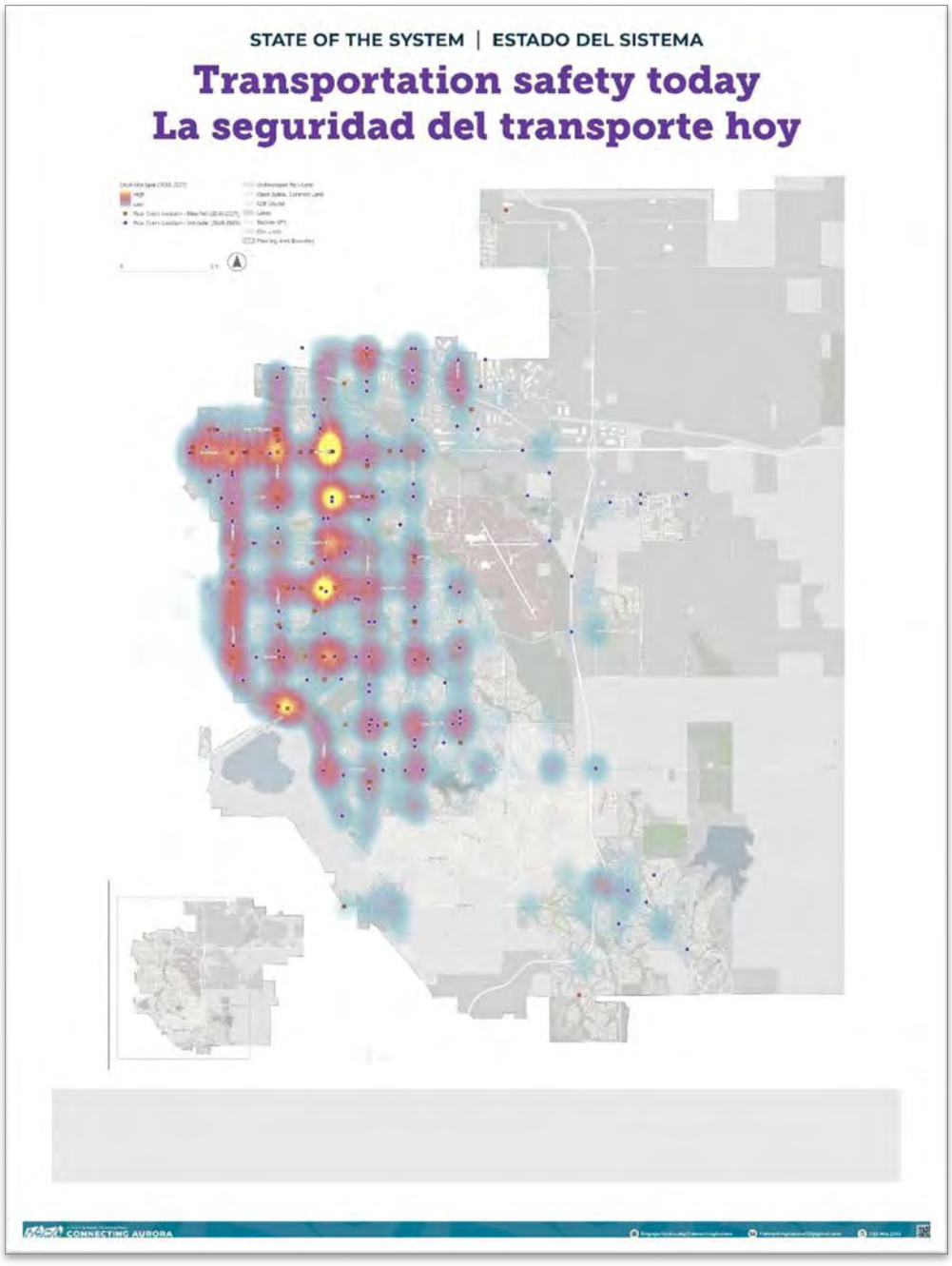
Seguridad de transporte

¿Qué es un Enfoque de sistema seguro?

El Departamento de transporte adopta un Enfoque de sistema seguro como el paradigma rector para tratar la seguridad vial. La comunidad de transporte ha adoptado el Enfoque de sistema seguro como una manera efectiva de tratar y gestionar los riesgos que son parte de nuestro sistema de transporte enorme y complejo. Funciona al crear y reforzar múltiples niveles de protección para tanto prevenir los choques en primer lugar como minimizar los daños causados a las personas involucradas cuando ocurren. Es un enfoque holístico e integral que proporciona un marco rector para lograr que los lugares sean más seguros para las personas.

ESTE ES UN CAMBIO DESDE UN ENFOQUE DE SEGURIDAD CONVENCIONAL PORQUE SE ENFOCA EN TANTO LOS ERRORES HUMANOS COMO LA VULNERABILIDAD HUMANA Y DISEÑA UN SISTEMA CON MUCHAS REDUNDANCIAS EN LUGAR PARA PROTEGER A TODAS LAS PERSONAS.




STATE OF THE SYSTEM | ESTADO DEL SISTEMA
Transportation safety today
La seguridad del transporte hoy
CONNECTING AURORA



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN

Share your thoughts | Comparta su opinión

Generally, how safe do you feel while traveling around Aurora in the following ways **(pick one per mode)**?
En general, ¿cómo de seguro se siente cuando viaja por Aurora en los siguientes modos **(elija uno por modo)**?

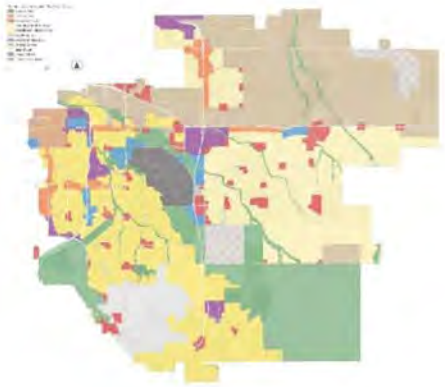
Driving Conduciendo	Walking Caminando	Using mobility device Usando un dispositivo de movilidad	Biking Bicicleta	Riding transit Transporte público
Very unsafe / Muy inseguro	*Very unsafe / Muy inseguro*	*Very unsafe / Muy inseguro*	*Very unsafe / Muy inseguro*	*Very unsafe / Muy inseguro*
Somewhat unsafe / Algo inseguro	*Somewhat unsafe/ Algo inseguro*	*Somewhat unsafe/ Algo inseguro*	*Somewhat unsafe/ Algo inseguro*	*Somewhat unsafe/ Algo inseguro*
Neutral / Neutro	*Neutral / Neutro*	*Neutral / Neutro*	*Neutral / Neutro*	*Neutral / Neutro*
Somewhat safe / Algo seguro	*Somewhat safe / Algo seguro*	*Somewhat safe / Algo seguro*	*Somewhat safe / Algo seguro*	*Somewhat safe / Algo seguro*
Very safe / Muy seguro	*Very safe / Muy seguro*	*Very safe / Muy seguro*	*Very safe / Muy seguro*	*Very safe / Muy seguro*

STATE OF THE SYSTEM

Aurora street network types and connectivity challenges

Aurora Places, the city's adopted comprehensive plan, identified 10 distinct place types in Aurora today and to be developed in the future. The place types capture the general character, various land uses, and street networks that help define each place.

- The street network and surrounding land use work together to help create spaces where people want to live, work, and visit.
- Aurora's existing layout creates some challenges to achieving multimodal connectivity and expansion of future identified places.



ESTADO DEL SISTEMA

Tipos de redes de calles y desafíos de conectividad

Aurora Places, el plan integral adoptado por la ciudad, identificó 10 tipos de lugares distintos en Aurora actualmente y para ser desarrollados a futuro. Los tipos de lugares capturan el carácter general, diversos usos de terreno y redes de calles que ayudan a definir a cada lugar.

- La red de calles y uso de terreno alrededor funcionan en conjunto para ayudar a crear espacios donde las personas desean vivir, trabajar y visitar.
- La configuración actual de Aurora genera algunos desafíos relacionados con lograr la conectividad multimodal y la expansión de lugares identificados para el futuro.




STATE OF THE SYSTEM
Aurora street network types and connectivity challenges
Urban Districts
Represent Aurora's existing and future activity centers that feature entertainment districts, civic institutions, retail and shopping, and multifamily housing. These places have high-intensity uses and development that can support a highly walkable and bikeable environment.
Features:
Continuous grid
Short urban blocks
Easy navigation/connection for pedestrians and cyclists
Lacks direct, comfortable connections to surrounding neighborhoods
Innovation Districts
Are places that generate new ideas and inspire creativity. Land uses are composed of light industrial, business parks, and medical and educational institutions that are designed like campus environments. There are gathering spaces to foster connection and a connected grid for easy navigation.
Features:
Connected grid
Walkable network
Campus layout
Auto-oriented designs with large parking lots
Industry Hubs
Support commercial and industrial uses that are critical to Aurora's economy. These are high-employment centers and often generate significant commercial truck traffic. Those hubs are located near highways and interstates for easy access.
Features:
Easy access to highway network
Streets can accommodate large trucks
Streets lack direct, comfortable pedestrian and bicycle connections
Original Aurora
It is the city's first neighborhood that blends historic residential neighborhoods, commercial corridors, and an arts district. The area features a traditional street grid that strengthens connections between key destinations.
Features:
Established traditional grid
Walkable/bikeable network
Short east – west blocks
Narrow sidewalks and lack of bicycling infrastructure
CONNECTING AURORA



STATE OF THE SYSTEM

Aurora street network types and connectivity challenges

Established Neighborhoods

Are places with predominantly low-density residential uses of single-family detached and attached homes. There are pockets of other uses such as schools, parks, and religious institutions. These neighborhoods were designed in a curvilinear pattern creating barriers to walking and biking to supporting land uses.

Features:

- Curvilinear street pattern
- Cul-de-sacs
- Wide and fast arterials with backyards facing the street creating fence canyons
- Indirect connections for pedestrians and bicyclists

Emerging Neighborhoods

Are recently built subdivisions that feature complete neighborhood elements such as diverse housing options, parks and open space, and pedestrian and bicycle infrastructure. They are designed with a more traditional grid pattern and are organized around a central gathering place.

Features:

- Traditional grid pattern
- Supports multimodal connectivity
- Easy access to commercial corridors
- Wide and fast arterials
- Still lacking comfortable bicycling connections

Commercial Hubs

Are located on the perimeter of established and emerging neighborhoods, providing easy access to services, shopping, and entertainment. These places should include gathering spaces to encourage social interaction and serve as key connectors for transit users, pedestrians, and cyclists.

Features:

- Connectivity to major commercial corridors from residential areas
- Convenient access to businesses
- Large parking lots create a disconnect between places
- Interior roadways are largely auto-oriented, sometimes lacking sidewalks



ESTADO DEL SISTEMA

Tipos de redes de calles y desafíos de conectividad

Distritos urbanos

Representan los centros de actividad existentes y futuros que incluyen distritos de entretención, instituciones cívicas, ventas al por menor y viviendas multifamiliares. Estos lugares son usados extensamente y la construcción facilita un entorno excelente para peatones y ciclistas.

Funciones:

- Red continua
- Cuadras urbanas cortas
- Navegación y conexiones fáciles para peatones y ciclistas
- Falta de conexiones directas y cómodas a los vecindarios adyacentes

Distritos de innovación

Son lugares que generan nuevas ideas o inspiran la creatividad. Los usos del terreno incluyen industria ligera, parques comerciales e instituciones médicas y educativas que están diseñados como entornos universitarios. Estos son espacios de reunión que fomentan las conexiones y una red interconectada para facilitar una navegación fácil.

Funciones:

- Red conectada
- Red apta para peatones
- Configuración universitaria
- Diseños orientados para carros con estacionamientos grandes

Centros industriales

Apoyan usos comerciales e industriales que son esenciales para la economía de Aurora. Estos son centros con altos niveles de empleos y, a menudo, generan mucho tránsito de camiones comerciales. Estos centros están ubicados cerca de carreteras para facilitar acceso fácil.

Funciones:

- Acceso fácil a la red de carreteras
- Las calles son aptas para camiones grandes
- Las calles no tienen conexiones directas y cómodas para peatones y ciclistas

Aurora original

Es el primer vecindario de la ciudad que mezcla vecindarios residenciales históricos, corredores comerciales y un distrito de arte. El área incluyo una red de calles tradicional que fortalece las conexiones entre destinos claves.

Funciones:

- Red tradicional establecida
- Red apta para peatones y ciclistas
- Cuadras de este a oeste cortas
- Aceras estrechas y falta de infraestructura para ciclistas


ESTADO DEL SISTEMA
Tipos de redes de calles y desafíos de conectividad
Vecindarios establecidos
Son lugares de uso principalmente residencial con casas unifamiliares adjuntas y no adjuntas y con baja densidad de habitantes. Existen secciones de otros usos, como escuelas, parques e instituciones religiosas. Estos vecindarios fueron diseñados con patrones de curvas, creando barreras para peatones y ciclistas para apoyar usos de terreno.
Funciones:
Patrones de calles con curvas
Calles sin salida
Calles principales anchas y rápidas con usos de terreno que no miran hacia la calle y crean cañones de cerca
Conexiones indirectas para peatones y ciclistas
Legend
Established Neighborhood
Vecindarios emergentes
Son subdivisiones recientemente construidos que incluyen elementos completos de vecindario, como opciones de viviendas diversas, parques y espacios abiertos e infraestructura para peatones y ciclistas. Están diseñados con un patrón de red más tradicional y están organizados en relación con un centro de reunión.
Funciones:
Patrón de red tradicional
Apoya la conectividad multimodal
Acceso fácil a corredores comerciales
Calles principales anchas y rápidas
Falta de conexiones cómodas para ciclistas
Legend
Emerging Neighborhoods
Centros comerciales
Están ubicados en los perímetros de vecindarios establecidos y emergentes, proporcionando acceso fácil a servicios, compras y entretención. Estos lugares deberían incluir espacios de reunión para alentar las interacciones sociales y servir como conectores claves para usuarios de tránsito, peatones y ciclistas.
Funciones:
Conectividad a corredores comerciales principales desde áreas residenciales
Acceso conveniente a negocios
Estacionamientos grandes crean una falta de conexión entre los lugares
Las calles interiores están principalmente orientadas para carros y a veces no tienen aceras
Legend
Commercial Hubs
CONNECTING AURORA

STATE OF THE SYSTEM

Freight transport today

- Freight is an integral part of transportation in the city.
- Aurora's industrial and commercial hubs are co-located along the I-70 and freight rail corridors providing efficiency and consistency to the mobility of freight.
- Approximately two-thirds of Colorado's freight traffic moves through the Denver-Aurora region.
- Various types of freight vehicles use city streets for different reasons:
  - To make deliveries to homes and businesses.
  - To haul garbage, fuel, and construction-related goods.
- Understanding the interactions of these vehicles with everyday road users is an important part of developing this plan.





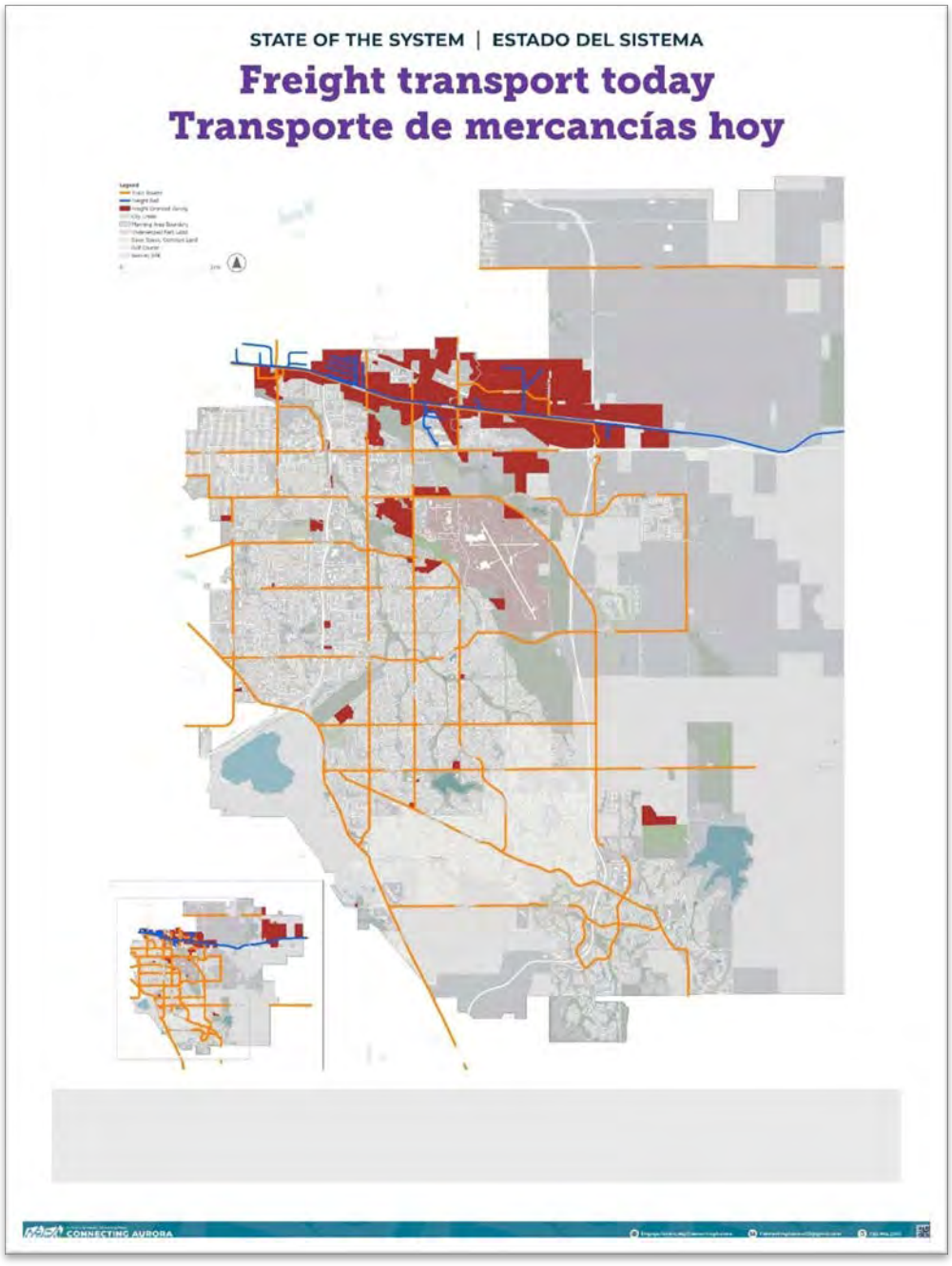
ESTADO DEL SISTEMA

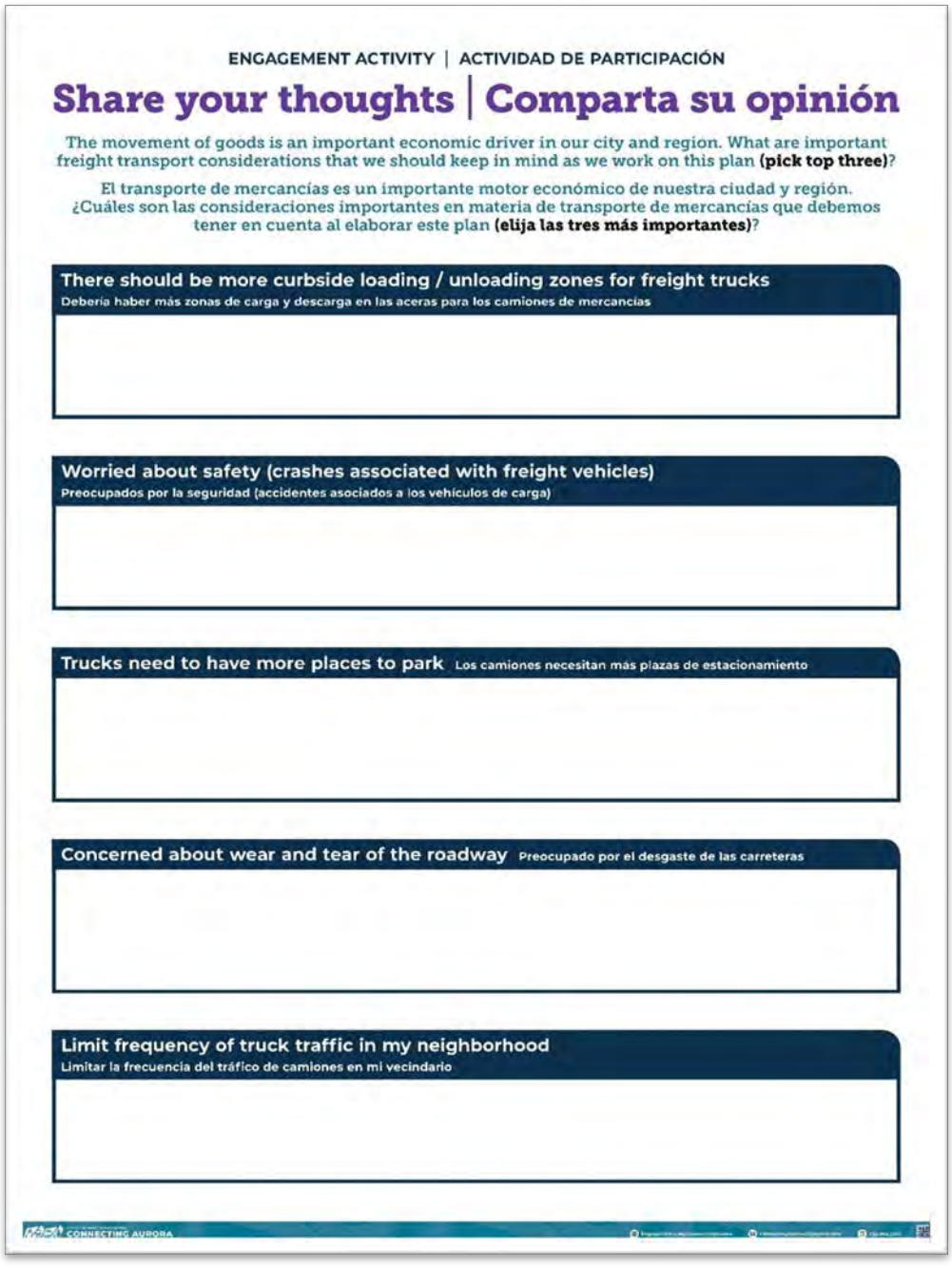
El transporte de mercancías hoy

- El transporte de mercancías es una parte integral de la ciudad.
- Los centros industriales y comerciales de Aurora están ubicados a lo largo de los corredores de la I-70 y de la vía férrea, proporcionado eficiencia y congruencia a la movilidad del transporte de mercancías.
- Aproximadamente dos tercios del tránsito de mercancías pasa por la región de Denver y Aurora.
- Diversos tipos de vehículos de transporte de mercancías usan las calles de la ciudad por diferentes razones:
  - Para hacer entregas a domicilios y negocios.
  - Para transportar basura, combustible, y materiales de construcción.
- Comprender las interacciones de estos vehículos con los usuarios cotidianos de las calles es una parte importante de desarrollar este plan.






STATE OF THE SYSTEM | ESTADO DEL SISTEMA
Freight transport today
Transporte de mercancías hoy
CONNECTING AURORA



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN

Share your thoughts | Comparta su opinión

The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan **(pick top three)**?

El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan **(elija las tres más importantes)**?

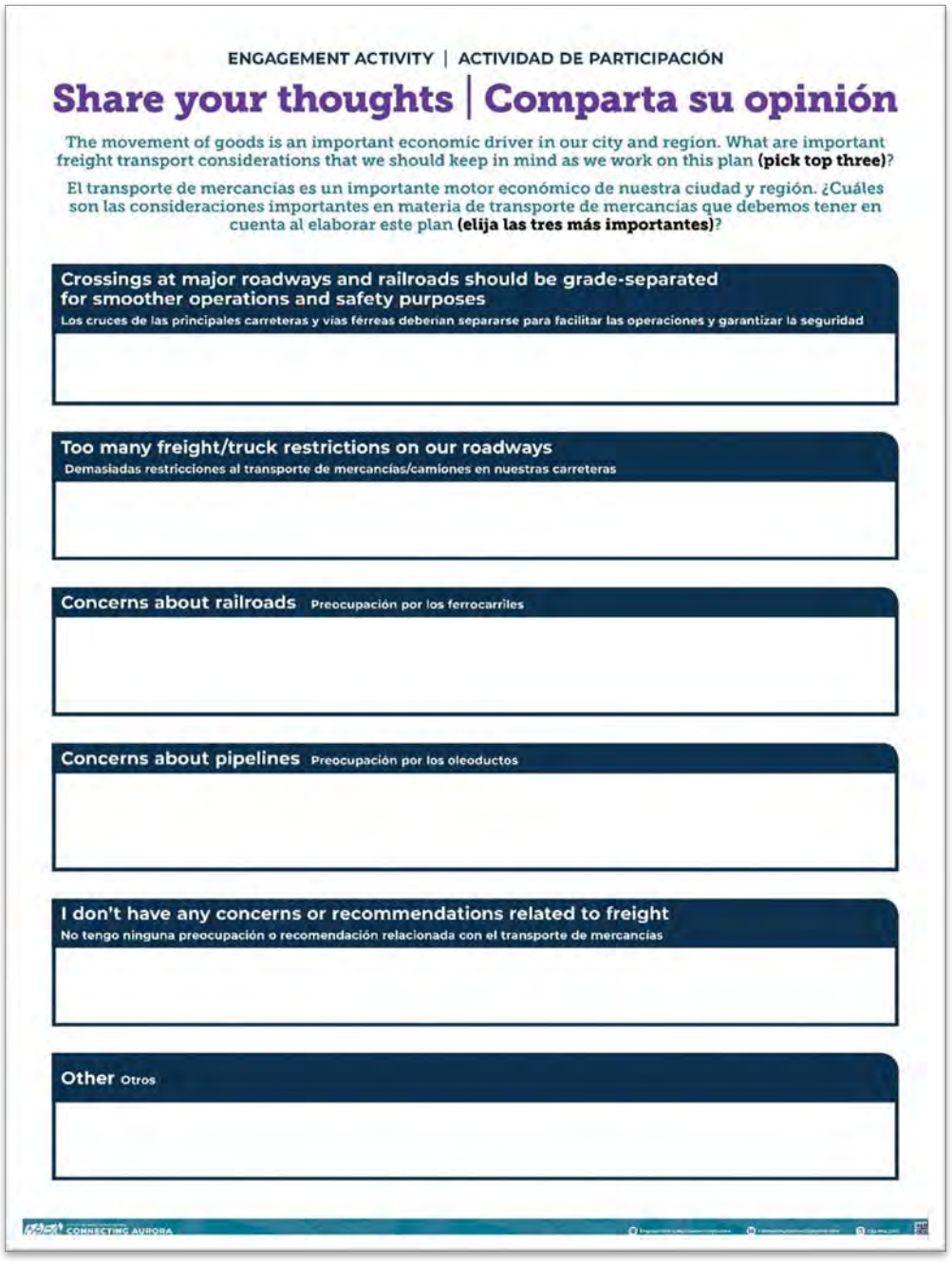
There should be more curbside loading / unloading zones for freight trucks
Debería haber más zonas de carga y descarga en las aceras para los camiones de mercancías

Worried about safety (crashes associated with freight vehicles)
Preocupados por la seguridad (accidentes asociados a los vehículos de carga)

Trucks need to have more places to park Los camiones necesitan más plazas de estacionamiento

Concerned about wear and tear of the roadway Preocupado por el desgaste de las carreteras

Limit frequency of truck traffic in my neighborhood
Limitar la frecuencia del tráfico de camiones en mi vecindario



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN

Share your thoughts | Comparta su opinión

The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan **(pick top three)**?

El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan **(elija las tres más importantes)**?

Crossings at major roadways and railroads should be grade-separated for smoother operations and safety purposes
Los cruces de las principales carreteras y vías férreas deberían separarse para facilitar las operaciones y garantizar la seguridad

Too many freight/truck restrictions on our roadways
Demasiadas restricciones al transporte de mercancías/camiones en nuestras carreteras

Concerns about railroads Preocupación por los ferrocarriles

Concerns about pipelines Preocupación por los oleoductos

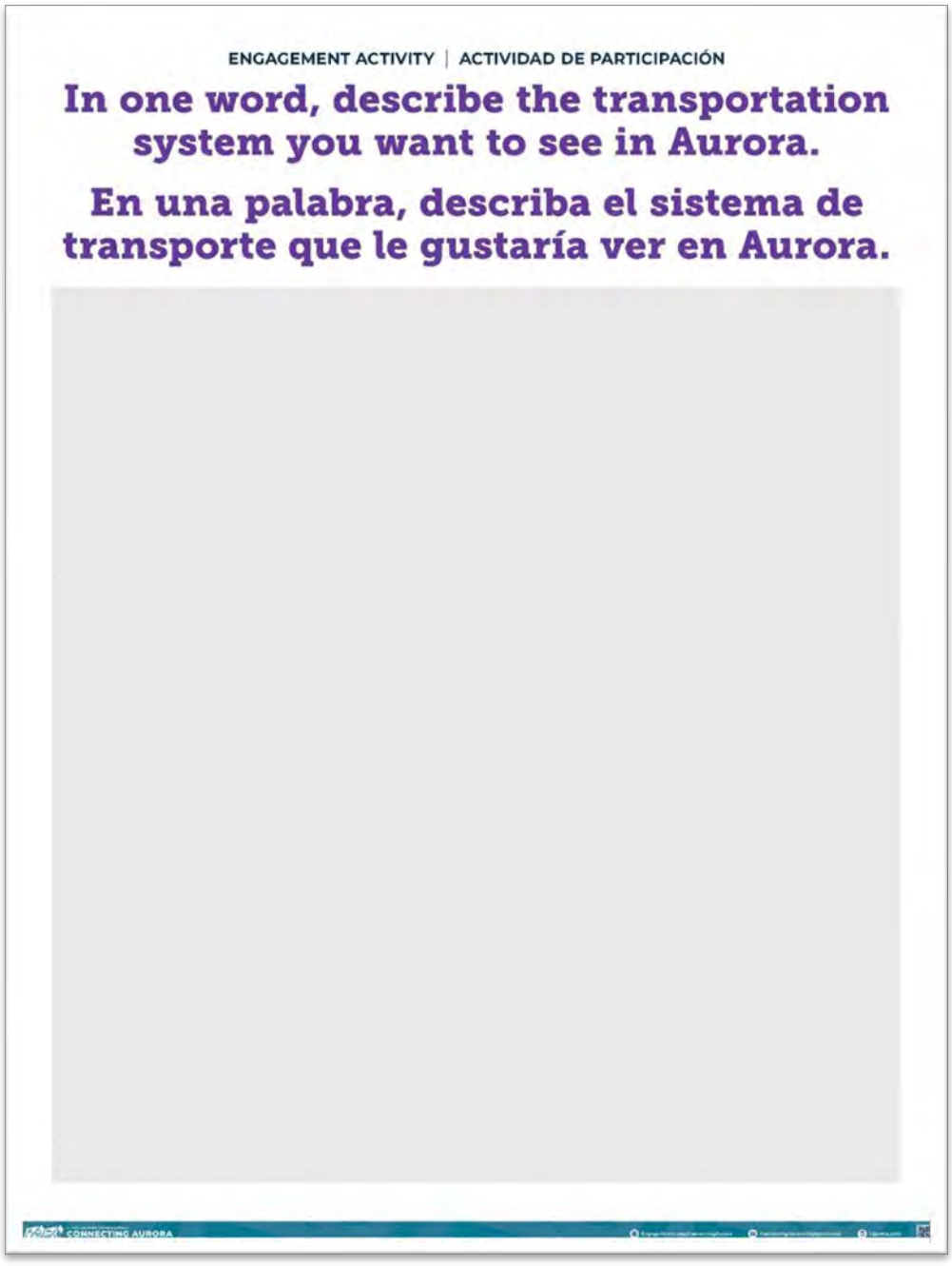
I don't have any concerns or recommendations related to freight
No tengo ninguna preocupación o recomendación relacionada con el transporte de mercancías

Other Otros

CONNECTING AURORA

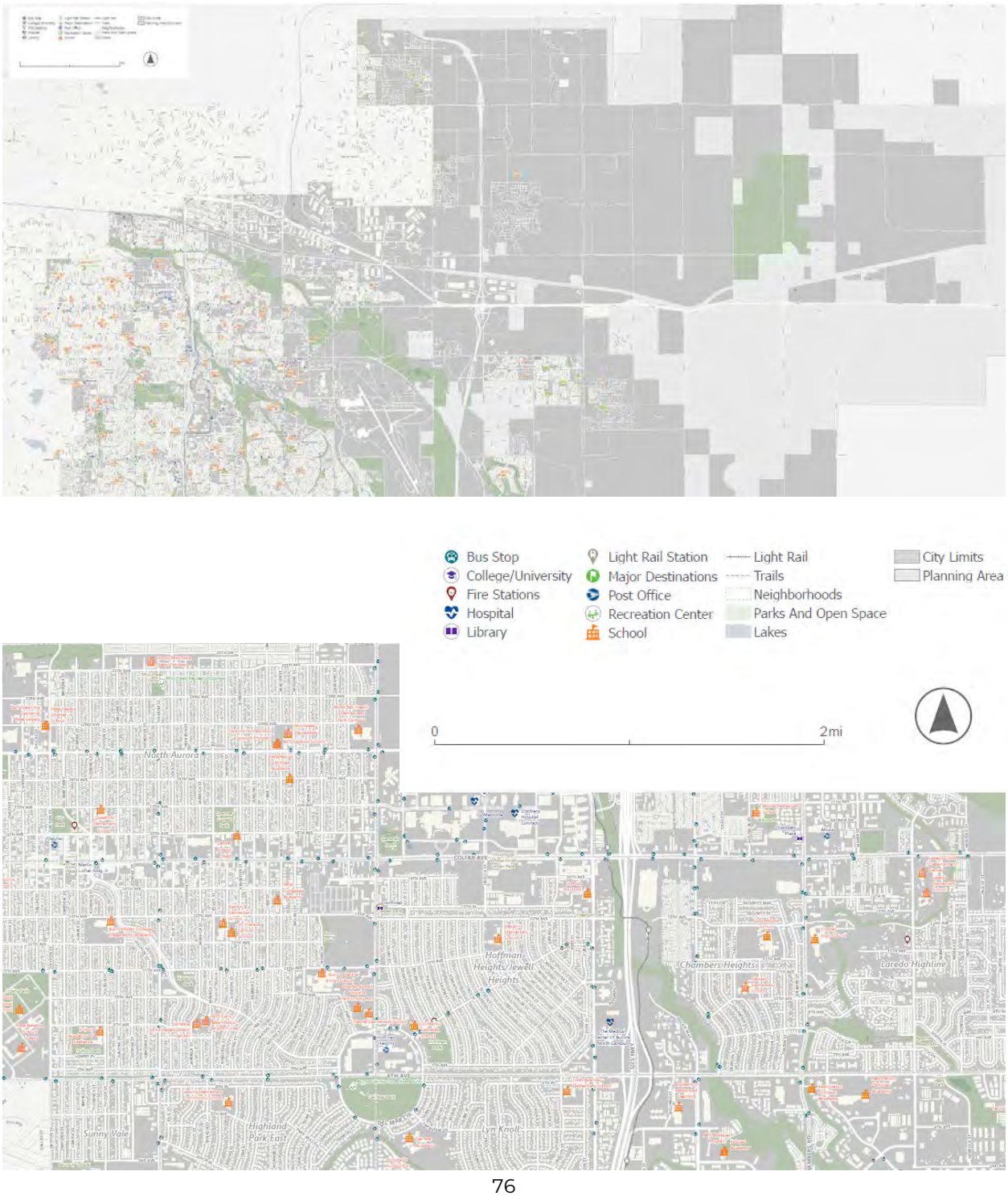

STATE OF THE SYSTEM
Transportation's role in creating great places
Good urban design promotes a safe, welcoming, comfortable, equitable, and healthy public realm and streetscape.
PEDESTRIAN EXPERIENCE
Foster public life by providing distinct and inviting opportunities for people to sit, socialize, and linger.
Reimagine underused spaces to support community gathering and events, including additional outdoor dining.
MULTIMODAL SAFETY AND CONNECTIONS
Enhance connections between transportation modes with larger spaces for transit stops and amenities.
Provide well-lit and accessible spaces.
ECOLOGY, NATURE AND CLIMATE
Cool streets, reduce stormwater runoff, and decrease pollutants.
Increase habitat diversity through native vegetation.
COMMUNITY IDENTITY
Celebrate and honor Aurora's histories, cultures, and identities.
Create a sense of belonging for Aurora's diverse neighborhoods and residents.
LAND USE AND DEVELOPMENT
Ensure streets are context sensitive and reflect adjacent land uses and densities.
Increase activity levels and safety along commercial streets.
ESTADO DEL SISTEMA
El rol del transporte en crear lugares excelentes
El buen diseño urbano promociona calles y entornos públicos seguros, acogedores, cómodos, equitativos y saludables.
EXPERIENCIA PEATONAL
Fomentar la vida pública proporcionando oportunidades distintas e invitadores para que las personas se puedan sentar, socializar y pasar tiempo.
Volver a imaginar los espacios menos utilizados para apoyar reuniones y eventos públicos, incluyendo más espacios para comer al aire libre
SEGURIDAD Y CONEXIONES MULTIMODALES
Mejorar las conexiones entre los modos de transporte con espacios más grandes para paradas de tránsito y amenidades.
Proporcionar espacios bien alumbrados y accesibles.
ECOLOGÍA, NATURALEZA Y CLIMA
Bajar la temperatura en las calles, disminuir las escorrentías y reducir los contaminantes.
Aumentar la diversidad de hábitats por medio de la vegetación nativa.
IDENTIDAD COMUNITARIA
Celebrar y honrar la historia, culturas e identidades de Aurora.
Crear un sentido de pertenencia para los vecindarios y habitantes diversos de Aurora.
USO Y DESARROLLO DE TERRENO
Garantizar que las calles correspondan al contexto y que reflejen los usos y densidades adyacentes.
Aumentar los niveles de actividad y la seguridad en las calles comerciales.
CONNECTING AURORA


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Which of the following images would you like to see in Aurora (pick one)?
¿Cuál de las siguientes imágenes le gustaría ver en Aurora (elija una)?
ARGYLE NIGHT MARKET
Shared streets and event spaces
Calles compartidas y espacios para eventos
Green gutters along protected bike facilities
Calzadas verdes a lo largo de carriles para bicicletas
Community gathering spaces
Espacios comunitarios de reunión
Pedestrian experiences
Experiencias peatonal
Community identifiers and public art
Identificadores comunitarios y arte público
Bus stop amenities and multimodal connections
Paradas de autobús y conexiones multimodales
CONNECTING AURORA


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
In one word, describe the transportation system you want to see in Aurora.
En una palabra, describa el sistema de transporte que le gustaría ver en Aurora.
CONNECTING AURORA


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Thank you for attending!
¡Gracias por atender!
Your feedback is critical in guiding the development of Connecting Aurora.
Sus comentarios son fundamentales para guiar el desarrollo de Connecting Aurora.
The final plan will reflect the community's shared vision for Aurora's Multimodal Transportation System and includes improvements that will enhance your quality of life.
El plan final reflejará la visión compartida de la comunidad para el Sistema de Transporte Multimodal de Aurora e incluirá mejoras que mejorarán su calidad de vida.
There will be several online and in-person opportunities for the community to engage in the planning process throughout the next two years.
Habrá varias oportunidades en línea y en persona para que la comunidad participe en el proceso de planificación durante los próximos dos años.
QUESTIONS | PREGUNTAS
720.984.2109
ConnectingAuroraCO@gmail.com
EngageAurora.org/ConnectingAurora

ROLLPLOT

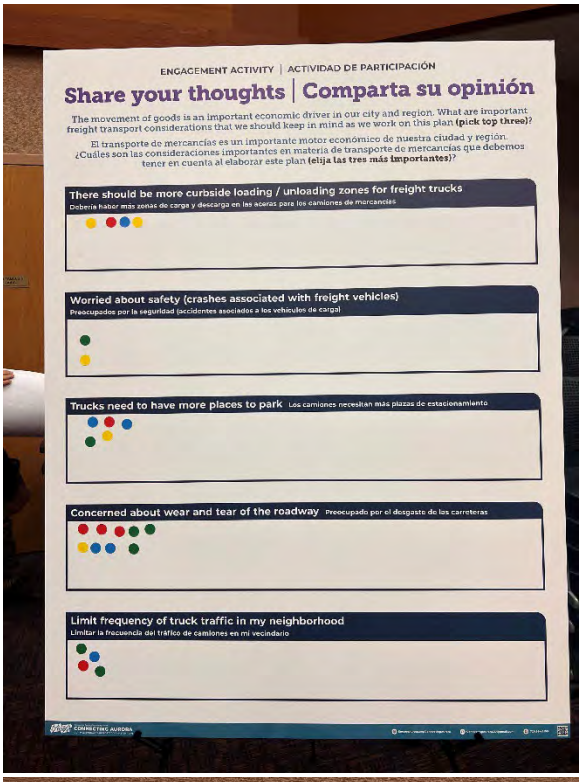

Bus Stop
College/University
Fire Stations
Hospital
Library
Light Rail Station
Major Destinations
Post Office
Recreation Center
School
Light Rail
Trails
Neighborhoods
Parks And Open Space
Lakes
City Limits
Planning Area Boundary
0
2mi
North Aurora
Hoffman Heights/Jewell Heights
Chambers Heights
Laredo Highline
Sunny Vale
Highland Park East
Lyn Knoll

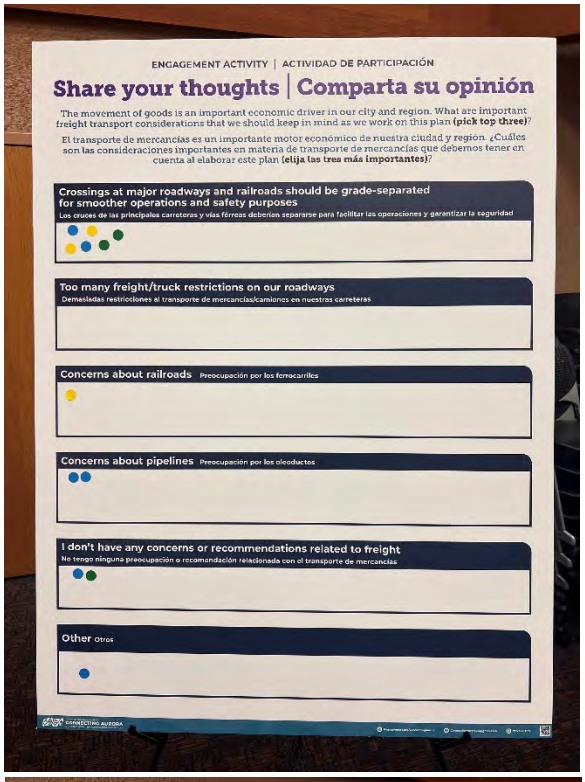


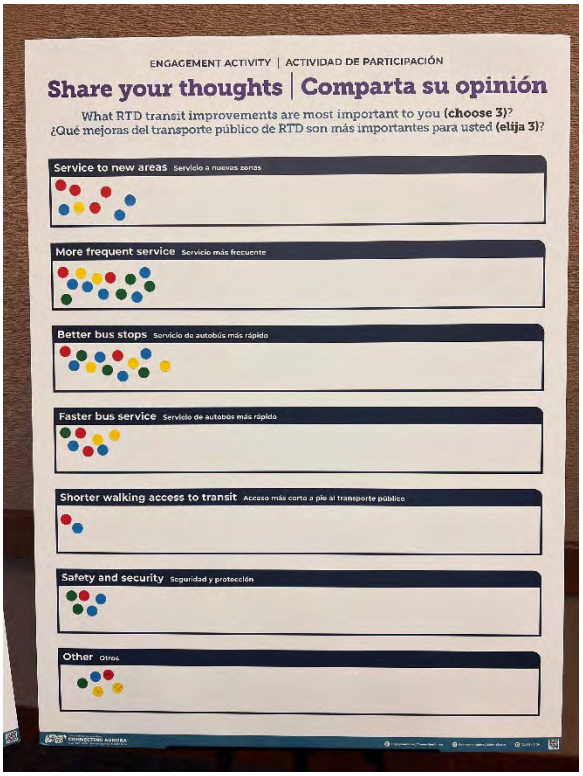
APPENDIX C: ENGAGEMENT RESULTS

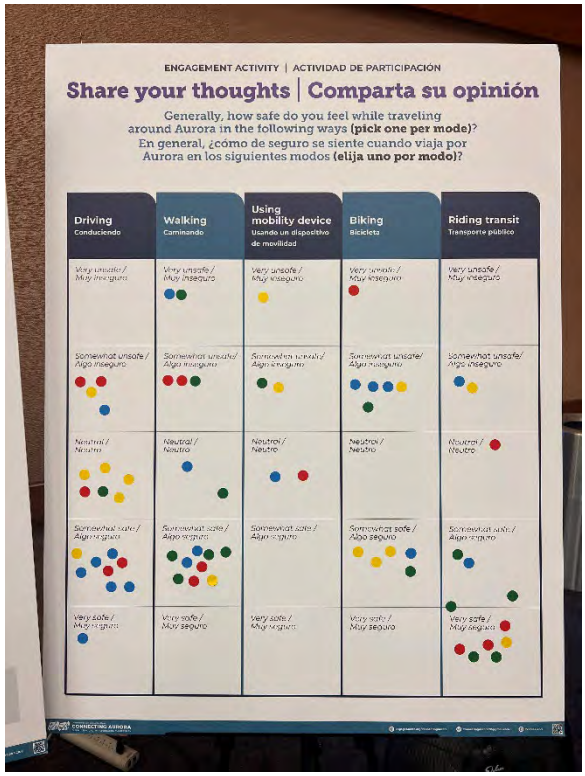
OPEN HOUSE 1: APRIL 2, 2024

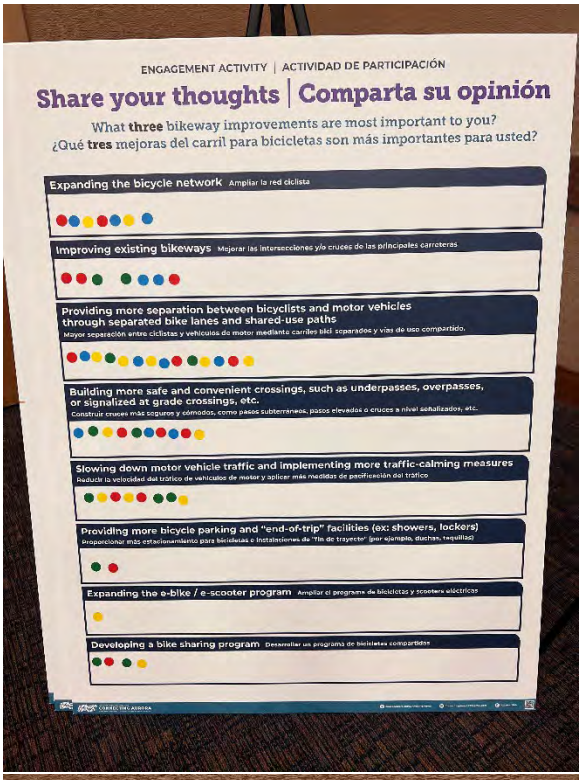



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan (elija las tres más importantes)?
There should be more curbside loading / unloading zones for freight trucks
Debería haber más zonas de carga y descarga en las aceras para los camiones de mercancías
Worried about safety (crashes associated with freight vehicles)
Preocupados por la seguridad (accidentes asociados a los vehículos de carga)
Trucks need to have more places to park Los camiones necesitan más plazas de estacionamiento
Concerned about wear and tear of the roadway Preocupado por el desgaste de las carreteras
Limit frequency of truck traffic in my neighborhood
Limitar la frecuencia del tráfico de camiones en mi vecindario

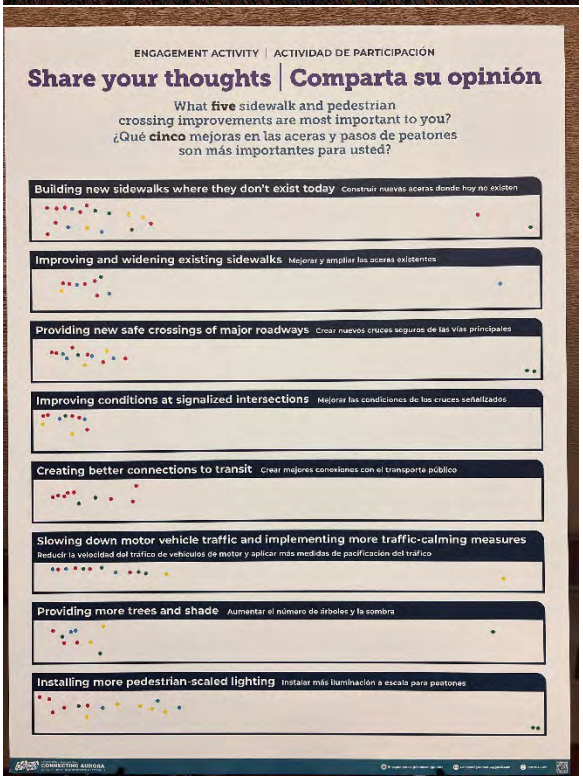

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan (elija las tres más importantes)?
Crossings at major roadways and railroads should be grade-separated for smoother operations and safety purposes
Los cruces de las principales carreteras y vías férreas deberían separarse para facilitar las operaciones y garantizar la seguridad
Too many freight/truck restrictions on our roadways
Demasiadas restricciones al transporte de mercancías/camiones en nuestras carreteras
Concerns about railroads Preocupación por los ferrocarriles
Concerns about pipelines Preocupación por los oleoductos
I don't have any concerns or recommendations related to freight
No tengo ninguna preocupación o recomendación relacionada con el transporte de mercancías
Other Otros

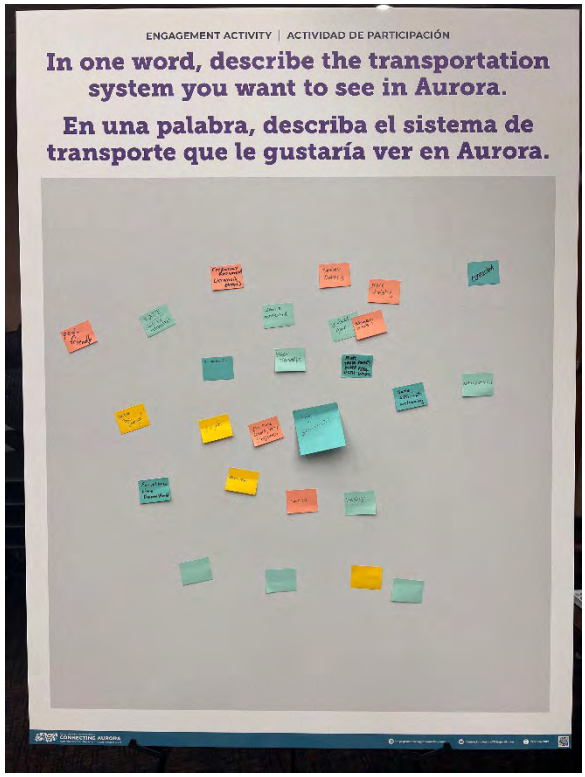

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What RTD transit improvements are most important to you (choose 3)?
¿Qué mejoras del transporte público de RTD son más importantes para usted (elija 3)?
Service to new areas Servicio a nuevas zonas
More frequent service Servicio más frecuente
Better bus stops Servicio de autobús más rápido
Faster bus service Servicio de autobús más rápido
Shorter walking access to transit Acceso más corto a pie al transporte público
Safety and security Seguridad y protección
Other Otros


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Generally, how safe do you feel while traveling around Aurora in the following ways (pick one per mode)?
En general, ¿cómo de seguro se siente cuando viaja por Aurora en los siguientes modos (elija uno por modo)?
Driving Conduciendo
Walking Caminando
Using mobility device Usando un dispositivo de movilidad
Biking Bicicleta
Riding transit Transporte público
Very unsafe / Muy inseguro
Somewhat unsafe / Algo inseguro
Neutral / Neutro
Somewhat safe / Algo seguro
Very safe / Muy seguro


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What three bikeway improvements are most important to you?
¿Qué tres mejoras del carril para bicicletas son más importantes para usted?
Expanding the bicycle network Ampliar la red ciclista
Improving existing bikeways Mejorar las intersecciones y/o cruces de las principales carreteras
Providing more separation between bicyclists and motor vehicles through separated bike lanes and shared-use paths
Mayor separación entre ciclistas y vehículos de motor mediante carriles bici separados y vías de uso compartido.
Building more safe and convenient crossings, such as underpasses, overpasses, or signalized at grade crossings, etc.
Construir cruces más seguros y cómodos, como pasos subterráneos, pasos elevados o cruces a nivel señalizados, etc.
Slowing down motor vehicle traffic and implementing more traffic-calming measures
Reducir la velocidad del tráfico de vehículos de motor y aplicar más medidas de pacificación del tráfico
Providing more bicycle parking and "end-of-trip" facilities (ex: showers, lockers)
Proporcionar más estacionamiento para bicicletas e instalaciones de "fin de trayecto" (por ejemplo, duchas, taquillas)
Expanding the e-bike / e-scooter program Ampliar el programa de bicicletas y scooters eléctricos
Developing a bike sharing program Desarrollar un programa de bicicletas compartidas


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Which of the following images would you like to see in Aurora (pick one)?
¿Cuál de las siguientes imágenes le gustaría ver en Aurora (elija una)?
Shared streets and event spaces
Green gutters along protected bike facilities
Community gathering spaces
Pedestrian experiences
Community identifiers and public art
Bus stop amenities and multimodal connections


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What five sidewalk and pedestrian crossing improvements are most important to you?
¿Qué cinco mejoras en las aceras y pasos de peatones son más importantes para usted?
Building new sidewalks where they don't exist today Construir nuevas aceras donde hoy no existen
Improving and widening existing sidewalks Mejorar y ampliar las aceras existentes
Providing new safe crossings of major roadways Crear nuevos cruces seguros de las vías principales
Improving conditions at signalized intersections Mejorar las condiciones de los cruces señalizados
Creating better connections to transit Crear mejores conexiones con el transporte público
Slowing down motor vehicle traffic and implementing more traffic-calming measures
Reducir la velocidad del tráfico de vehículos de motor y aplicar más medidas de pacificación del tráfico
Providing more trees and shade Aumentar el número de árboles y la sombra
Installing more pedestrian-scaled lighting Instalar más iluminación a escala para peatones

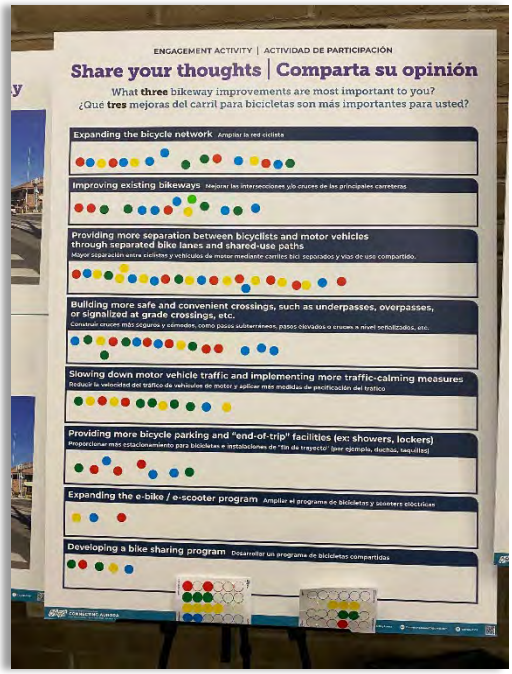

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
In one word, describe the transportation system you want to see in Aurora.
En una palabra, describa el sistema de transporte que le gustaría ver en Aurora.

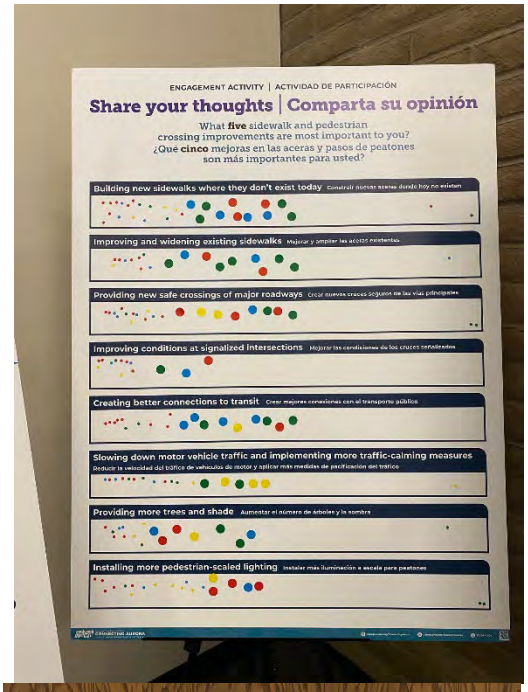
OPEN HOUSE 2: APRIL 10, 2024

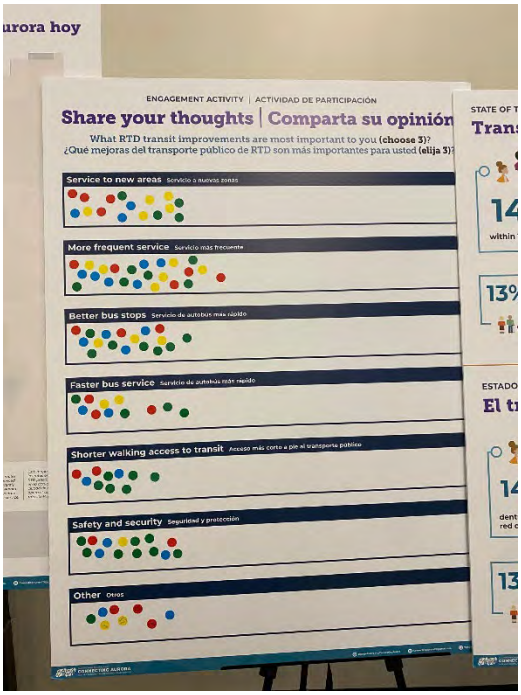


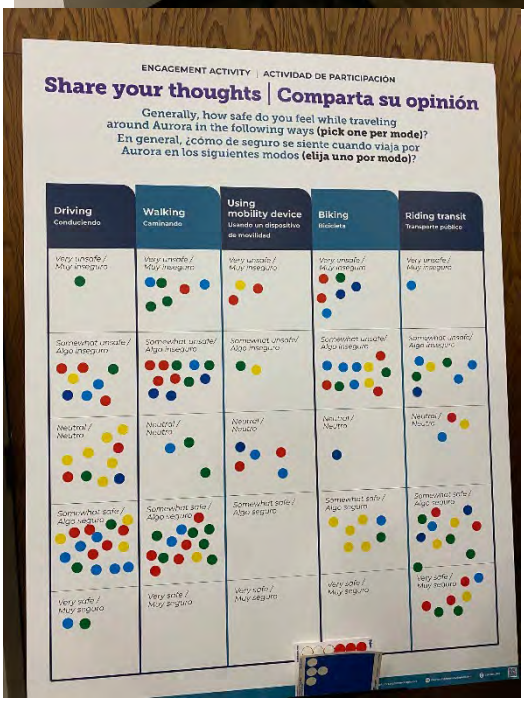


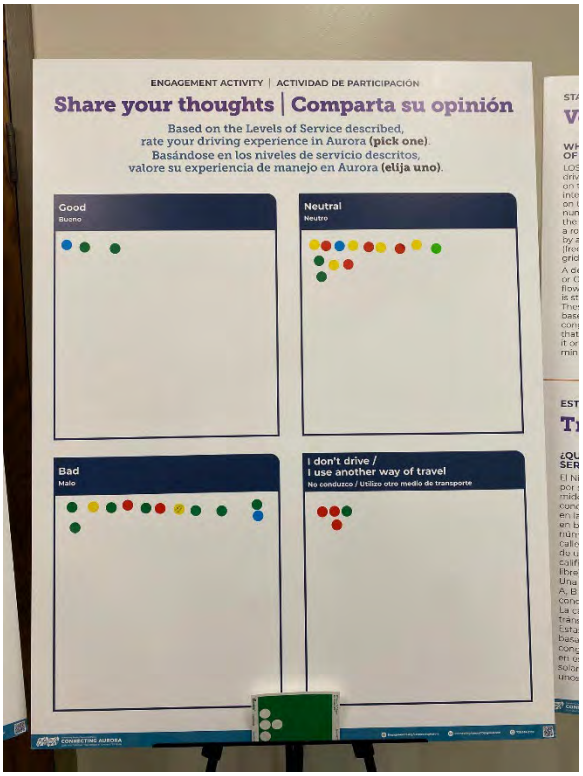



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What three bikeway improvements are most important to you?
¿Qué tres mejoras del carril para bicicletas son más importantes para usted?
Expanding the bicycle network
Improving existing bikeways
Providing more separation between bicyclists and motor vehicles through separated bike lanes and shared-use paths
Building more safe and convenient crossings, such as underpasses, overpasses, or signalized at grade crossings, etc.
Slowing down motor vehicle traffic and implementing more traffic-calming measures
Providing more bicycle parking and "end-of-trip" facilities (ex: showers, lockers)
Expanding the e-bike / e-scooter program
Developing a bike sharing program

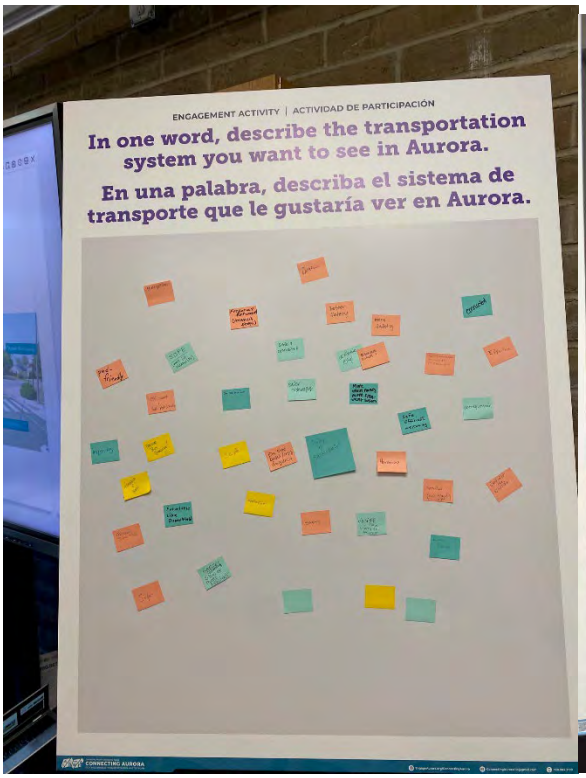

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What five sidewalk and pedestrian crossing improvements are most important to you?
¿Qué cinco mejoras en las aceras y pasos de peatones son más importantes para usted?
Building new sidewalks where they don't exist today
Improving and widening existing sidewalks
Providing new safe crossings of major roadways
Improving conditions at signalized intersections
Creating better connections to transit
Slowing down motor vehicle traffic and implementing more traffic-calming measures
Providing more trees and shade
Installing more pedestrian-scaled lighting

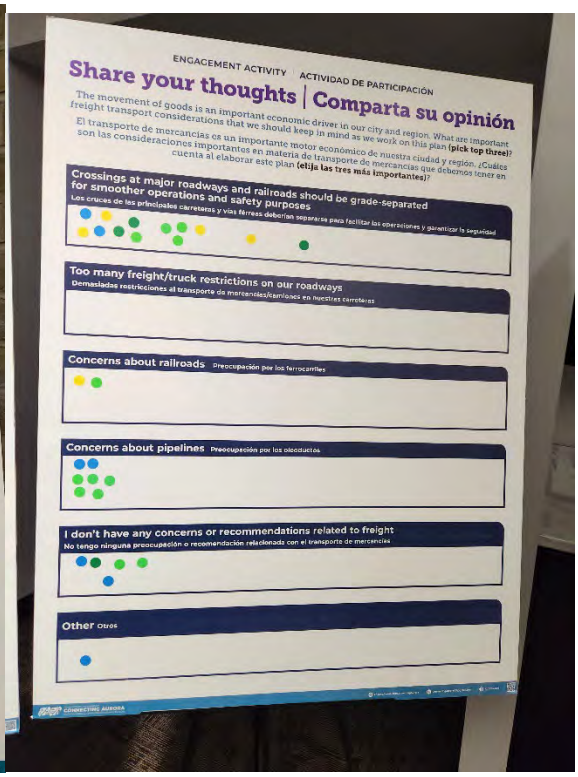

urora hoy
ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What RTD transit improvements are most important to you (choose 3)?
¿Qué mejoras del transporte público de RTD son más importantes para usted (elija 3)?
Service to new areas
More frequent service
Better bus stops
Faster bus service
Shorter walking access to transit
Safety and security
Other


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Generally, how safe do you feel while traveling around Aurora in the following ways (pick one per mode)?
En general, ¿cómo de seguro se siente cuando viaja por Aurora en los siguientes modos (elija uno por modo)?
Driving
Walking
Using mobility device
Biking
Riding transit


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Based on the Levels of Service described, rate your driving experience in Aurora (pick one).
Basándose en los niveles de servicio descritos, valore su experiencia de manejo en Aurora (elija uno).
Good
Bueno
Neutral
Neutro
Bad
Malo
I don't drive / I use another way of travel
No conduzco / Utilizo otro medio de transporte

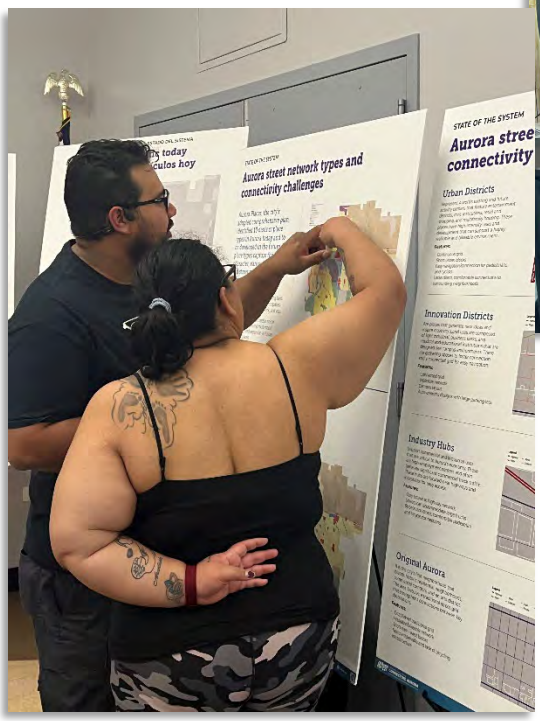

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Which of the following images would you like to see in Aurora (pick one)?
¿Cuál de las siguientes imágenes le gustaría ver en Aurora (elija una)?
Shared streets and event spaces
Green gutters along protected bike facilities
Community gathering spaces
Pedestrian experiences
Community identifiers and public art
Bus stop amenities and multimodal connections


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
In one word, describe the transportation system you want to see in Aurora.
En una palabra, describa el sistema de transporte que le gustaría ver en Aurora.

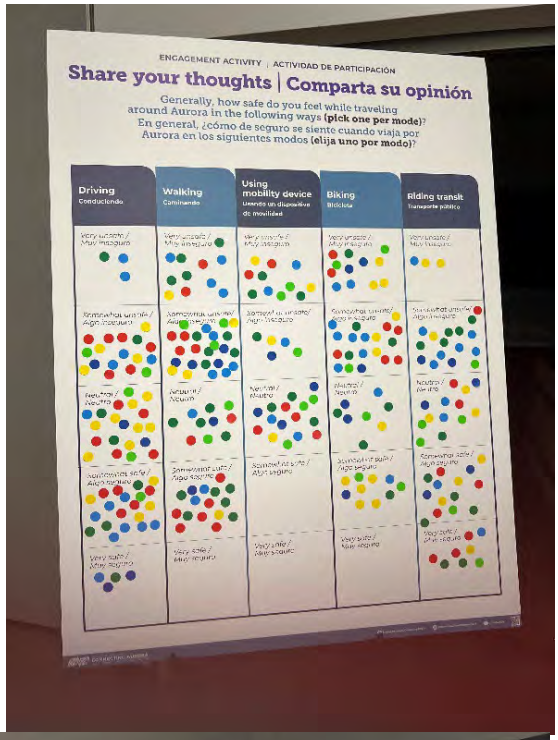

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan (elija las tres más importantes)?
Crossings at major roadways and railroads should be grade-separated for smoother operations and safety purposes
Too many freight/truck restrictions on our roadways
Concerns about railroads
Concerns about pipelines
I don't have any concerns or recommendations related to freight
Other

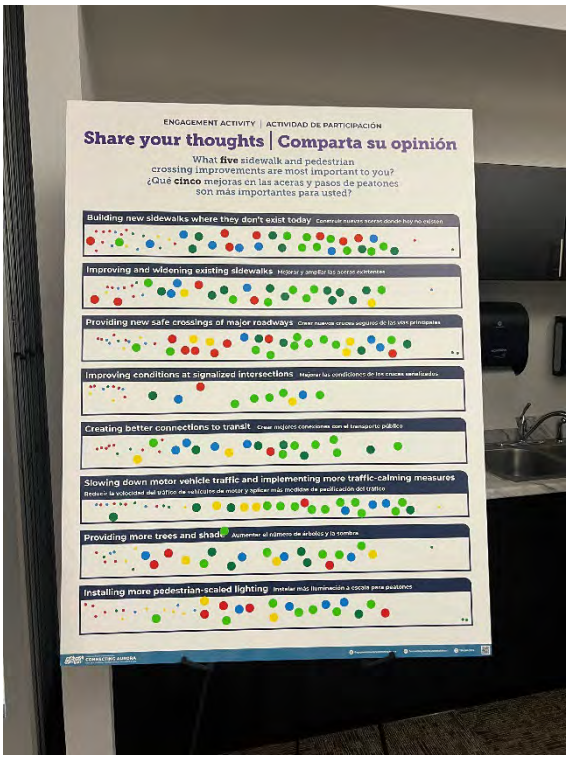
OPEN HOUSE 3: APRIL 17, 2024

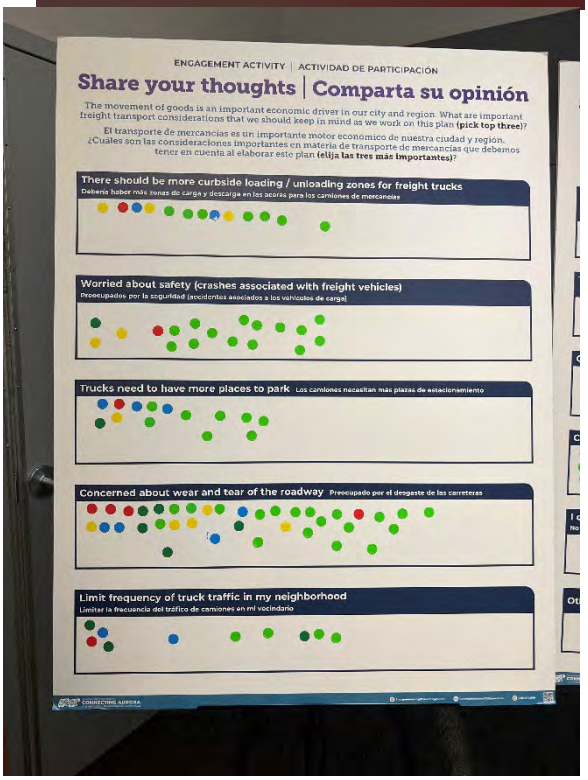


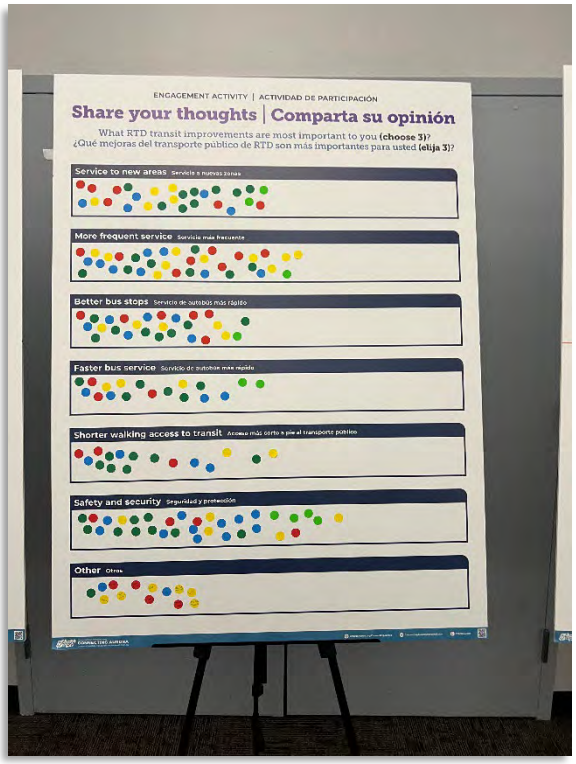


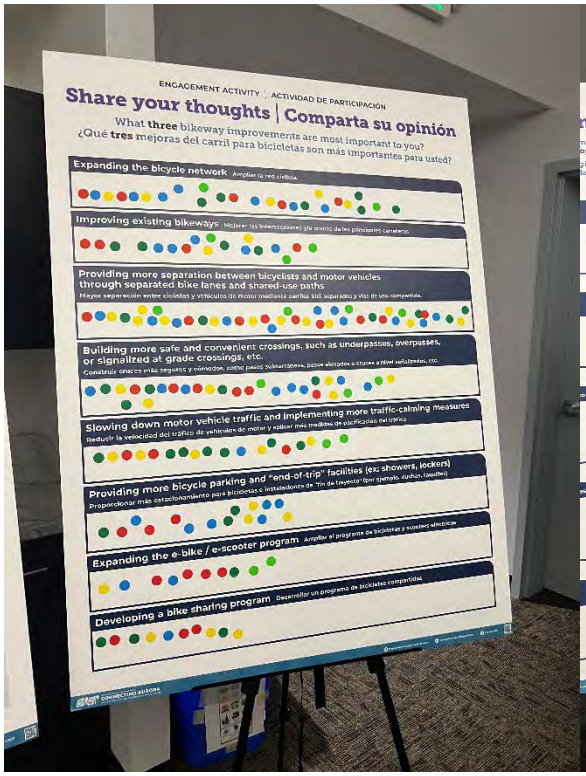


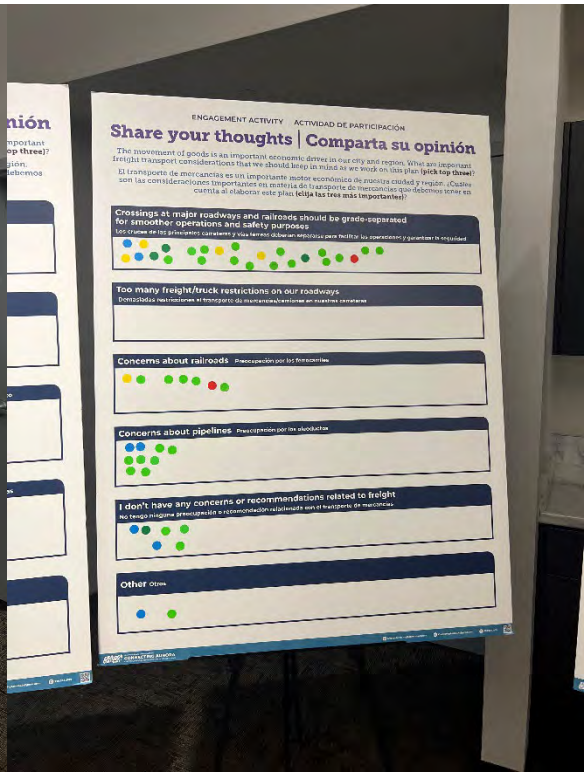

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Generally, how safe do you feel while traveling around Aurora in the following ways (pick one per mode)?
En general, ¿cómo de seguro se siente cuando viaja por Aurora en los siguientes modos (elija uno por modo)?
Driving
Conduciendo
Walking
Caminando
Using mobility device
Usando un dispositivo de movilidad
Biking
Bicicleta
Riding transit
Transporte público


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What five sidewalk and pedestrian crossing improvements are most important to you?
¿Qué cinco mejoras en las aceras y pasos de peatones son más importantes para usted?
Building new sidewalks where they don't exist today
Improving and widening existing sidewalks
Providing new safe crossings of major roadways
Improving conditions at signalized intersections
Creating better connections to transit
Slowing down motor vehicle traffic and implementing more traffic-calming measures
Providing more trees and shade
Installing more pedestrian-scaled lighting

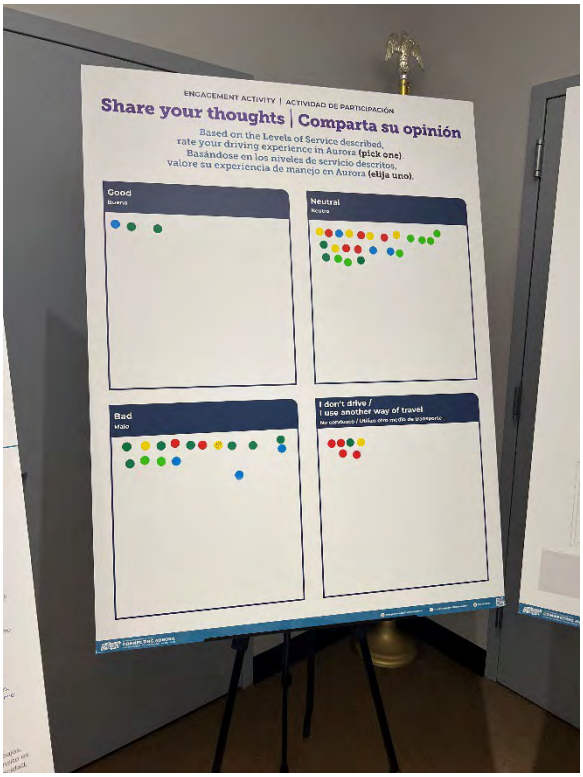

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan (elija las tres más importantes)?
There should be more curbside loading / unloading zones for freight trucks
Worried about safety (crashes associated with freight vehicles)
Trucks need to have more places to park
Concerned about wear and tear of the roadway
Limit frequency of truck traffic in my neighborhood


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What RTD transit improvements are most important to you (choose 3)?
¿Qué mejoras del transporte público de RTD son más importantes para usted (elija 3)?
Service to new areas
More frequent service
Better bus stops
Faster bus service
Shorter walking access to transit
Safety and security
Other


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What three bikeway improvements are most important to you?
¿Qué tres mejoras del carril para bicicletas son más importantes para usted?
Expanding the bicycle network
Improving existing bikeways
Providing more separation between bicyclists and motor vehicles through separated bike lanes and shared-use paths
Building more safe and convenient crossings, such as underpasses, overpasses, or signalized at grade crossings, etc.
Slowing down motor vehicle traffic and implementing more traffic-calming measures
Providing more bicycle parking and "end-of-trip" facilities (ex: showers, lockers)
Expanding the e-bike / e-scooter program
Developing a bike sharing program


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Crossings at major roadways and railroads should be grade-separated for smoother operations and safety purposes
Too many freight/truck restrictions on our roadways
Concerns about railroads
Concerns about pipelines
I don't have any concerns or recommendations related to freight
Other

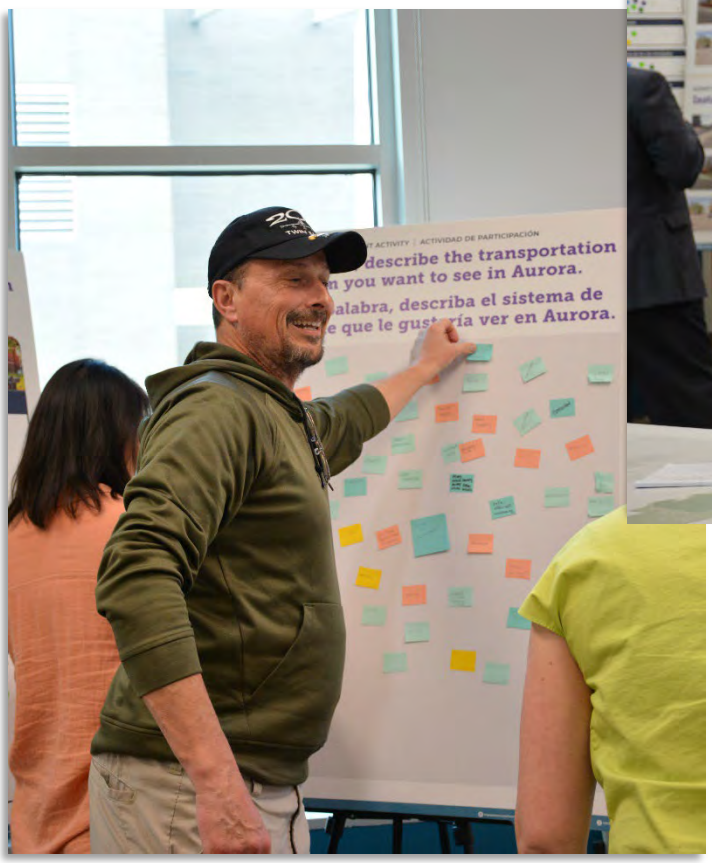

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Which of the following images would you like to see in Aurora (pick one)?
¿Cuál de las siguientes imágenes le gustaría ver en Aurora (elija una)?
Shared streets and event spaces
Green gutters along protected bike facilities
Community gathering spaces
Pedestrian experiences
Community identifiers and public art
Bus stop amenities and multimodal connections

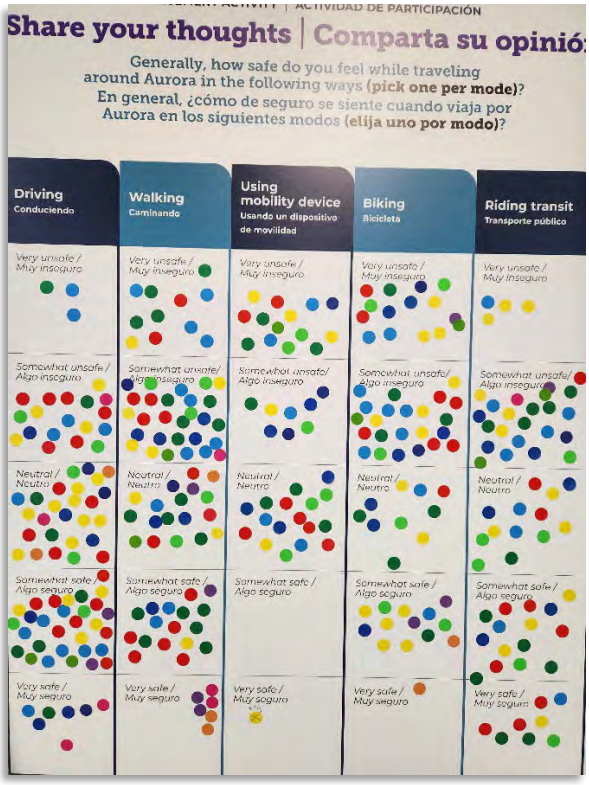

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Based on the Levels of Service described, rate your driving experience in Aurora (pick one).
Basándose en los niveles de servicio descritos, valore su experiencia de manejo en Aurora (elija uno).
Good
Neutral
Bad
I don't drive / I use another way of travel

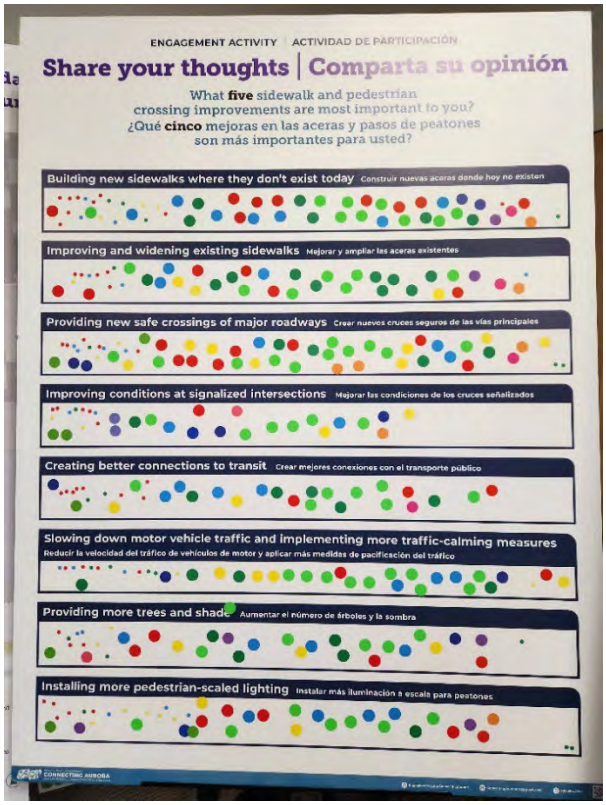
OPEN HOUSE 4: APRIL 23, 2024

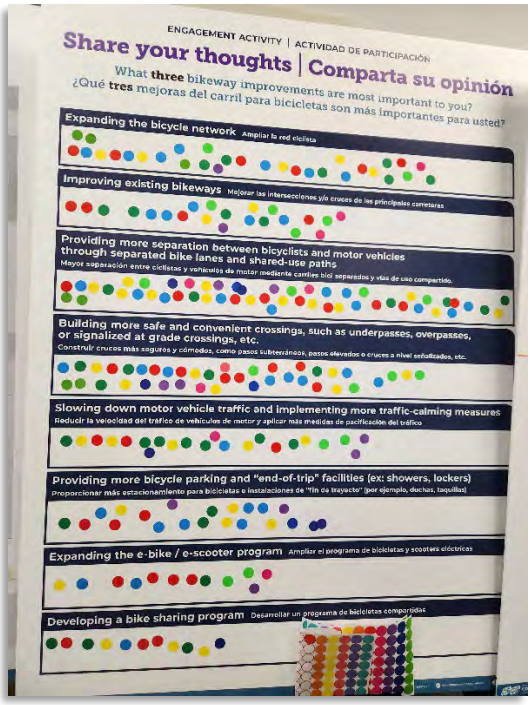


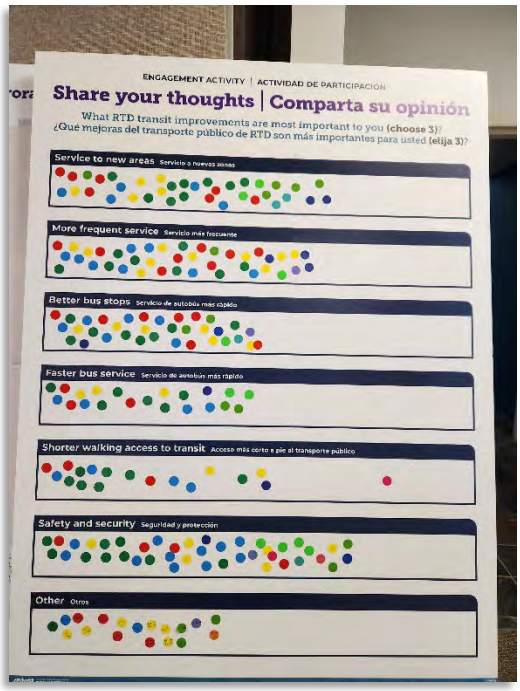


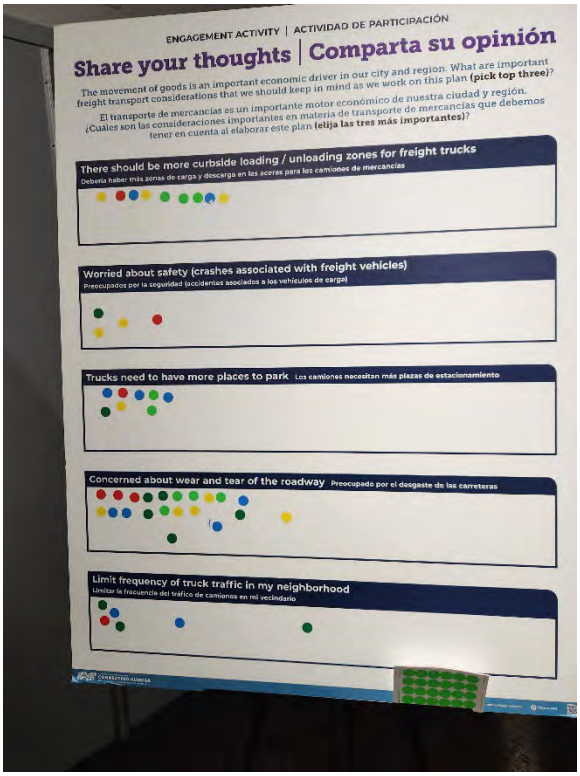


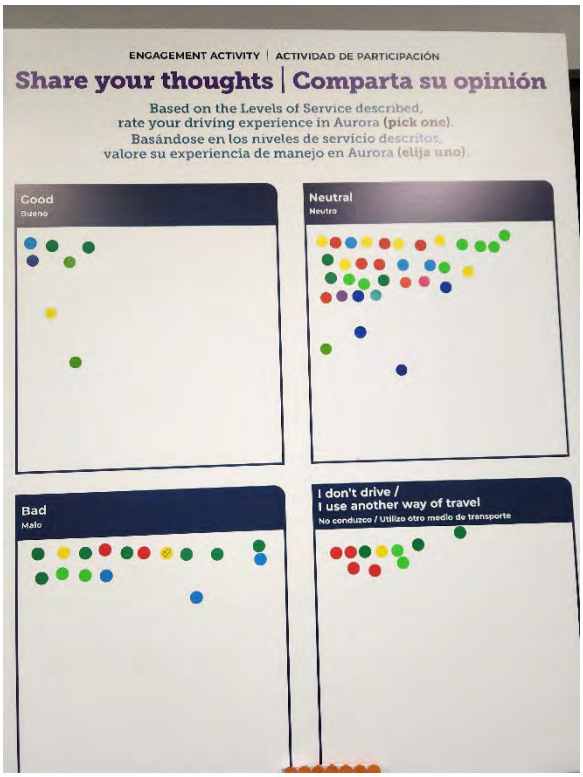

Share your thoughts | Comparta su opinió
Generally, how safe do you feel while traveling around Aurora in the following ways (pick one per mode)?
En general, ¿cómo de seguro se siente cuando viaja por Aurora en los siguientes modos (elija uno por modo)?
Driving Conduciendo
Walking Caminando
Using mobility device Usando un dispositivo de movilidad
Biking Bicicleta
Riding transit Transporte público
Very unsafe / Muy inseguro
Somewhat unsafe / Algo inseguro
Neutral / Neutro
Somewhat safe / Algo seguro
Very safe / Muy seguro

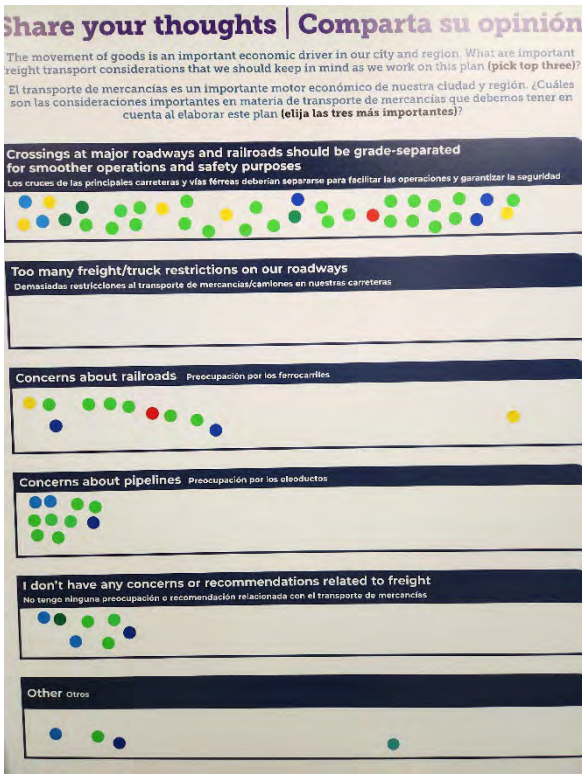

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What five sidewalk and pedestrian crossing improvements are most important to you?
¿Qué cinco mejoras en las aceras y pasos de peatones son más importantes para usted?
Building new sidewalks where they don't exist today Construir nuevas aceras donde hoy no existen
Improving and widening existing sidewalks Mejorar y ampliar las aceras existentes
Providing new safe crossings of major roadways Crear nuevos cruces seguros de las vías principales
Improving conditions at signalized intersections Mejorar las condiciones de los cruces señalizados
Creating better connections to transit Crear mejores conexiones con el transporte público
Slowing down motor vehicle traffic and implementing more traffic-calming measures
Reducir la velocidad del tráfico de vehículos de motor y aplicar más medidas de pacificación del tráfico
Providing more trees and shade Aumentar el número de árboles y la sombra
Installing more pedestrian-scaled lighting Instalar más iluminación a escala para peatones

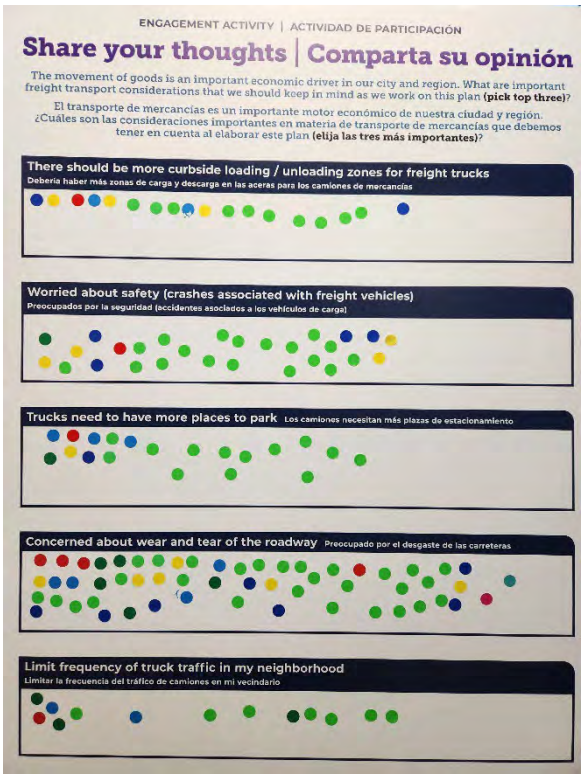

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What three bikeway improvements are most important to you?
¿Qué tres mejoras del carril para bicicletas son más importantes para usted?
Expanding the bicycle network Ampliar la red ciclista
Improving existing bikeways Mejorar las intersecciones y/o cruces de las principales carreteras
Providing more separation between bicyclists and motor vehicles through separated bike lanes and shared-use paths
Mayor separación entre ciclistas y vehículos de motor mediante carriles bici separados y vías de uso compartido
Building more safe and convenient crossings, such as underpasses, overpasses, or signalized at grade crossings, etc.
Construir cruces más seguros y cómodos, como pasos subterráneos, pasos elevados o cruces a nivel señalizados, etc.
Slowing down motor vehicle traffic and implementing more traffic-calming measures
Reducir la velocidad del tráfico de vehículos de motor y aplicar más medidas de pacificación del tráfico
Providing more bicycle parking and "end-of-trip" facilities (ex: showers, lockers)
Proporcionar más estacionamiento para bicicletas e instalaciones de "fin de trayecto" (por ejemplo, duchas, taquillas)
Expanding the e-bike / e-scooter program Ampliar el programa de bicicletas y scooters eléctricas
Developing a bike sharing program Desarrollar un programa de bicicletas compartidas


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
What RTD transit improvements are most important to you (choose 3)?
¿Qué mejoras del transporte público de RTD son más importantes para usted (elija 3)?
Service to new areas Servicio a nuevas zonas
More frequent service Servicio más frecuente
Better bus stops Servicio de autobús más rápido
Faster bus service Servicio de autobús más rápido
Shorter walking access to transit Acceso más corto a pie al transporte público
Safety and security Seguridad y protección
Other Otros

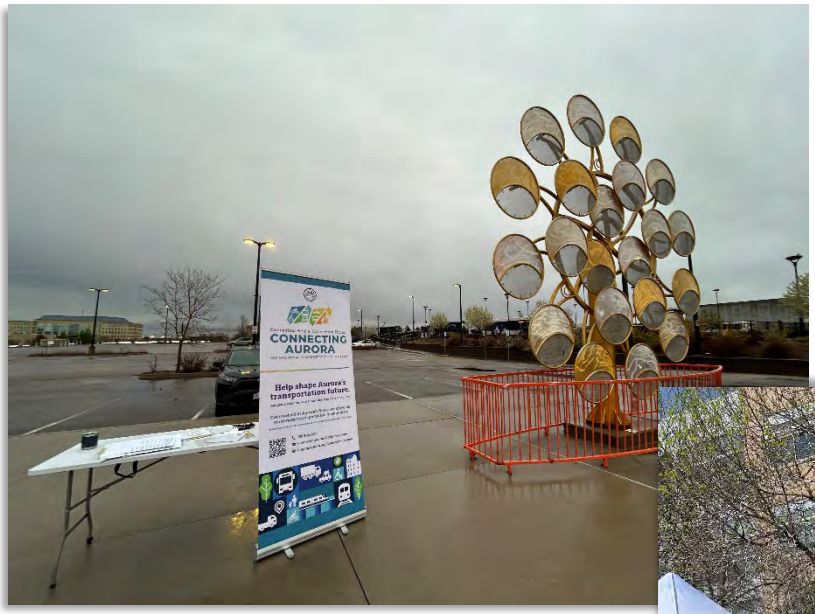

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan (elija las tres más importantes)?
There should be more curbside loading / unloading zones for freight trucks
Worried about safety (crashes associated with freight vehicles)
Trucks need to have more places to park
Concerned about wear and tear of the roadway
Limit frequency of truck traffic in my neighborhood


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
Based on the Levels of Service described, rate your driving experience in Aurora (pick one).
Basándose en los niveles de servicio descritos, valore su experiencia de manejo en Aurora (elija uno).
Good
Neutral
Bad
I don't drive / I use another way of travel


Share your thoughts | Comparta su opinión
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan (elija las tres más importantes)?
Crossings at major roadways and railroads should be grade-separated for smoother operations and safety purposes
Too many freight/truck restrictions on our roadways
Concerns about railroads
Concerns about pipelines
I don't have any concerns or recommendations related to freight
Other

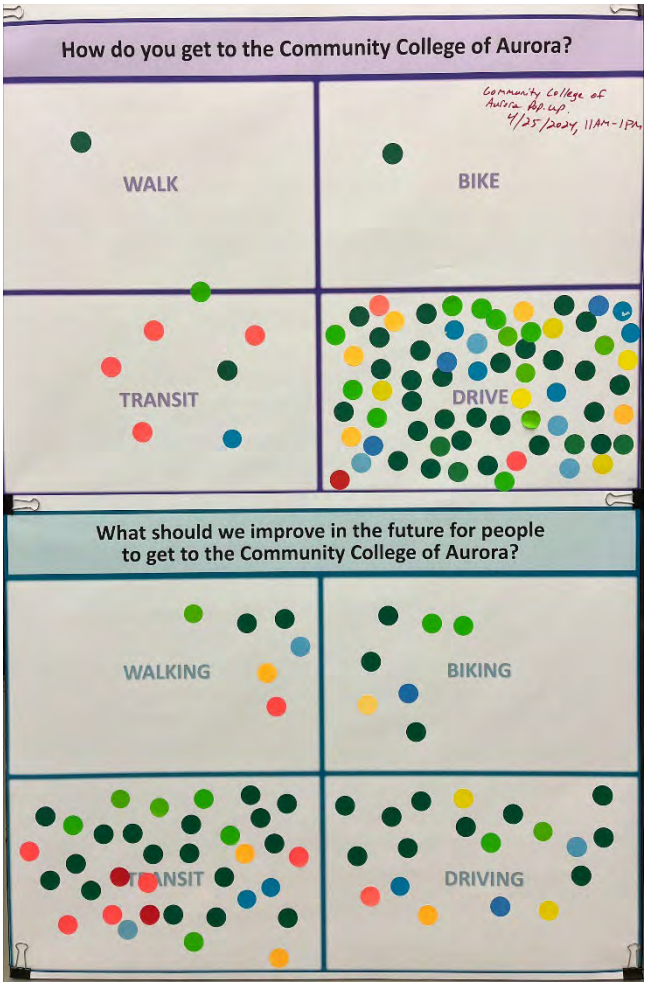

ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opinión
The movement of goods is an important economic driver in our city and region. What are important freight transport considerations that we should keep in mind as we work on this plan (pick top three)?
El transporte de mercancías es un importante motor económico de nuestra ciudad y región. ¿Cuáles son las consideraciones importantes en materia de transporte de mercancías que debemos tener en cuenta al elaborar este plan (elija las tres más importantes)?
There should be more curbside loading / unloading zones for freight trucks
Worried about safety (crashes associated with freight vehicles)
Trucks need to have more places to park
Concerned about wear and tear of the roadway
Limit frequency of truck traffic in my neighborhood

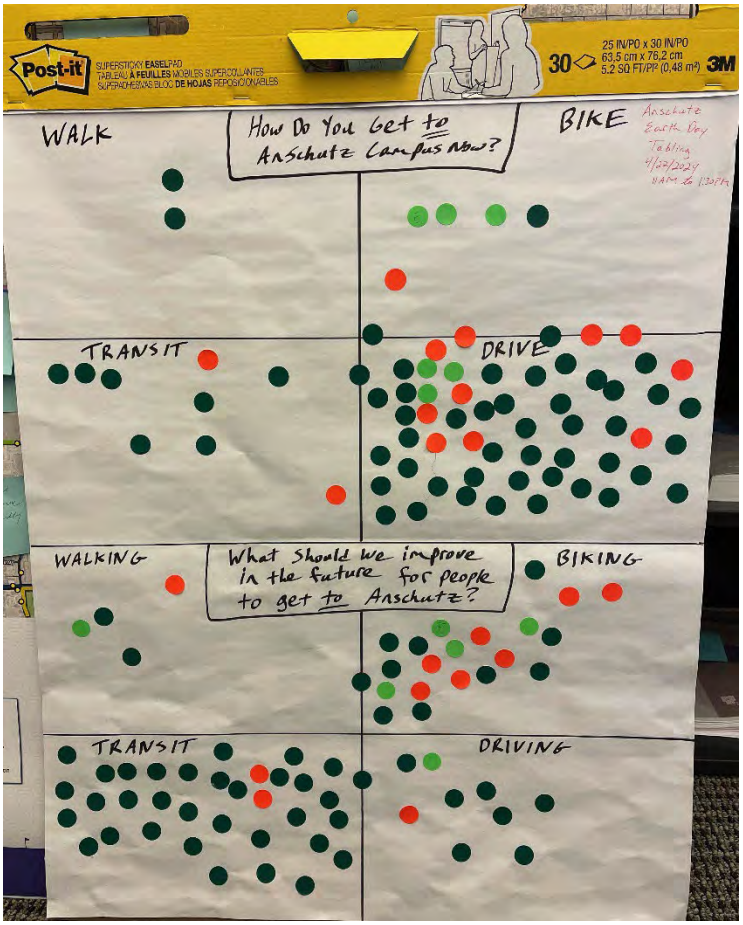
POP-UP EVENTS








How do you get to the Community College of Aurora?
WALK
BIKE
TRANSIT
DRIVE
What should we improve in the future for people to get to the Community College of Aurora?
WALKING
BIKING
TRANSIT
DRIVING


Post-it
WALK
How Do You Get to Anschutz Campus Now?
BIKE
TRANSIT
DRIVE
WALKING
What Should We improve in the future for people to get to Anschutz?
BIKING
TRANSIT
DRIVING

EMAIL COMMENTS

Date	From	Email Content
05/30/24	Patricia B.	There were no questions regarding ACCESS to bus transportation. I do live in Aurora, but have no access to bus services. That question needs to be on your survey.
05/20/24	Lynette M.	Here are a few resources that may be informative for the transportation master plan: Info Brief: Creating Accessible, Equitable, Safe, and Complete Networks for Young Pedestrians (pedbikeinfo.org) **1 Equity in Roadway Safety webinar series** This Federal Highway Administration (FHWA) webinar series is designed to share equitable strategies and tools that can be integrated into transportation programs and projects to close disparities in roadway fatalities on the way to our shared goal of zero deaths. In these sessions, state, regional, and local transportation professionals share innovative examples to inspire transportation professionals to equitably implement transportation improvements. In 2024, the series will focus on equitable design strategies, dive deeper into equitable data analysis, and discuss roadway safety for people experiencing homelessness. Register for the next Equity in Roadway Safety webinar on May 22 at 11 a.m. **2 Active Transportation Infrastructure Investment Program** The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by Section 11529 of the Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58) to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. **Applications are due on Monday, June 17.** **3 Safe Streets and Roads for All (SS4A) Grant Program** The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years, 2022 to 2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over $3 billion is still available for future funding rounds. The fiscal year (FY) 2024 Notice of Funding Opportunity (NOFO) for Safe Streets and Roads for All grants is open. The FY 2024 NOFO has multiple deadlines, depending on the grant type: · **May 16, 2024, 5 p.m. (EDT):** Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants. • **August 29, 2024, 5 p.m. (EDT):** Deadline #3 for Planning and Demonstration Grants. NOFO closes.
05/23/24	Mike R.	I have two inquiries following my attendance at a well-prepared Open House at the Tallyn's Reach Library on 23 April. First, I ride my bicycle on the trails frequently. In Segment 26, at the intersection of the High Line Canal Trail and

		N. Ensendada Street, an RV blocks the view of the trail intersection and the trail caution sign that alerts vehicle traffic to the trail. This may be a dangerous scenario. Photos attached. The other question I have relates to the proposed traffic signal light at Piccadily and 56th. I was told by the transportation engineer there is a concern by a pipeline owner about granting right-of-way to Aurora to develop the intersection for a traffic light. I'd like to learn more about this potential roadblock so I can be informed of the process necessary to move forward with a traffic safety measure.
04/15/24	Eric K.	Thank you for having this reach out to Aurora residents. The second meeting which I attended was very helpful. I failed to write down on the 2x2 notes a request to place on the voting ballot for the presidential election a return of the photo cameras. I recall the voting voted for the cameras to be removed. If you could provide for the people of Aurora the increase of accidents and deaths that have occured since their removal this information would be helpful.
04/08/24	Greg R.	I've been an Aurora resident for more than 50 years, and have lived in the Tower Triangle area for 37 years. I would like to provide my input on the severe traffic congestion we experience daily on Tower Road between E. Colfax Ave. and Smith Road. North of Smith Road, Tower has 2 lanes in each direction, but South of Smith Road, down to Colfax, Tower is still only one lane in each direction. This creates a lot of traffic congestion on Tower Road from Colfax up to Smith, in both directions. If the widening of Tower Road to 4 lanes in this area could be part of the future transportation plans Aurora is working toward with Connecting Aurora, everyone who travels that route would be extremely grateful for the eased congestion there. As this north-east section of the city continues to build more housing and retail infrastructure, the necessity of moving traffic through this area seems of utmost importance, so eliminating the log-jam of traffic south of Smith Road should be a city priority. Thank you for this opportunity to express my opinions.

GIFT CARD WINNERS

A random drawing of survey participants was conducted to select three gift card winners. The winners were each sent their gift card by mail. The winners are listed below.

1. Damian A.
2. James D.
3. Kelly O.



OPEN HOUSE ATTENDEES

Open House	*Name*	*City of Residence*
1	Elizabeth G.	Aurora
1	L.C. T.	Aurora
1	Nakisha B.	Aurora
1	Trish C.	Aurora
1	Rebecca T.	
1	Blake K.	Aurora
1	Ryan K.	Wheat Ridge
1	Marish N.	Denver
1	Stephanie H.	Aurora
1	Debora S.	Aurora
1	Luke S.	Aurora
1	PJ T.	Aurora
1	Joshua P.	Denver
1	Greg E.	Aurora
1	Joseph B.	Aurora
1	Cozette L.	Aurora
1	Lauren H.	Aurora
1	Parish S.	Aurora
1	Belinda V.	Aurora
1	George M.	Aurora
1	Calvin O.	Aurora
1	Brandon C.	Denver
1	Carol T.	Aurora
1	Tom T.	Aurora
1	David E.	Aurora
2	Dala G.	Aurora
2	Randy G.	Aurora
2	Luz G.	Aurora
2	Alphea D.	Aurora
2	Debra P.	Aurora
2	Pat W.	Aurora
2	Mike L.	Aurora
2	Momo	Aurora
2	Tracey J.	Aurora
2	Jabari S.	Aurora
2	Jennifer C.	Aurora
2	Amanda D.	Aurora
2	Estelle K.	Aurora

2	Mia K.	Aurora
2	Fendi	Aurora
2	Eric	Aurora
2	Emily E.	Aurora
2	Allen C.	Aurora
2	Rachel C.	Aurora
2	Dawn M.	Aurora
2	Bejamin M.	Aurora
2	Katye E.	Aurora
2	Lupita S.	Aurora
2	Eric K.	Aurora
2	Gina	Aurora
3	Douglas S.	Aurora
3	Yesenia B.	Aurora
3	LaRay P.	Aurora
3	Maurice H.	Denver
3	Ryan K.	Wheat Ridge
3	Ari W.	Denver
3	Hannah W.	Denver
3	Arina H.	Aurora
3	Yaxmirellie R.	Aurora
3	Natale S.	Aurora
3	Dominique U.	Aurora
3	Clarence A.	Aurora
3	Irba M.	
3	John B.	Aurora
3	Ivana B.	Aurora
3	Merual J.	Aurora
3	Paul P.	
3	William S.	Aurora
3	Brandon R.	Aurora
3	Alby P.	Aurora
3	Frammr S.	Aurora
3	Mark H.	Aurora
3	Patricia P.	Aurora
3	Mackenzie H.	Denver
3	Emily E.	Aurora
3	Samuel V.	Denver
3	Abby H.	Denver
3	Caitlin M.	Denver
3	Larry M.	Aurora

3	Robert M.	Aurora
3	Guadalupe C.	Aurora
3	Luz G.	Aurora
3	John H.	Centennial
3	Kassandra O.	Aurora
3	Norma L.	Aurora
3	Paresh K.	Aurora
3	Karon G.	Aurora
3	Cynthia O.	Denver
4	Judy L.	Aurora
4	Dennis L.	Aurora
4	Conrad H.	Aurora
4	Lois Z.	Aurora
4	Mike R.	Aurora
4	Don G.	Aurora
4	Denise G.	Aurora
4	Rod G.	Aurora
4	Sarah M.	
4	Dawit	Aurora
4	Alix W.	
4	Travis J.	Denver
4	Adrienne B.	Aurora
4	Yesenia B.	Aurora
4	Caleb B.	Aurora
4	Emmitt A.	Aurora
4	Jenessa S.	Aurora
4	Julie H.	Aurora
4	Charles M.	Aurora
4	Katie A.	Aurora
4	Alexine A.	Centennial
4	Deanna G.	Aurora
4	James F.	Aurora
4	Samantha S.	Aurora

MAP COMMENTS

Latitude	Longitude	Address	Category	Comment
39.6582126407016	-104.84693118186235	SP+ Parking, 3179 S Parker Rd, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105333	Transit	Better light rail service from 9 Mile to Downtown and DEN is needed. It's absurd how lacking or downright bad it is currently
39.6728418811994	-104.82596397399904	13981 East Harvard Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105587	Pedestrian/Mobility Device	I really like that I live within a 15 minute walk of the iliff station. The 15 minute walk + 30 minutes between trains still makes driving a very attractive method of travel.
39.67530272410368	-104.82017040252687	2299 South Sable Boulevard, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105588	Bicycle	This bus stop and the one around the corner could be spruced up so folks find them a more attractive option, and so folks who have to take it don't feel bad about it.
39.58964195288511	-104.70867633819581	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105749	Bicycle	Please add a bus stop - walking up and down the hill to get to the library is difficult and inaccessible.
39.58167946295651	-104.67771291732788	26673 East Indore Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105811	Bicycle	There is no public transportation that comes near this area, bus or rail. It will be difficult to add a rail line here, but there should be busses to connect Southeast Aurora to a more central hub. There should also be an airport bus that stops in this area.
39.81501349954628	-104.68661785125734	25755 East 65th Avenue, Aurora, Colorado 80019, United States	Bicycle	It would be amazing to have a bus out here so we could



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105818		take transit to work. There are a ton of projects planned out here and right now the only busses are privately owned by the parking space businesses out here.
39.752370218292256	-104.87711906433107	Clementine's Salon & Skincare, 2501 Dallas St Ste 269, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106057	Transit	the stanley marketplace employs hundreds of people (and has 1000s of visitors!), but the nearest transit stop is a 15-minute walk to Montview that is poorly lit and doesn't have a continuous sidewalk. would be great to get a transit stop at the marketplace itself!
39.747629919887665	-104.87425803788939	9755 East Montview Boulevard, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106060	Transit	Would love more bus service to NW Aurora! Lots of folks ride the bud in this area, but busses can run at difficult times or not often enough.
39.740161365231586	-104.86723423091463	10333 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106061	Bicycle	Hoping that Aurora will align it's bus rapid transit plans with Denver and RTD along East Colfax.
39.734798685263065	-104.82387185096742	14100 E Colfax Ave, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106188	Transit	Light rail service at 13th Ave and Fitzsimons stations are inconsistent. We need better lighting at these stations too. people don't feel safe using these lines at night
39.75464676506115	-104.84667062759401	Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106250	Pedestrian/Mobility Device	Most RTD Stations are too far from anything except hospitals. (Open House Comment)
39.68925685263624	-104.8280453681946	13900 East Florida Avenue, Aurora, Colorado 80012, United States	Bicycle	No Park and Ride at Florida (Open House Comment)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106254		
39.70299152802762	-104.82875947477048	I 225, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106259	Pedestrian/Mobility Device	No bus service this part of Aurora. No way to cross 225 (open house comment)
39.70456425654434	-104.86591707100516	627 South Havana Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106286	Bicycle	Bus stops on Havana so far apart people have to cross Havana mid-block. (open house comment)
39.58963368493816	-104.7086387872696	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106429	Bicycle	Please add a bus stop for the library. It's a long walk from Smoky Hill.
39.58944352188583	-104.70847785472871	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106444	Bicycle	The Tallyn's Reach Library needs a bus stop so that the public has a public transportation option for getting to the library.
39.600399155169825	-104.71306788574437	23606 East Smoky Hill Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106802	Transit	Park and Ride needed in Tallyn's reach near mall. (open house comment)
39.57362538206863	-104.71234079845891	7827 South Buchanan Way, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106803	Other	Desire for bus service to these neighborhoods. (open house comment)
39.73401487401135	-104.79131863716508	1180 Airport Boulevard, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106807	Car	Generally, more frequent bus service; feel unsafe on bus. (open house comment)



39.58966675672007	-104.70883727073671	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106925	Transit	Please add an RTD bus stop and any other multimodal access (bike share, car share) to the Tallyn's Reach Municipal Campus!
39.58225828329982	-104.72337484359743	22650 East Hinsdale Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106926	Pedestrian/Mobility Device	Please add RTD bus stop and other multimodal transportation options near the Target shopping center
39.61762329871051	-104.69023346900941	25400 East Alexander Drive, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106927	Other	Please add a bus stop and other multimodal transportation options to the Southeast Rec Center!
39.75470155946426	-104.8468923048969	2601 Peoria Street, Aurora, Colorado 80238, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107899	Car	There should be a light rail station here. (CU Anschutz Pop-up)
39.754929901167415	-104.84053728932113	2550 Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107913	Bicycle	15 should stop here again (Fitzsimons Station) (CU Anschutz Pop-Up)
39.74020257013021	-104.82703325700768	RTD Rail - Colfax Station, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107930	Bicycle	Station doesn't feel safe (CU Anschutz Pop-Up)
39.740133912027325	-104.82695407010009	13750 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107931	Bicycle	Stopped using this R line b/c of frequent cancelations (CU Anschutz Pop-Up)



39.74017786514142	-104.86853599548341	10259 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108063	Pedestrian/Mobility Device	I am hoping Aurora will be working with Denver and RTD to align work/strategy on the Colfax rapid bus transit plan. It would be very disappointing if Aurora does not as this is such a great opportunity and easy win for alternative transportation. The rapid bus should extend to the hospital.
39.75197428943466	-104.8766040802002	2352 Dallas Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108065	Transit	A transit stop at Stanely would be great. Such a missed opportunity to not have a stop here.
39.72565641664996	-104.83197212219238	East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108073	Transit	A rapid bus transit connecting east Aurora, Del Mar, Lowry, and Cherry Creek, and Wash Park would be great. There is no quick and convenient transportation options connecting these economic and community hubs. I think this could be a big opportunity for an Aurora/Denver/RTD partnership. Also, 6th avenue has a huge median (lots of road real estate) from I25 to Dayton that would be perfect for putting in a dedicated bus lane.
39.68948802155259	-104.8282277584076	1490 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108435	Transit	This station seems to be underutilized even though it provides amazing options to get to more dense parts of the metro. I think the nearby neighborhoods would benefit from outreach and education about how to use it, where it can get you, and how it might



				be faster than driving at times.
39.6870937345545	-104.80982780456544	1660 South Chambers Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108439	Bicycle	Aurora is infamous for busy arterial roads like Chambers, with three lanes of traffic in each direction. I think some of these arterials with a bus route should change one of the car lanes in each direction into dedicated, bus-only lanes to incentivize bus travel. An example of this working well is Denver's Lincoln street bus lane between I-25 and the State Capitol
39.70376945677238	-104.82820630073549	700 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108441	Car	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel. It would be faster if the tracks were moved to Sable north of Illif station (and the location of Florida station moved to Sable and Florida).
39.716822414470805	-104.82600688934326	6 Abilene Street, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108442	Bicycle	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.



39.722768263943166	-104.82586205005646	I 225, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108443	Pedestrian/Mobility Device	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.
39.71073574340769	-104.81905460357666	291 South Sable Boulevard, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108444	Transit	I think the train should have the right of way at these intersections instead of having to wait at a stoplight like cars do. They only come every 15 mins or so, so why not activate the crossing signal as soon as a train approaches the intersection?
39.76652318000997	-104.84928846359254	3399 Peoria Crossing, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108445	Car	There are huge opportunities to develop the empty land near Peoria station into businesses, amenities, and housing for people using the trains. It would be especially useful to have here as people make connections between the buses and 2 rail lines.
39.74034905147275	-104.80115085840227	16051 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108702	Transit	No bus shelter
39.723128602652444	-104.84397384462739	12295 East Parkview Drive, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108904	Transit	Good bus options to get to the airport from Del Mar. Very much appreciated.
39.72521082383889	-104.86589133739473	590 Havana Street, Aurora, Colorado 80010, United States	Car	BRT and Bus only lanes on Havana



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108907		
39.740120115439744	-104.86781179904939	10305 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108909	Car	Bus rapid transit without dedicated bus lanes, is just bus transit. With current plans, Aurora residents only get the benefits of BRT if they're travelling to Denver. Please reconsider dedicated lanes.
39.72015707538872	-104.80352998062862	15771 East 1st Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109754	Car	2 campuses - transit is hard to access for students. Lots of complaints about walking distance from stops. (CCA Comment)
39.71963450897948	-104.80289787112147	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109755	Transit	Faculty shared that bus no longer stops in front of school. 10 doesn't come out this far now. 157 most frequently used. (CCA Comment)
39.71882301332528	-104.8013207318933	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109756	Pedestrian/Mobility Device	Would like a transit stop right in front of the the school. (CCA Comment)
39.718983236188876	-104.80196356773376	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109757	Bicycle	CCA doesn't have student transit pass. RTD doesn't provide that incentive. (CCA Comment)
39.718900711233246	-104.8016256093979	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109758	Bicycle	Don't use transit (train or bus). Doesn't know how to navigate it. Prefer to walk or drive. (CCA Comment)
39.71926382029931	-104.80250537395477	15955 East Centretech Parkway, Aurora, Colorado 80011, United States	Bicycle	Student is commuting from Commerce City. There's not a



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109759		lot of stops near home. Takes a while to get here. (CCA Comment)
39.71867376709614	-104.80103552341463	16060 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109760	Bicycle	Hard to travel from Northfield to campus by transit. (CCA Comment)
39.72565106330314	-104.80327606868575	15890 East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109762	Bicycle	10-never on time. Leave early or is late. (CCA Comment)
39.719054835170404	-104.8020207791955	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109763	Bicycle	Take bus to school daily but bus is often delayed or will leave early. Overall inconsistent. (CCA Comment)
39.6582126407016	-104.84693118186235	SP+ Parking, 3179 S Parker Rd, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105333	Bicycle	Better light rail service from 9 Mile to Downtown and DEN is needed. It's absurd how lacking or downright bad it is currently
39.6728418811994	-104.82596397399904	13981 East Harvard Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105587	Other	I really like that I live within a 15 minute walk of the iliff station. The 15 minute walk + 30 minutes between trains still makes driving a very attractive method of travel.
39.67530272410368	-104.82017040252687	2299 South Sable Boulevard, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105588	Car	This bus stop and the one around the corner could be spruced up so folks find them a more attractive option, and so folks who have to take it don't feel bad about it.
39.58964195288511	-104.70867633819581	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States	Bicycle	Please add a bus stop - walking up and down the hill



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105749		to get to the library is difficult and inaccessible.
39.58167946295651	-104.67771291732788	26673 East Indore Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105811	Bicycle	There is no public transportation that comes near this area, bus or rail. It will be difficult to add a rail line here, but there should be busses to connect Southeast Aurora to a more central hub. There should also be an airport bus that stops in this area.
39.81501349954628	-104.68661785125734	25755 East 65th Avenue, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105818	Car	It would be amazing to have a bus out here so we could take transit to work. There are a ton of projects planned out here and right now the only busses are privately owned by the parking space businesses out here.
39.752370218292256	-104.87711906433107	Clementine's Salon & Skincare, 2501 Dallas St Ste 269, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106057	Car	the stanley marketplace employs hundreds of people (and has 1000s of visitors!), but the nearest transit stop is a 15-minute walk to Montview that is poorly lit and doesn't have a continuous sidewalk. would be great to get a transit stop at the marketplace itself!
39.747629919887665	-104.87425803788939	9755 East Montview Boulevard, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106060	Car	Would love more bus service to NW Aurora! Lots of folks ride the bud in this area, but busses can run at difficult times or not often enough.
39.740161365231586	-104.86723423091463	10333 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106061	Other	Hoping that Aurora will align it's bus rapid transit plans with Denver and RTD along East Colfax.



39.734798685263065	-104.82387185096742	14100 E Colfax Ave, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106188	Car	Light rail service at 13th Ave and Fitzsimons stations are inconsistent. We need better lighting at these stations too. people don't feel safe using these lines at night
39.75464676506115	-104.84667062759401	Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106250	Other	Most RTD Stations are too far from anything except hospitals. (Open House Comment)
39.68925685263624	-104.8280453681946	13900 East Florida Avenue, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106254	Car	No Park and Ride at Florida (Open House Comment)
39.70299152802762	-104.82875947477048	I 225, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106259	Transit	No bus service this part of Aurora. No way to cross 225 (open house comment)
39.70456425654434	-104.86591707100516	627 South Havana Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106286	Bicycle	Bus stops on Havana so far apart people have to cross Havana mid-block. (open house comment)
39.58963368493816	-104.7086387872696	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106429	Pedestrian/Mobility Device	Please add a bus stop for the library. It's a long walk from Smoky Hill.
39.58944352188583	-104.70847785472871	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106444	Pedestrian/Mobility Device	The Tallyn's Reach Library needs a bus stop so that the public has a public transportation option for getting to the library.



39.600399155169825	-104.71306788574437	23606 East Smoky Hill Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106802	Car	Park and Ride needed in Tallyn's reach near mall. (open house comment)
39.57362538206863	-104.71234079845891	7827 South Buchanan Way, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106803	Pedestrian/Mobility Device	Desire for bus service to these neighborhoods. (open house comment)
39.73401487401135	-104.79131863716508	1180 Airport Boulevard, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106807	Bicycle	Generally, more frequent bus service; feel unsafe on bus. (open house comment)
39.58966675672007	-104.70883727073671	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106925	Other	Please add an RTD bus stop and any other multimodal access (bike share, car share) to the Tallyn's Reach Municipal Campus!
39.58225828329982	-104.72337484359743	22650 East Hinsdale Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106926	Other	Please add RTD bus stop and other multimodal transportation options near the Target shopping center
39.61762329871051	-104.69023346900941	25400 East Alexander Drive, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106927	Other	Please add a bus stop and other multimodal transportation options to the Southeast Rec Center!
39.75470155946426	-104.8468923048969	2601 Peoria Street, Aurora, Colorado 80238, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107899	Pedestrian/Mobility Device	There should be a light rail station here. (CU Anschutz Pop-up)



39.754929901167415	-104.84053728932113	2550 Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107913	Car	15 should stop here again (Fitzsimons Station) (CU Anschutz Pop-Up)
39.74020257013021	-104.82703325700768	RTD Rail - Colfax Station, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107930	Other	Station doesn't feel safe (CU Anschutz Pop-Up)
39.740133912027325	-104.82695407010009	13750 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107931	Car	Stopped using this R line b/c of frequent cancelations (CU Anschutz Pop-Up)
39.74017786514142	-104.86853599548341	10259 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108063	Other	I am hoping Aurora will be working with Denver and RTD to align work/strategy on the Colfax rapid bus transit plan. It would be very disappointing if Aurora does not as this is such a great opportunity and easy win for alternative transportation. The rapid bus should extend to the hospital.
39.75197428943466	-104.8766040802002	2352 Dallas Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108065	Pedestrian/Mobility Device	A transit stop at Stanely would be great. Such a missed opportunity to not have a stop here.
39.72565641664996	-104.83197212219238	East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108073	Other	A rapid bus transit connecting east Aurora, Del Mar, Lowry, and Cherry Creek, and Wash Park would be great. There is no quick and convenient transportation options connecting these economic and community hubs. I think



				this could be a big opportunity for an Aurora/Denver/RTD partnership. Also, 6th avenue has a huge median (lots of road real estate) from I25 to Dayton that would be perfect for putting in a dedicated bus lane.
39.68948802155259	-104.8282277584076	1490 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108435	Car	This station seems to be underutilized even though it provides amazing options to get to more dense parts of the metro. I think the nearby neighborhoods would benefit from outreach and education about how to use it, where it can get you, and how it might be faster than driving at times.
39.6870937345545	-104.80982780456544	1660 South Chambers Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108439	Bicycle	Aurora is infamous for busy arterial roads like Chambers, with three lanes of traffic in each direction. I think some of these arterials with a bus route should change one of the car lanes in each direction into dedicated, bus-only lanes to incentivize bus travel. An example of this working well is Denver's Lincoln street bus lane between I-25 and the State Capitol
39.70376945677238	-104.82820630073549	700 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108441	Other	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete



				with the speed of car travel. It would be faster if the tracks were moved to Sable north of Illif station (and the location of Florida station moved to Sable and Florida).
39.716822414470805	-104.82600688934326	6 Abilene Street, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108442	Bicycle	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.
39.722768263943166	-104.82586205005646	I 225, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108443	Bicycle	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.
39.71073574340769	-104.81905460357666	291 South Sable Boulevard, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108444	Other	I think the train should have the right of way at these intersections instead of having to wait at a stoplight like cars do. They only come every 15 mins or so, so why not activate the crossing signal as soon as a train approaches the intersection?
39.76652318000997	-104.84928846359254	3399 Peoria Crossing, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108445	Car	There are huge opportunities to develop the empty land near Peoria station into businesses, amenities, and housing for people using the trains. It would be especially useful to have here as people



				make connections between the buses and 2 rail lines.
39.74034905147275	-104.80115085840227	16051 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108702	Pedestrian/Mobility Device	No bus shelter
39.723128602652444	-104.84397384462739	12295 East Parkview Drive, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108904	Car	Good bus options to get to the airport from Del Mar. Very much appreciated.
39.72521082383889	-104.86589133739473	590 Havana Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108907	Car	BRT and Bus only lanes on Havana
39.740120115439744	-104.86781179904939	10305 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108909	Pedestrian/Mobility Device	Bus rapid transit without dedicated bus lanes, is just bus transit. With current plans, Aurora residents only get the benefits of BRT if they're travelling to Denver. Please reconsider dedicated lanes.
39.72015707538872	-104.80352998062862	15771 East 1st Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109754	Pedestrian/Mobility Device	2 campuses - transit is hard to access for students. Lots of complaints about walking distance from stops. (CCA Comment)
39.71963450897948	-104.80289787112147	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109755	Car	Faculty shared that bus no longer stops in front of school. 10 doesn't come out this far now. 157 most frequently used. (CCA Comment)
39.71882301332528	-104.8013207318933	15955 East Centretech Parkway, Aurora, Colorado 80011, United States	Pedestrian/Mobility Device	Would like a transit stop right in front of the the school. (CCA Comment)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109756		
39.718983236188876	-104.80196356773376	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109757	Car	CCA doesn't have student transit pass. RTD doesn't provide that incentive. (CCA Comment)
39.718900711233246	-104.8016256093979	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109758	Other	Don't use transit (train or bus). Doesn't know how to navigate it. Prefer to walk or drive. (CCA Comment)
39.71926382029931	-104.80250537395477	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109759	Car	Student is commuting from Commerce City. There's not a lot of stops near home. Takes a while to get here. (CCA Comment)
39.71867376709614	-104.80103552341463	16060 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109760	Car	Hard to travel from Northfield to campus by transit. (CCA Comment)
39.72565106330314	-104.80327606868575	15890 East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109762	Car	10-never on time. Leave early or is late. (CCA Comment)
39.719054835170404	-104.8020207791955	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109763	Car	Take bus to school daily but bus is often delayed or will leave early. Overall inconsistent. (CCA Comment)
39.6582126407016	-104.84693118186235	SP+ Parking, 3179 S Parker Rd, Aurora, Colorado 80014, United States	Other	Better light rail service from 9 Mile to Downtown and DEN is needed. It's absurd how



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105333		lacking or downright bad it is currently
39.6728418811994	-104.82596397399904	13981 East Harvard Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105587	Pedestrian/Mobility Device	I really like that I live within a 15 minute walk of the iliff station. The 15 minute walk + 30 minutes between trains still makes driving a very attractive method of travel.
39.67530272410368	-104.82017040252687	2299 South Sable Boulevard, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105588	Transit	This bus stop and the one around the corner could be spruced up so folks find them a more attractive option, and so folks who have to take it don't feel bad about it.
39.58964195288511	-104.70867633819581	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105749	Other	Please add a bus stop - walking up and down the hill to get to the library is difficult and inaccessible.
39.58167946295651	-104.67771291732788	26673 East Indore Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105811	Transit	There is no public transportation that comes near this area, bus or rail. It will be difficult to add a rail line here, but there should be busses to connect Southeast Aurora to a more central hub. There should also be an airport bus that stops in this area.
39.81501349954628	-104.68661785125734	25755 East 65th Avenue, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105818	Pedestrian/Mobility Device	It would be amazing to have a bus out here so we could take transit to work. There are a ton of projects planned out here and right now the only busses are privately owned by the parking space businesses out here.
39.752370218292256	-104.87711906433107	Clementine's Salon & Skincare, 2501 Dallas St Ste 269, Aurora, Colorado 80010, United States	Car	the stanley marketplace employs hundreds of people (and has 1000s of visitors!), but the nearest transit stop is a 15-minute walk to Montview



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106057		that is poorly lit and doesn't have a continuous sidewalk. would be great to get a transit stop at the marketplace itself!
39.747629919887665	-104.87425803788939	9755 East Montview Boulevard, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106060	Pedestrian/Mobility Device	Would love more bus service to NW Aurora! Lots of folks ride the bud in this area, but busses can run at difficult times or not often enough.
39.740161365231586	-104.86723423091463	10333 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106061	Other	Hoping that Aurora will align it's bus rapid transit plans with Denver and RTD along East Colfax.
39.734798685263065	-104.82387185096742	14100 E Colfax Ave, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106188	Bicycle	Light rail service at 13th Ave and Fitzsimons stations are inconsistent. We need better lighting at these stations too. people don't feel safe using these lines at night
39.75464676506115	-104.84667062759401	Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106250	Bicycle	Most RTD Stations are too far from anything except hospitals. (Open House Comment)
39.68925685263624	-104.8280453681946	13900 East Florida Avenue, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106254	Bicycle	No Park and Ride at Florida (Open House Comment)
39.70299152802762	-104.82875947477048	I 225, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106259	Bicycle	No bus service this part of Aurora. No way to cross 225 (open house comment)
39.70456425654434	-104.86591707100516	627 South Havana Street, Aurora, Colorado 80012, United States	Car	Bus stops on Havana so far apart people have to cross Havana mid-block. (open house comment)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106286		
39.58963368493816	-104.7086387872696	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106429	Other	Please add a bus stop for the library. It's a long walk from Smoky Hill.
39.58944352188583	-104.70847785472871	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106444	Car	The Tallyn's Reach Library needs a bus stop so that the public has a public transportation option for getting to the library.
39.600399155169825	-104.71306788574437	23606 East Smoky Hill Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106802	Car	Park and Ride needed in Tallyn's reach near mall. (open house comment)
39.57362538206863	-104.71234079845891	7827 South Buchanan Way, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106803	Car	Desire for bus service to these neighborhoods. (open house comment)
39.73401487401135	-104.79131863716508	1180 Airport Boulevard, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106807	Car	Generally, more frequent bus service; feel unsafe on bus. (open house comment)
39.58966675672007	-104.70883727073671	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106925	Bicycle	Please add an RTD bus stop and any other multimodal access (bike share, car share) to the Tallyn's Reach Municipal Campus!
39.58225828329982	-104.72337484359743	22650 East Hinsdale Avenue, Aurora, Colorado 80016, United States	Bicycle	Please add RTD bus stop and other multimodal transportation options near the Target shopping center



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106926		
39.61762329871051	-104.69023346900941	25400 East Alexander Drive, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106927	Pedestrian/Mobility Device	Please add a bus stop and other multimodal transportation options to the Southeast Rec Center!
39.75470155946426	-104.8468923048969	2601 Peoria Street, Aurora, Colorado 80238, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107899	Car	There should be a light rail station here. (CU Anschutz Pop-up)
39.754929901167415	-104.84053728932113	2550 Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107913	Bicycle	15 should stop here again (Fitzsimons Station) (CU Anschutz Pop-Up)
39.74020257013021	-104.82703325700768	RTD Rail - Colfax Station, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107930	Transit	Station doesn't feel safe (CU Anschutz Pop-Up)
39.740133912027325	-104.82695407010009	13750 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107931	Transit	Stopped using this R line b/c of frequent cancelations (CU Anschutz Pop-Up)
39.74017786514142	-104.86853599548341	10259 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108063	Car	I am hoping Aurora will be working with Denver and RTD to align work/strategy on the Colfax rapid bus transit plan. It would be very disappointing if Aurora does not as this is such a great opportunity and easy win for alternative transportation. The rapid bus should extend to the hospital.



39.75197428943466	-104.8766040802002	2352 Dallas Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108065	Car	A transit stop at Stanely would be great. Such a missed opportunity to not have a stop here.
39.72565641664996	-104.83197212219238	East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108073	Car	A rapid bus transit connecting east Aurora, Del Mar, Lowry, and Cherry Creek, and Wash Park would be great. There is no quick and convenient transportation options connecting these economic and community hubs. I think this could be a big opportunity for an Aurora/Denver/RTD partnership. Also, 6th avenue has a huge median (lots of road real estate) from I25 to Dayton that would be perfect for putting in a dedicated bus lane.
39.68948802155259	-104.8282277584076	1490 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108435	Transit	This station seems to be underutilized even though it provides amazing options to get to more dense parts of the metro. I think the nearby neighborhoods would benefit from outreach and education about how to use it, where it can get you, and how it might be faster than driving at times.
39.6870937345545	-104.80982780456544	1660 South Chambers Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108439	Car	Aurora is infamous for busy arterial roads like Chambers, with three lanes of traffic in each direction. I think some of these arterials with a bus route should change one of the car lanes in each direction into dedicated, bus-only lanes to incentivize bus



				travel. An example of this working well is Denver's Lincoln street bus lane between I-25 and the State Capitol
39.70376945677238	-104.82820630073549	700 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108441	Transit	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel. It would be faster if the tracks were moved to Sable north of Illif station (and the location of Florida station moved to Sable and Florida).
39.716822414470805	-104.82600688934326	6 Abilene Street, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108442	Transit	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.
39.722768263943166	-104.82586205005646	I 225, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108443	Transit	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.
39.71073574340769	-104.81905460357666	291 South Sable Boulevard, Aurora, Colorado 80012, United States	Bicycle	I think the train should have the right of way at these intersections instead of



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108444		having to wait at a stoplight like cars do. They only come every 15 mins or so, so why not activate the crossing signal as soon as a train approaches the intersection?
39.76652318000997	-104.84928846359254	3399 Peoria Crossing, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108445	Pedestrian/Mobility Device	There are huge opportunities to develop the empty land near Peoria station into businesses, amenities, and housing for people using the trains. It would be especially useful to have here as people make connections between the buses and 2 rail lines.
39.74034905147275	-104.80115085840227	16051 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108702	Car	No bus shelter
39.723128602652444	-104.84397384462739	12295 East Parkview Drive, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108904	Freight	Good bus options to get to the airport from Del Mar. Very much appreciated.
39.72521082383889	-104.86589133739473	590 Havana Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108907	Freight	BRT and Bus only lanes on Havana
39.740120115439744	-104.86781179904939	10305 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108909	Freight	Bus rapid transit without dedicated bus lanes, is just bus transit. With current plans, Aurora residents only get the benefits of BRT if they're travelling to Denver. Please reconsider dedicated lanes.
39.72015707538872	-104.80352998062862	15771 East 1st Avenue, Aurora, Colorado 80011, United States	Bicycle	2 campuses - transit is hard to access for students. Lots



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109754		of complaints about walking distance from stops. (CCA Comment)
39.71963450897948	-104.80289787112147	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109755	Bicycle	Faculty shared that bus no longer stops in front of school. 10 doesn't come out this far now. 157 most frequently used. (CCA Comment)
39.71882301332528	-104.8013207318933	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109756	Bicycle	Would like a transit stop right in front of the the school. (CCA Comment)
39.718983236188876	-104.80196356773376	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109757	Bicycle	CCA doesn't have student transit pass. RTD doesn't provide that incentive. (CCA Comment)
39.718900711233246	-104.8016256093979	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109758	Transit	Don't use transit (train or bus). Doesn't know how to navigate it. Prefer to walk or drive. (CCA Comment)
39.71926382029931	-104.80250537395477	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109759	Pedestrian/Mobility Device	Student is commuting from Commerce City. There's not a lot of stops near home. Takes a while to get here. (CCA Comment)
39.71867376709614	-104.80103552341463	16060 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109760	Bicycle	Hard to travel from Northfield to campus by transit. (CCA Comment)
39.72565106330314	-104.80327606868575	15890 East 6th Avenue, Aurora, Colorado 80011, United States	Car	10-never on time. Leave early or is late. (CCA Comment)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109762		
39.719054835170404	-104.8020207791955	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109763	Car	Take bus to school daily but bus is often delayed or will leave early. Overall inconsistent. (CCA Comment)
39.6582126407016	-104.84693118186235	SP+ Parking, 3179 S Parker Rd, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105333	Car	Better light rail service from 9 Mile to Downtown and DEN is needed. It's absurd how lacking or downright bad it is currently
39.6728418811994	-104.82596397399904	13981 East Harvard Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105587	Pedestrian/Mobility Device	I really like that I live within a 15 minute walk of the iliff station. The 15 minute walk + 30 minutes between trains still makes driving a very attractive method of travel.
39.67530272410368	-104.82017040252687	2299 South Sable Boulevard, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105588	Bicycle	This bus stop and the one around the corner could be spruced up so folks find them a more attractive option, and so folks who have to take it don't feel bad about it.
39.58964195288511	-104.70867633819581	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105749	Bicycle	Please add a bus stop - walking up and down the hill to get to the library is difficult and inaccessible.
39.58167946295651	-104.67771291732788	26673 East Indore Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105811	Bicycle	There is no public transportation that comes near this area, bus or rail. It will be difficult to add a rail line here, but there should be busses to connect Southeast Aurora to a more central hub. There should also be an airport bus that stops in this area.



39.81501349954628	-104.68661785125734	25755 East 65th Avenue, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105818	Bicycle	It would be amazing to have a bus out here so we could take transit to work. There are a ton of projects planned out here and right now the only busses are privately owned by the parking space businesses out here.
39.752370218292256	-104.87711906433107	Clementine's Salon & Skincare, 2501 Dallas St Ste 269, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106057	Transit	the stanley marketplace employs hundreds of people (and has 1000s of visitors!), but the nearest transit stop is a 15-minute walk to Montview that is poorly lit and doesn't have a continuous sidewalk. would be great to get a transit stop at the marketplace itself!
39.747629919887665	-104.87425803788939	9755 East Montview Boulevard, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106060	Bicycle	Would love more bus service to NW Aurora! Lots of folks ride the bud in this area, but busses can run at difficult times or not often enough.
39.740161365231586	-104.86723423091463	10333 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106061	Bicycle	Hoping that Aurora will align it's bus rapid transit plans with Denver and RTD along East Colfax.
39.734798685263065	-104.82387185096742	14100 E Colfax Ave, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106188	Bicycle	Light rail service at 13th Ave and Fitzsimons stations are inconsistent. We need better lighting at these stations too. people don't feel safe using these lines at night
39.75464676506115	-104.84667062759401	Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106250	Pedestrian/Mobility Device	Most RTD Stations are too far from anything except hospitals. (Open House Comment)
39.68925685263624	-104.8280453681946	13900 East Florida Avenue, Aurora, Colorado 80012, United States	Bicycle	No Park and Ride at Florida (Open House Comment)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106254		
39.70299152802762	-104.82875947477048	I 225, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106259	Car	No bus service this part of Aurora. No way to cross 225 (open house comment)
39.70456425654434	-104.86591707100516	627 South Havana Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106286	Transit	Bus stops on Havana so far apart people have to cross Havana mid-block. (open house comment)
39.58963368493816	-104.7086387872696	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106429	Transit	Please add a bus stop for the library. It's a long walk from Smoky Hill.
39.58944352188583	-104.70847785472871	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106444	Bicycle	The Tallyn's Reach Library needs a bus stop so that the public has a public transportation option for getting to the library.
39.600399155169825	-104.71306788574437	23606 East Smoky Hill Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106802	Pedestrian/Mobility Device	Park and Ride needed in Tallyn's reach near mall. (open house comment)
39.57362538206863	-104.71234079845891	7827 South Buchanan Way, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106803	Bicycle	Desire for bus service to these neighborhoods. (open house comment)
39.73401487401135	-104.79131863716508	1180 Airport Boulevard, Aurora, Colorado 80011, United States	Bicycle	Generally, more frequent bus service; feel unsafe on bus. (open house comment)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106807		
39.58966675672007	-104.70883727073671	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106925	Transit	Please add an RTD bus stop and any other multimodal access (bike share, car share) to the Tallyn's Reach Municipal Campus!
39.58225828329982	-104.72337484359743	22650 East Hinsdale Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106926	Other	Please add RTD bus stop and other multimodal transportation options near the Target shopping center
39.61762329871051	-104.69023346900941	25400 East Alexander Drive, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106927	Transit	Please add a bus stop and other multimodal transportation options to the Southeast Rec Center!
39.75470155946426	-104.8468923048969	2601 Peoria Street, Aurora, Colorado 80238, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107899	Bicycle	There should be a light rail station here. (CU Anschutz Pop-up)
39.754929901167415	-104.84053728932113	2550 Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107913	Pedestrian/Mobility Device	15 should stop here again (Fitzsimons Station) (CU Anschutz Pop-Up)
39.74020257013021	-104.82703325700768	RTD Rail - Colfax Station, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107930	Bicycle	Station doesn't feel safe (CU Anschutz Pop-Up)
39.740133912027325	-104.82695407010009	13750 East Colfax Avenue, Aurora, Colorado 80011, United States	Pedestrian/Mobility Device	Stopped using this R line b/c of frequent cancelations (CU Anschutz Pop-Up)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107931		
39.74017786514142	-104.86853599548341	10259 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108063	Pedestrian/Mobility Device	I am hoping Aurora will be working with Denver and RTD to align work/strategy on the Colfax rapid bus transit plan. It would be very disappointing if Aurora does not as this is such a great opportunity and easy win for alternative transportation. The rapid bus should extend to the hospital.
39.75197428943466	-104.8766040802002	2352 Dallas Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108065	Bicycle	A transit stop at Stanely would be great. Such a missed opportunity to not have a stop here.
39.72565641664996	-104.83197212219238	East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108073	Pedestrian/Mobility Device	A rapid bus transit connecting east Aurora, Del Mar, Lowry, and Cherry Creek, and Wash Park would be great. There is no quick and convenient transportation options connecting these economic and community hubs. I think this could be a big opportunity for an Aurora/Denver/RTD partnership. Also, 6th avenue has a huge median (lots of road real estate) from I25 to Dayton that would be perfect for putting in a dedicated bus lane.
39.68948802155259	-104.8282277584076	1490 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108435	Transit	This station seems to be underutilized even though it provides amazing options to get to more dense parts of the metro. I think the nearby neighborhoods would benefit from outreach and education



				about how to use it, where it can get you, and how it might be faster than driving at times.
39.6870937345545	-104.80982780456544	1660 South Chambers Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108439	Pedestrian/Mobility Device	Aurora is infamous for busy arterial roads like Chambers, with three lanes of traffic in each direction. I think some of these arterials with a bus route should change one of the car lanes in each direction into dedicated, bus-only lanes to incentivize bus travel. An example of this working well is Denver's Lincoln street bus lane between I-25 and the State Capitol
39.70376945677238	-104.82820630073549	700 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108441	Pedestrian/Mobility Device	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel. It would be faster if the tracks were moved to Sable north of Illif station (and the location of Florida station moved to Sable and Florida).
39.716822414470805	-104.82600688934326	6 Abilene Street, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108442	Pedestrian/Mobility Device	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.

39.722768263943166	-104.82586205005646	I 225, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108443	Pedestrian/Mobility Device	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.
39.71073574340769	-104.81905460357666	291 South Sable Boulevard, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108444	Car	I think the train should have the right of way at these intersections instead of having to wait at a stoplight like cars do. They only come every 15 mins or so, so why not activate the crossing signal as soon as a train approaches the intersection?
39.76652318000997	-104.84928846359254	3399 Peoria Crossing, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108445	Other	There are huge opportunities to develop the empty land near Peoria station into businesses, amenities, and housing for people using the trains. It would be especially useful to have here as people make connections between the buses and 2 rail lines.
39.74034905147275	-104.80115085840227	16051 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108702	Other	No bus shelter
39.723128602652444	-104.84397384462739	12295 East Parkview Drive, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108904	Car	Good bus options to get to the airport from Del Mar. Very much appreciated.
39.72521082383889	-104.86589133739473	590 Havana Street, Aurora, Colorado 80010, United States	Other	BRT and Bus only lanes on Havana



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108907		
39.740120115439744	-104.86781179904939	10305 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108909	Other	Bus rapid transit without dedicated bus lanes, is just bus transit. With current plans, Aurora residents only get the benefits of BRT if they're travelling to Denver. Please reconsider dedicated lanes.
39.72015707538872	-104.80352998062862	15771 East 1st Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109754	Transit	2 campuses - transit is hard to access for students. Lots of complaints about walking distance from stops. (CCA Comment)
39.71963450897948	-104.80289787112147	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109755	Pedestrian/Mobility Device	Faculty shared that bus no longer stops in front of school. 10 doesn't come out this far now. 157 most frequently used. (CCA Comment)
39.71882301332528	-104.8013207318933	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109756	Other	Would like a transit stop right in front of the the school. (CCA Comment)
39.718983236188876	-104.80196356773376	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109757	Bicycle	CCA doesn't have student transit pass. RTD doesn't provide that incentive. (CCA Comment)
39.718900711233246	-104.8016256093979	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109758	Transit	Don't use transit (train or bus). Doesn't know how to navigate it. Prefer to walk or drive. (CCA Comment)
39.71926382029931	-104.80250537395477	15955 East Centretech Parkway, Aurora, Colorado 80011, United States	Bicycle	Student is commuting from Commerce City. There's not a



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109759		lot of stops near home. Takes a while to get here. (CCA Comment)
39.71867376709614	-104.80103552341463	16060 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109760	Transit	Hard to travel from Northfield to campus by transit. (CCA Comment)
39.72565106330314	-104.80327606868575	15890 East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109762	Transit	10-never on time. Leave early or is late. (CCA Comment)
39.719054835170404	-104.8020207791955	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109763	Transit	Take bus to school daily but bus is often delayed or will leave early. Overall inconsistent. (CCA Comment)
39.6582126407016	-104.84693118186235	SP+ Parking, 3179 S Parker Rd, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105333	Transit	Better light rail service from 9 Mile to Downtown and DEN is needed. It's absurd how lacking or downright bad it is currently
39.6728418811994	-104.82596397399904	13981 East Harvard Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105587	Transit	I really like that I live within a 15 minute walk of the iliff station. The 15 minute walk + 30 minutes between trains still makes driving a very attractive method of travel.
39.67530272410368	-104.82017040252687	2299 South Sable Boulevard, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105588	Bicycle	This bus stop and the one around the corner could be spruced up so folks find them a more attractive option, and so folks who have to take it don't feel bad about it.
39.58964195288511	-104.70867633819581	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States	Pedestrian/Mobility Device	Please add a bus stop - walking up and down the hill



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105749		to get to the library is difficult and inaccessible.
39.58167946295651	-104.67771291732788	26673 East Indore Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105811	Car	There is no public transportation that comes near this area, bus or rail. It will be difficult to add a rail line here, but there should be busses to connect Southeast Aurora to a more central hub. There should also be an airport bus that stops in this area.
39.81501349954628	-104.68661785125734	25755 East 65th Avenue, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105818	Other	It would be amazing to have a bus out here so we could take transit to work. There are a ton of projects planned out here and right now the only busses are privately owned by the parking space businesses out here.
39.752370218292256	-104.87711906433107	Clementine's Salon & Skincare, 2501 Dallas St Ste 269, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106057	Car	the stanley marketplace employs hundreds of people (and has 1000s of visitors!), but the nearest transit stop is a 15-minute walk to Montview that is poorly lit and doesn't have a continuous sidewalk. would be great to get a transit stop at the marketplace itself!
39.747629919887665	-104.87425803788939	9755 East Montview Boulevard, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106060	Car	Would love more bus service to NW Aurora! Lots of folks ride the bud in this area, but busses can run at difficult times or not often enough.
39.740161365231586	-104.86723423091463	10333 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106061	Pedestrian/Mobility Device	Hoping that Aurora will align it's bus rapid transit plans with Denver and RTD along East Colfax.



39.734798685263065	-104.82387185096742	14100 E Colfax Ave, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106188	Pedestrian/Mobility Device	Light rail service at 13th Ave and Fitzsimons stations are inconsistent. We need better lighting at these stations too. people don't feel safe using these lines at night
39.75464676506115	-104.84667062759401	Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106250	Pedestrian/Mobility Device	Most RTD Stations are too far from anything except hospitals. (Open House Comment)
39.68925685263624	-104.8280453681946	13900 East Florida Avenue, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106254	Pedestrian/Mobility Device	No Park and Ride at Florida (Open House Comment)
39.70299152802762	-104.82875947477048	I 225, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106259	Pedestrian/Mobility Device	No bus service this part of Aurora. No way to cross 225 (open house comment)
39.70456425654434	-104.86591707100516	627 South Havana Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106286	Pedestrian/Mobility Device	Bus stops on Havana so far apart people have to cross Havana mid-block. (open house comment)
39.58963368493816	-104.7086387872696	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106429	Other	Please add a bus stop for the library. It's a long walk from Smoky Hill.
39.58944352188583	-104.70847785472871	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106444	Pedestrian/Mobility Device	The Tallyn's Reach Library needs a bus stop so that the public has a public transportation option for getting to the library.



39.600399155169825	-104.71306788574437	23606 East Smoky Hill Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106802	Pedestrian/Mobility Device	Park and Ride needed in Tallyn's reach near mall. (open house comment)
39.57362538206863	-104.71234079845891	7827 South Buchanan Way, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106803	Car	Desire for bus service to these neighborhoods. (open house comment)
39.73401487401135	-104.79131863716508	1180 Airport Boulevard, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106807	Car	Generally, more frequent bus service; feel unsafe on bus. (open house comment)
39.58966675672007	-104.70883727073671	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106925	Other	Please add an RTD bus stop and any other multimodal access (bike share, car share) to the Tallyn's Reach Municipal Campus!
39.58225828329982	-104.72337484359743	22650 East Hinsdale Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106926	Other	Please add RTD bus stop and other multimodal transportation options near the Target shopping center
39.61762329871051	-104.69023346900941	25400 East Alexander Drive, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106927	Car	Please add a bus stop and other multimodal transportation options to the Southeast Rec Center!
39.75470155946426	-104.8468923048969	2601 Peoria Street, Aurora, Colorado 80238, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107899	Other	There should be a light rail station here. (CU Anschutz Pop-up)



39.754929901167415	-104.84053728932113	2550 Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107913	Other	15 should stop here again (Fitzsimons Station) (CU Anschutz Pop-Up)
39.74020257013021	-104.82703325700768	RTD Rail - Colfax Station, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107930	Other	Station doesn't feel safe (CU Anschutz Pop-Up)
39.740133912027325	-104.82695407010009	13750 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107931	Bicycle	Stopped using this R line b/c of frequent cancelations (CU Anschutz Pop-Up)
39.74017786514142	-104.86853599548341	10259 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108063	Pedestrian/Mobility Device	I am hoping Aurora will be working with Denver and RTD to align work/strategy on the Colfax rapid bus transit plan. It would be very disappointing if Aurora does not as this is such a great opportunity and easy win for alternative transportation. The rapid bus should extend to the hospital.
39.75197428943466	-104.8766040802002	2352 Dallas Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108065	Transit	A transit stop at Stanely would be great. Such a missed opportunity to not have a stop here.
39.72565641664996	-104.83197212219238	East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108073	Pedestrian/Mobility Device	A rapid bus transit connecting east Aurora, Del Mar, Lowry, and Cherry Creek, and Wash Park would be great. There is no quick and convenient transportation options connecting these economic and community hubs. I think



				this could be a big opportunity for an Aurora/Denver/RTD partnership. Also, 6th avenue has a huge median (lots of road real estate) from I25 to Dayton that would be perfect for putting in a dedicated bus lane.
39.68948802155259	-104.8282277584076	1490 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108435	Pedestrian/Mobility Device	This station seems to be underutilized even though it provides amazing options to get to more dense parts of the metro. I think the nearby neighborhoods would benefit from outreach and education about how to use it, where it can get you, and how it might be faster than driving at times.
39.6870937345545	-104.80982780456544	1660 South Chambers Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108439	Car	Aurora is infamous for busy arterial roads like Chambers, with three lanes of traffic in each direction. I think some of these arterials with a bus route should change one of the car lanes in each direction into dedicated, bus-only lanes to incentivize bus travel. An example of this working well is Denver's Lincoln street bus lane between I-25 and the State Capitol
39.70376945677238	-104.82820630073549	700 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108441	Car	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete



				with the speed of car travel. It would be faster if the tracks were moved to Sable north of Illif station (and the location of Florida station moved to Sable and Florida).
39.716822414470805	-104.82600688934326	6 Abilene Street, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108442	Car	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.
39.722768263943166	-104.82586205005646	I 225, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108443	Bicycle	The 90 degree turns that the light rail has to take as it snakes through Aurora make the trip way slower than it needs to be. I know it's probably too expensive and unwieldy, but I think these turns should be undone to allow the train to compete with the speed of car travel.
39.71073574340769	-104.81905460357666	291 South Sable Boulevard, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108444	Bicycle	I think the train should have the right of way at these intersections instead of having to wait at a stoplight like cars do. They only come every 15 mins or so, so why not activate the crossing signal as soon as a train approaches the intersection?
39.76652318000997	-104.84928846359254	3399 Peoria Crossing, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108445	Bicycle	There are huge opportunities to develop the empty land near Peoria station into businesses, amenities, and housing for people using the trains. It would be especially useful to have here as people



				make connections between the buses and 2 rail lines.
39.74034905147275	-104.80115085840227	16051 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108702	Pedestrian/Mobility Device	No bus shelter
39.723128602652444	-104.84397384462739	12295 East Parkview Drive, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108904	Bicycle	Good bus options to get to the airport from Del Mar. Very much appreciated.
39.72521082383889	-104.86589133739473	590 Havana Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108907	Bicycle	BRT and Bus only lanes on Havana
39.740120115439744	-104.86781179904939	10305 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108909	Car	Bus rapid transit without dedicated bus lanes, is just bus transit. With current plans, Aurora residents only get the benefits of BRT if they're travelling to Denver. Please reconsider dedicated lanes.
39.72015707538872	-104.80352998062862	15771 East 1st Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109754	Bicycle	2 campuses - transit is hard to access for students. Lots of complaints about walking distance from stops. (CCA Comment)
39.71963450897948	-104.80289787112147	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109755	Bicycle	Faculty shared that bus no longer stops in front of school. 10 doesn't come out this far now. 157 most frequently used. (CCA Comment)
39.71882301332528	-104.8013207318933	15955 East Centretech Parkway, Aurora, Colorado 80011, United States	Other	Would like a transit stop right in front of the the school. (CCA Comment)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109756		
39.718983236188876	-104.80196356773376	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109757	Bicycle	CCA doesn't have student transit pass. RTD doesn't provide that incentive. (CCA Comment)
39.718900711233246	-104.8016256093979	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109758	Transit	Don't use transit (train or bus). Doesn't know how to navigate it. Prefer to walk or drive. (CCA Comment)
39.71926382029931	-104.80250537395477	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109759	Bicycle	Student is commuting from Commerce City. There's not a lot of stops near home. Takes a while to get here. (CCA Comment)
39.71867376709614	-104.80103552341463	16060 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109760	Pedestrian/Mobility Device	Hard to travel from Northfield to campus by transit. (CCA Comment)
39.72565106330314	-104.80327606868575	15890 East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109762	Transit	10-never on time. Leave early or is late. (CCA Comment)
39.719054835170404	-104.8020207791955	15955 East Centretech Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-109763	Transit	Take bus to school daily but bus is often delayed or will leave early. Overall inconsistent. (CCA Comment)
39.6582126407016	-104.84693118186235	SP+ Parking, 3179 S Parker Rd, Aurora, Colorado 80014, United States	Pedestrian/Mobility Device	Better light rail service from 9 Mile to Downtown and DEN is needed. It's absurd how



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105333		lacking or downright bad it is currently
39.6728418811994	-104.82596397399904	13981 East Harvard Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105587	Car	I really like that I live within a 15 minute walk of the iliff station. The 15 minute walk + 30 minutes between trains still makes driving a very attractive method of travel.
39.67530272410368	-104.82017040252687	2299 South Sable Boulevard, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105588	Pedestrian/Mobility Device	This bus stop and the one around the corner could be spruced up so folks find them a more attractive option, and so folks who have to take it don't feel bad about it.
39.58964195288511	-104.70867633819581	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105749	Car	Please add a bus stop - walking up and down the hill to get to the library is difficult and inaccessible.
39.58167946295651	-104.67771291732788	26673 East Indore Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105811	Other	There is no public transportation that comes near this area, bus or rail. It will be difficult to add a rail line here, but there should be busses to connect Southeast Aurora to a more central hub. There should also be an airport bus that stops in this area.
39.81501349954628	-104.68661785125734	25755 East 65th Avenue, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-105818	Car	It would be amazing to have a bus out here so we could take transit to work. There are a ton of projects planned out here and right now the only busses are privately owned by the parking space businesses out here.
39.752370218292256	-104.87711906433107	Clementine's Salon & Skincare, 2501 Dallas St Ste 269, Aurora, Colorado 80010, United States	Bicycle	the stanley marketplace employs hundreds of people (and has 1000s of visitors!), but the nearest transit stop is a 15-minute walk to Montview



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106057		that is poorly lit and doesn't have a continuous sidewalk. would be great to get a transit stop at the marketplace itself!
39.747629919887665	-104.87425803788939	9755 East Montview Boulevard, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106060	Car	Would love more bus service to NW Aurora! Lots of folks ride the bud in this area, but busses can run at difficult times or not often enough.
39.740161365231586	-104.86723423091463	10333 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106061	Other	Hoping that Aurora will align it's bus rapid transit plans with Denver and RTD along East Colfax.
39.734798685263065	-104.82387185096742	14100 E Colfax Ave, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106188	Car	Light rail service at 13th Ave and Fitzsimons stations are inconsistent. We need better lighting at these stations too. people don't feel safe using these lines at night
39.75464676506115	-104.84667062759401	Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106250	Car	Most RTD Stations are too far from anything except hospitals. (Open House Comment)
39.68925685263624	-104.8280453681946	13900 East Florida Avenue, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106254	Bicycle	No Park and Ride at Florida (Open House Comment)
39.70299152802762	-104.82875947477048	I 225, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106259	Bicycle	No bus service this part of Aurora. No way to cross 225 (open house comment)
39.70456425654434	-104.86591707100516	627 South Havana Street, Aurora, Colorado 80012, United States	Bicycle	Bus stops on Havana so far apart people have to cross Havana mid-block. (open house comment)



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106286		
39.58963368493816	-104.7086387872696	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106429	Pedestrian/Mobility Device	Please add a bus stop for the library. It's a long walk from Smoky Hill.
39.58944352188583	-104.70847785472871	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106444	Car	The Tallyn's Reach Library needs a bus stop so that the public has a public transportation option for getting to the library.
39.600399155169825	-104.71306788574437	23606 East Smoky Hill Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106802	Car	Park and Ride needed in Tallyn's reach near mall. (open house comment)
39.57362538206863	-104.71234079845891	7827 South Buchanan Way, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106803	Pedestrian/Mobility Device	Desire for bus service to these neighborhoods. (open house comment)
39.73401487401135	-104.79131863716508	1180 Airport Boulevard, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106807	Bicycle	Generally, more frequent bus service; feel unsafe on bus. (open house comment)
39.58966675672007	-104.70883727073671	Tallyn's Reach Public Library, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106925	Bicycle	Please add an RTD bus stop and any other multimodal access (bike share, car share) to the Tallyn's Reach Municipal Campus!
39.58225828329982	-104.72337484359743	22650 East Hinsdale Avenue, Aurora, Colorado 80016, United States	Car	Please add RTD bus stop and other multimodal transportation options near the Target shopping center



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106926		
39.61762329871051	-104.69023346900941	25400 East Alexander Drive, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-106927	Transit	Please add a bus stop and other multimodal transportation options to the Southeast Rec Center!
39.75470155946426	-104.8468923048969	2601 Peoria Street, Aurora, Colorado 80238, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107899	Transit	There should be a light rail station here. (CU Anschutz Pop-up)
39.754929901167415	-104.84053728932113	2550 Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107913	Transit	15 should stop here again (Fitzsimons Station) (CU Anschutz Pop-Up)
39.74020257013021	-104.82703325700768	RTD Rail - Colfax Station, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107930	Transit	Station doesn't feel safe (CU Anschutz Pop-Up)
39.740133912027325	-104.82695407010009	13750 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-107931	Transit	Stopped using this R line b/c of frequent cancelations (CU Anschutz Pop-Up)
39.74017786514142	-104.86853599548341	10259 East Colfax Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108063	Transit	I am hoping Aurora will be working with Denver and RTD to align work/strategy on the Colfax rapid bus transit plan. It would be very disappointing if Aurora does not as this is such a great opportunity and easy win for alternative transportation. The rapid bus should extend to the hospital.



39.75197428943466	-104.8766040802002	2352 Dallas Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108065	Transit	A transit stop at Stanely would be great. Such a missed opportunity to not have a stop here.
39.72565641664996	-104.83197212219238	East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-108073	Bicycle	A rapid bus transit connecting east Aurora, Del Mar, Lowry, and Cherry Creek, and Wash Park would be great. There is no quick and convenient transportation options connecting these economic and community hubs. I think this could be a big opportunity for an Aurora/Denver/RTD partnership. Also, 6th avenue has a huge median (lots of road real estate) from I25 to Dayton that would be perfect for putting in a dedicated bus lane.



Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

SUMMER 2024 ENGAGEMENT SUMMARY

June-September 2024

Prepared by:

HDR



Contents

Summer 2024 EnGagement Summary **1**
Contents **1**
Overview **2**
Engagement Overview **2**
Promotion **4**
Feedback Results **4**
Who We Heard From 4
Feedback Results by Demographic 7
Online Survey Results 12
Pop-Up/Community Event Results 12
Summary of Toole Design Results 19
What We Heard – Overall 19
Appendix A: Promotional Materials **21**
Appendix B: Engagement Materials **22**
Appendix C: Engagement Results **25**



OVERVIEW

In fall 2023, Aurora launched Connecting Aurora, a holistic transportation planning process that evaluates and identifies transportation needs of all people for the city's entire transportation network. Connecting Aurora will be the city's first-ever multimodal transportation master plan and builds upon previous study outcomes and Aurora Place's adopted vision and relevant transportation goals and strategies to enhance mobility choices throughout the city.

The development of Connecting Aurora is distilled into four phases:

1. Discover
2. Synthesize
3. Visualize
4. Realize

This report summarizes the engagement efforts for the summer months between Milestone 1 and Milestone 2. Summer Engagement was conducted June-September 2024 and involved further public outreach to gather information on transportation priorities. Community members were asked where they would most like to allocate limited resources (space, time, and budget) in accordance with what factors are most important to them.

ENGAGEMENT OVERVIEW

A variety of engagement efforts were used to gather feedback from the Aurora community about the current state of the transportation system, as outlined below. The numbers below are an estimate of how many people were informed about or engaged with the project through the various efforts.

Community Surveys	New Map Pins	Pop-Up Engagement
252	148	1,213

Community Pop-Up Events

Pop-ups were held at various community events to gather feedback on transportation priorities. Community members were presented with boards that listed different transportation improvements and were asked to place dots next to the improvements that were most important to them.

Event	Date	Total Number Engaged
Martin Luther King Jr. Library	6/7/24	25
Bike to Work Day (I-70 Bike/Ped Bridge)	6/26/24	16
Bike to Work Day (Chambers)	6/26/24	20
Havana Street Night Market	6/29/24	92
Summer Vibes (Wheel Park)	7/18/24	47
Havana Street Night Market	7/20/24	134
Arapahoe County Fair	7/27-7/28/24	125



National Night Out	8/1/24	75
Aurora Public Schools Kick-Off	8/3/24	107
Havana Street and Highline Canal	8/7/2024	20
Cherry Creek Trail and Arapahoe Road	8/13/2024	16
Global Fest	8/17/24	111
Havana Global Night Market	8/31/24	154
Agricultural Fest	9/14/24	143
Anschutz Block Party	9/18/24	128

Community Surveys

Following Milestone 1, a new online survey was made available to the public. The survey gathered feedback on which improvements should be prioritized moving forward and received **252** responses. For a full list of survey responses, go to Appendix C: Survey Results.

Map Comments and Pins

A map tool was available online where community members could place a pin and leave a comment.

- Total map pins since Milestone 1: **429**
- New map pins from June-September 2024: **147**
- Map comments from events: **67**

For a full list of map comments, go to Appendix C: Map Comments.

Toole Design Engagement Efforts

During the summer of 2024, Toole Design hosted two focus groups, four pop-up events, and three stakeholder interviews. This effort aimed to widen Connecting Aurora's community touchpoints by targeting outreach focused on walking, rolling, and biking and speaking to representatives of a more diverse audience of older adults, people with disabilities, and other underrepresented communities of people who bike. Our outreach strategy followed a new approach to Connecting Aurora engagement that emphasizes meeting people where they are through pop-ups and by attending existing events while de-emphasizing open houses.

Toole staff used HDR's meeting toolkit ("Meeting in a Box") to collect responses to standard questions during each outreach opportunity. Ultimately, we spoke to more than **80 individuals** in the community – both key stakeholders and members of the public at large. Focusing on quality over quantity, we had many thoughtful conversations during the summer and widened our audience to include more racially, ethnically, and economically diverse populations. Overall, the community members we spoke with were excited to provide their feedback and enthusiastic about the subject matter. This memorandum details the findings of Connecting Aurora engagement activities facilitated by Toole Design.



PROMOTION

Media Coverage

Over the course of the summer, one news article ran, as outlined in the table below.

Date	Media	Type
7/20/2024	CBS4 Denver	Colorado's third-largest city plans comprehensive transportation overhaul to enhance accessibility - CBS Colorado (cbsnews.com)

Flyer

A flyer was provided to direct people to the website to provide feedback. See Appendix for summer half-page leave behind flyer.

To view the flyer, go to Appendix A: Flyer.

FEEDBACK RESULTS

The results described below are a compilation of the various feedback tools, including the online survey, online map, dot boards at pop-up events, and Toole Design's engagement efforts.

Who We Heard From

- A variety of people who live, work, commute through or visit Aurora.
- There was a diverse representation from all Wards.
- Individuals of all ages, from students to seniors.
- Individuals and families of varying backgrounds.
- There was a small representation from the ADA accessibility community.

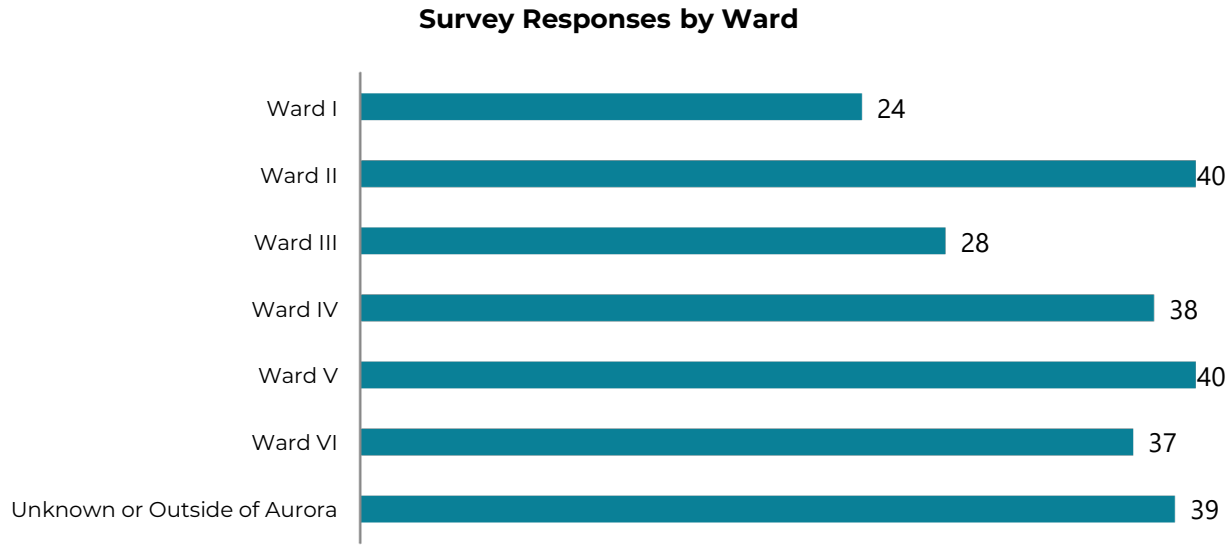
DEMOGRAPHIC INFORMATION

Those who filled out the online survey had the opportunity to provide demographic information while filling out the survey.



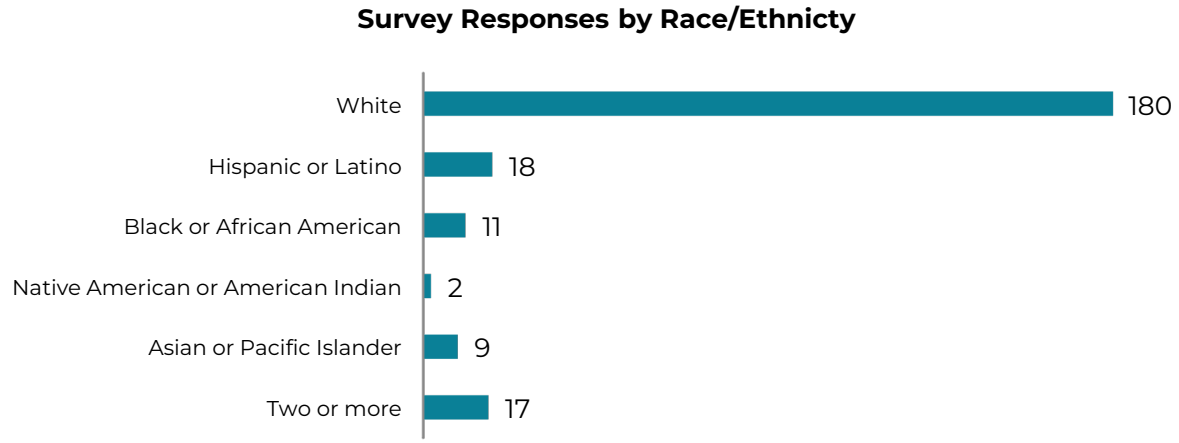
Wards

Of the 252 online surveys, 246 shared which Ward they lived in. Wards II, IV, V, VI all had similar representation, while Wards I and III were slightly less.



Race/Ethnicity

Of the 252 survey responses, 237 participants provided information about their race or ethnicity. Most survey respondents were primarily white with minorities represented by about 25% of the survey responses.

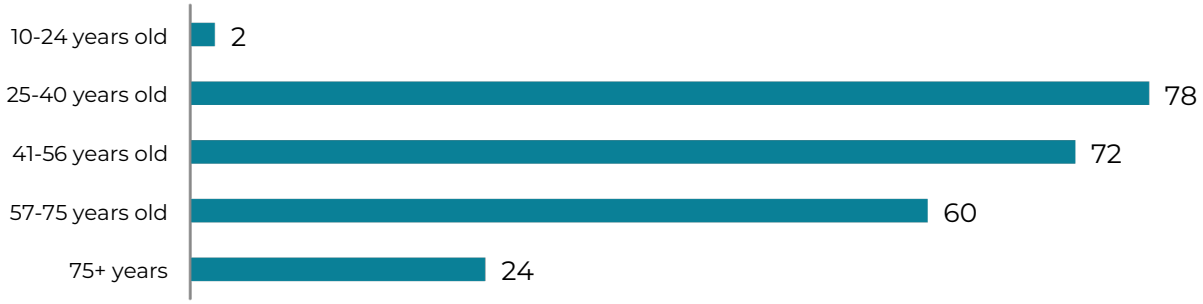




Age

Out of the 252 surveys, 236 respondents provided age information. A variety of ages are represented with the majority falling in between 25-75 years old.

Survey Respondents by Age



Gender

Of the 252 survey responses, 229 provided gender information. More women than men responded to the survey.

Survey Responses by Gender



ADA Accessibility Community

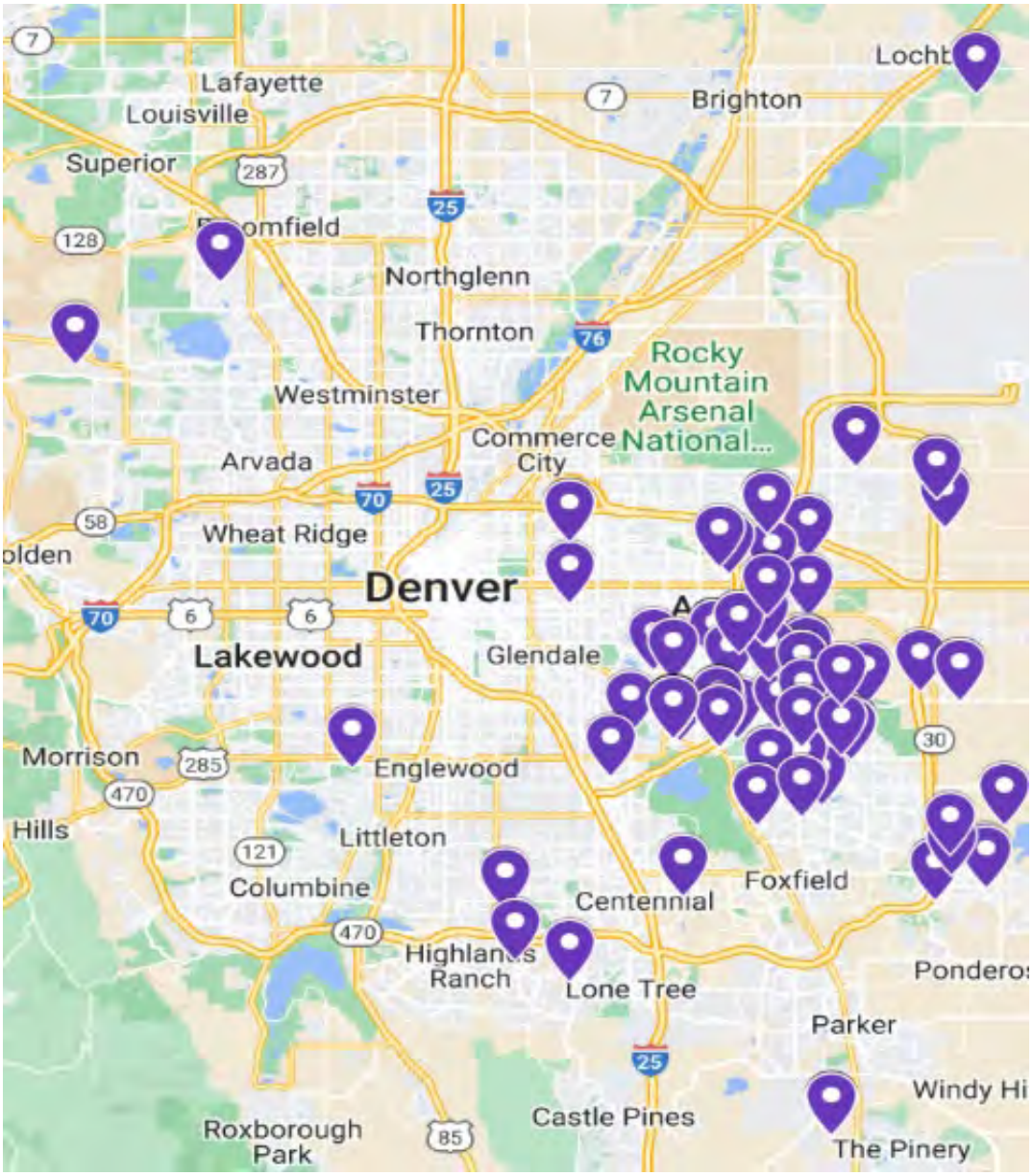
Survey respondents were asked if they are part of the ADA accessibility community. Of the 252 responses, 245 responded to this question with 9% indicating they are part of the community.

ADA Community Respondents





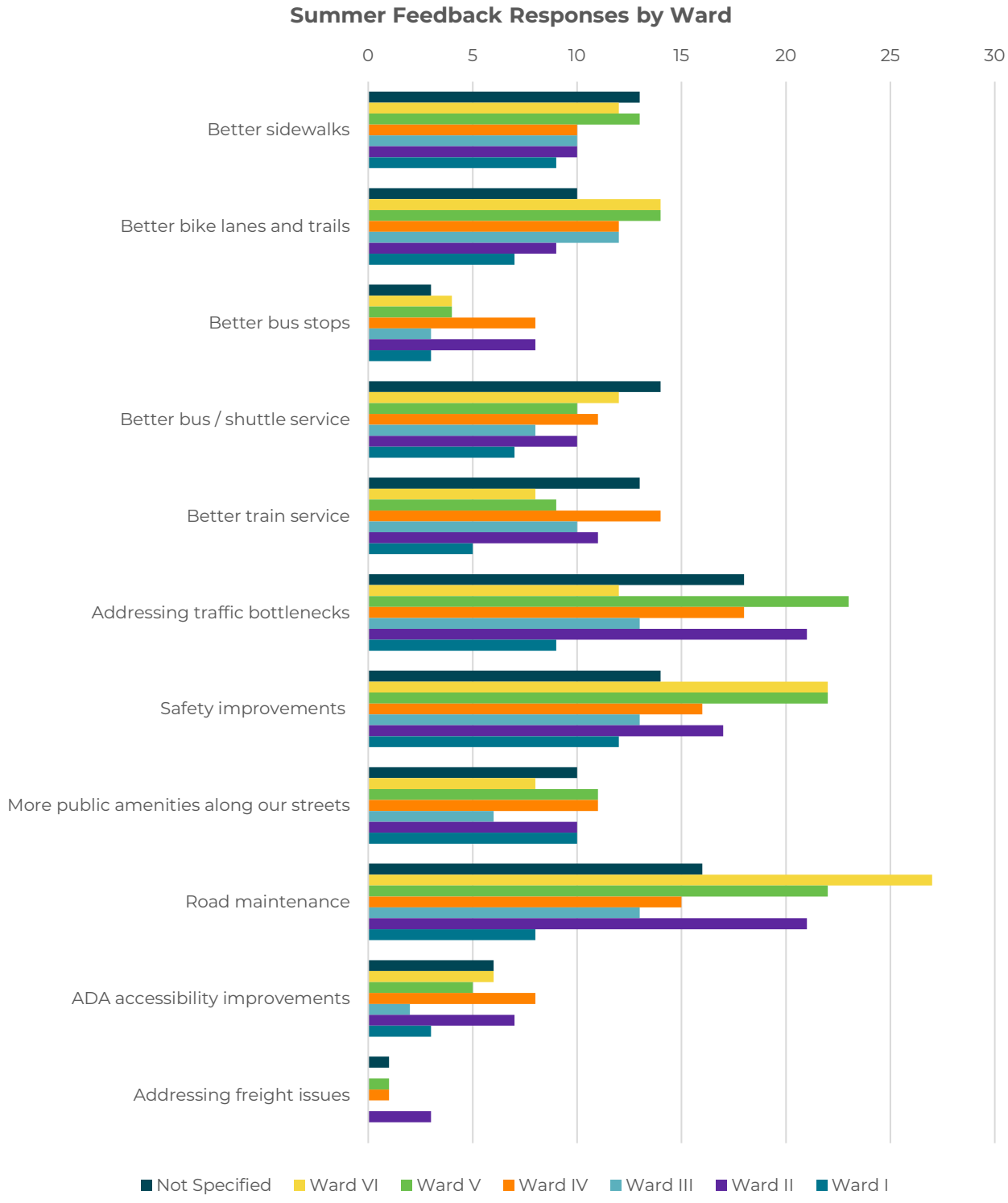
ONLINE MAP COMMENT LOCATIONS

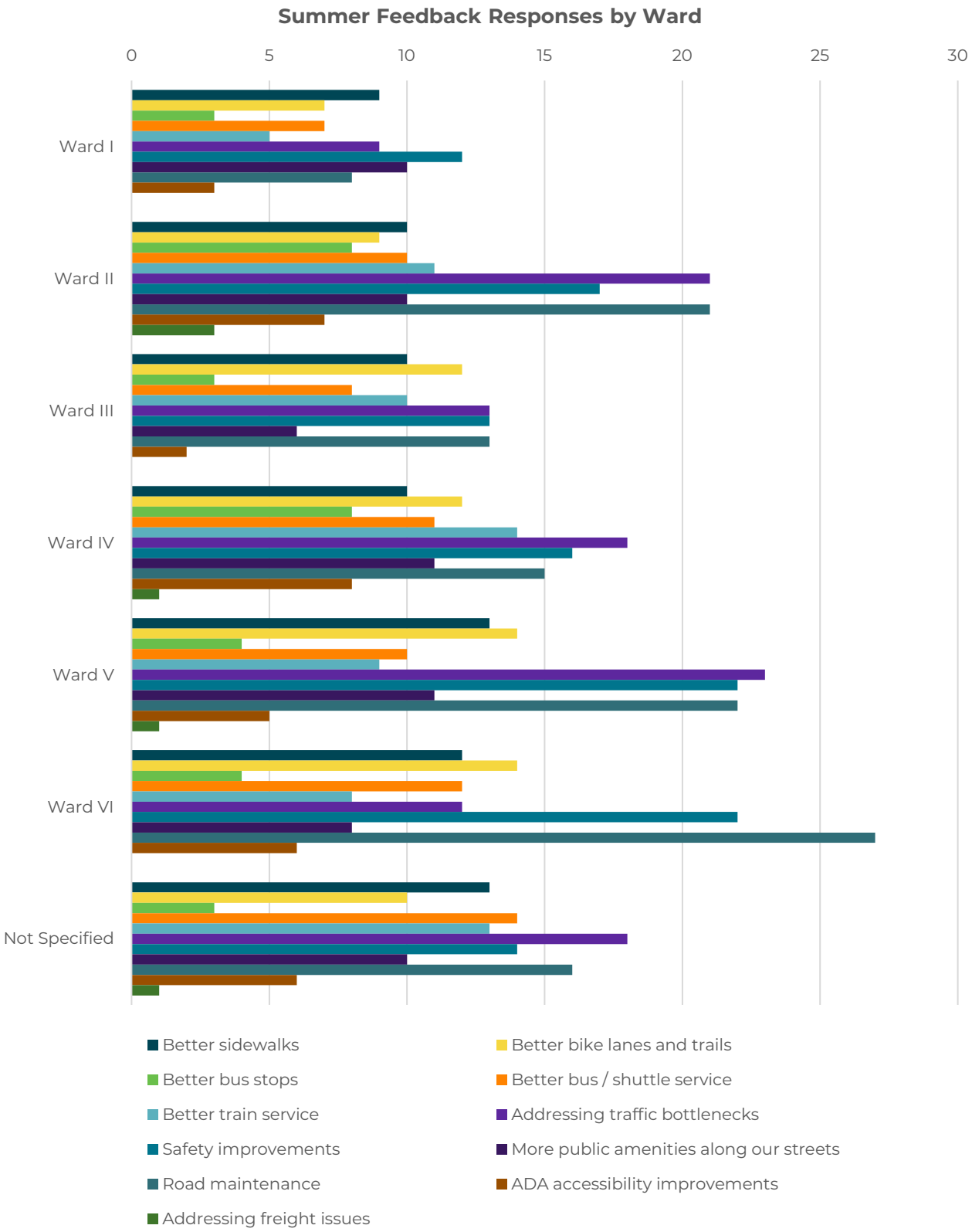


Feedback Results by Demographic

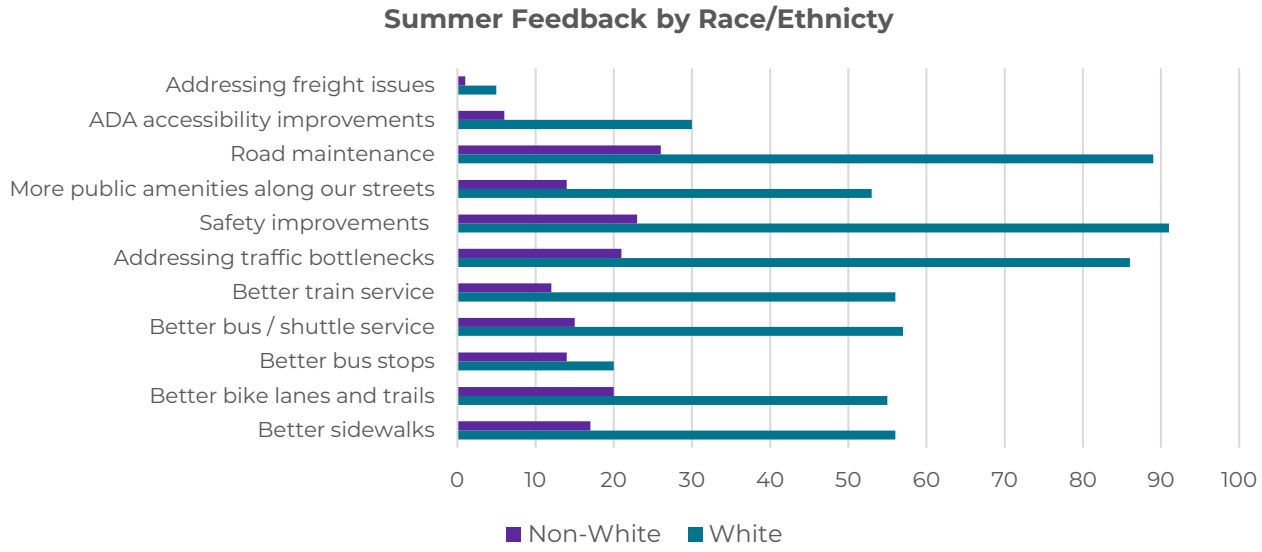
The online survey asked various demographic questions to help the project team make sure they're reaching as diverse and audience as possible. Results are broken down by these demographics in the following pages.

WARDS

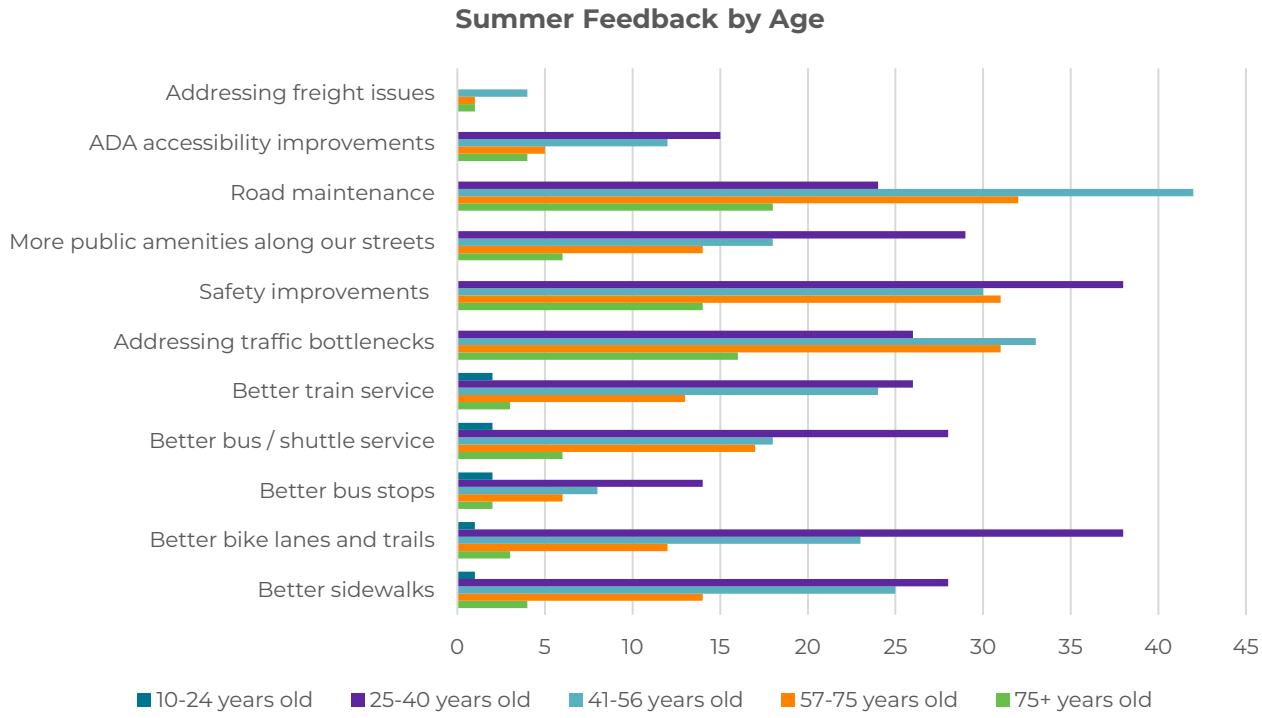

Summer Feedback Responses by Ward
0
5
10
15
20
25
30
Better sidewalks
Better bike lanes and trails
Better bus stops
Better bus / shuttle service
Better train service
Addressing traffic bottlenecks
Safety improvements
More public amenities along our streets
Road maintenance
ADA accessibility improvements
Addressing freight issues
Not Specified
Ward VI
Ward V
Ward IV
Ward III
Ward II
Ward I


Summer Feedback Responses by Ward
0
5
10
15
20
25
30
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward VI
Not Specified
Better sidewalks
Better bike lanes and trails
Better bus stops
Better bus / shuttle service
Better train service
Addressing traffic bottlenecks
Safety improvements
More public amenities along our streets
Road maintenance
ADA accessibility improvements
Addressing freight issues

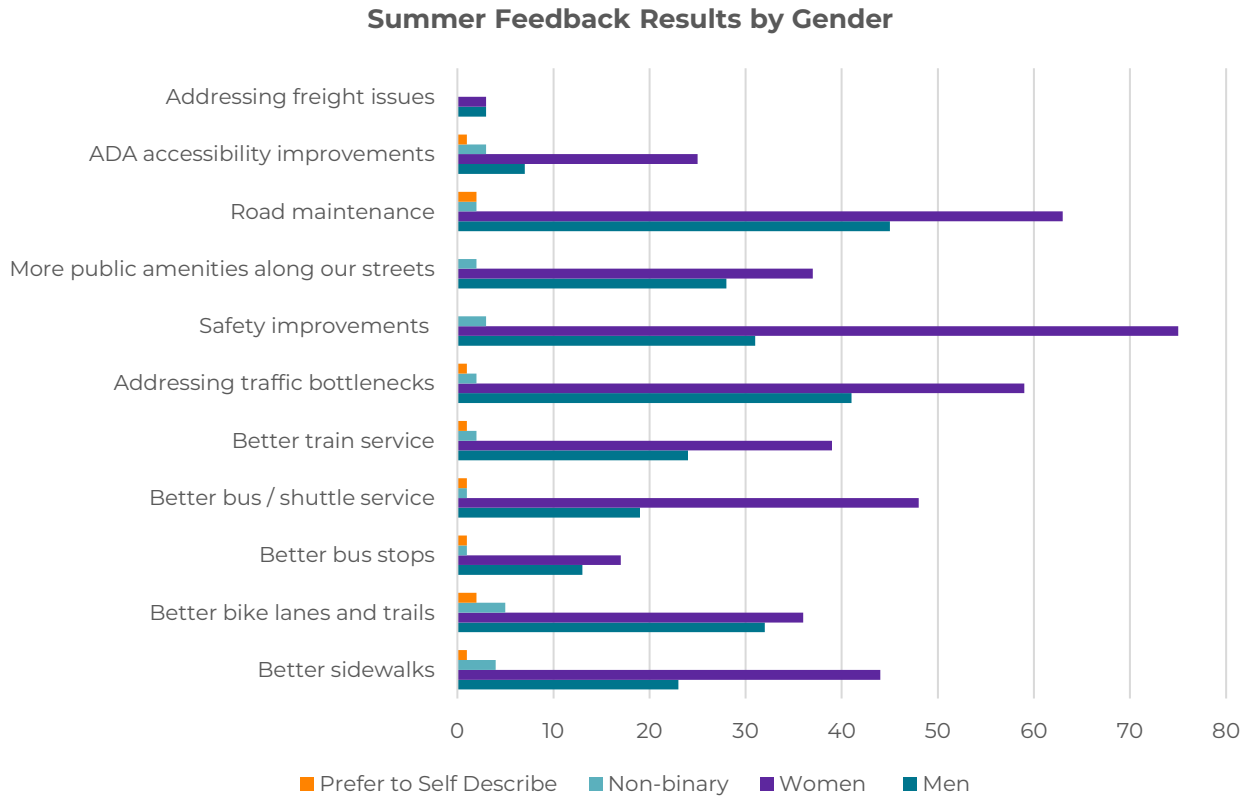
RACE/ETHNICITY



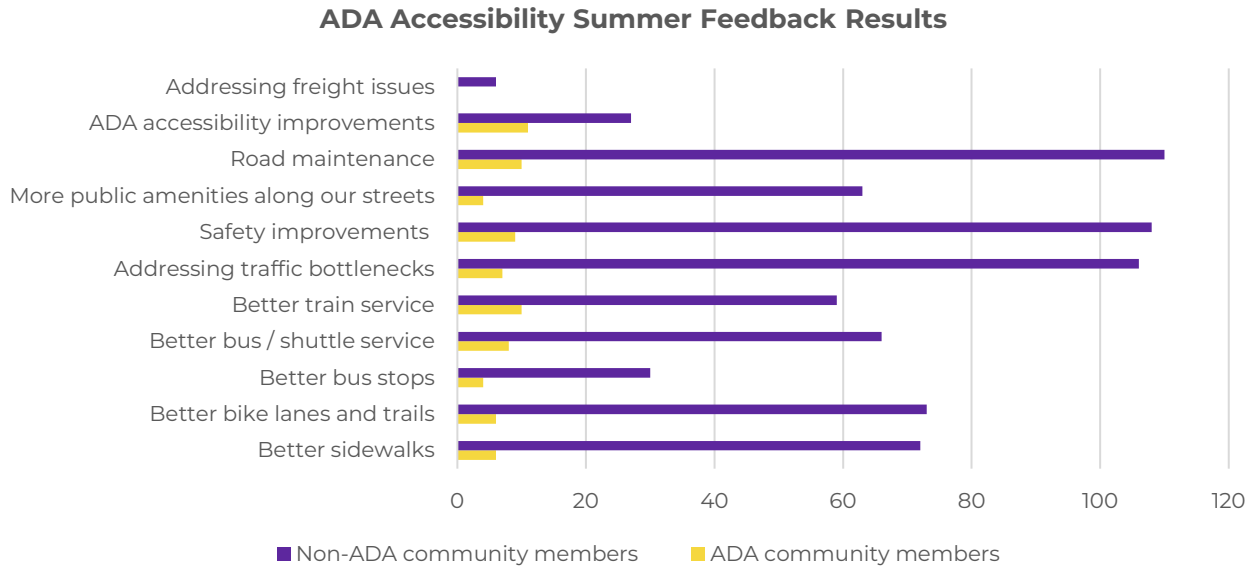
AGE



GENDER



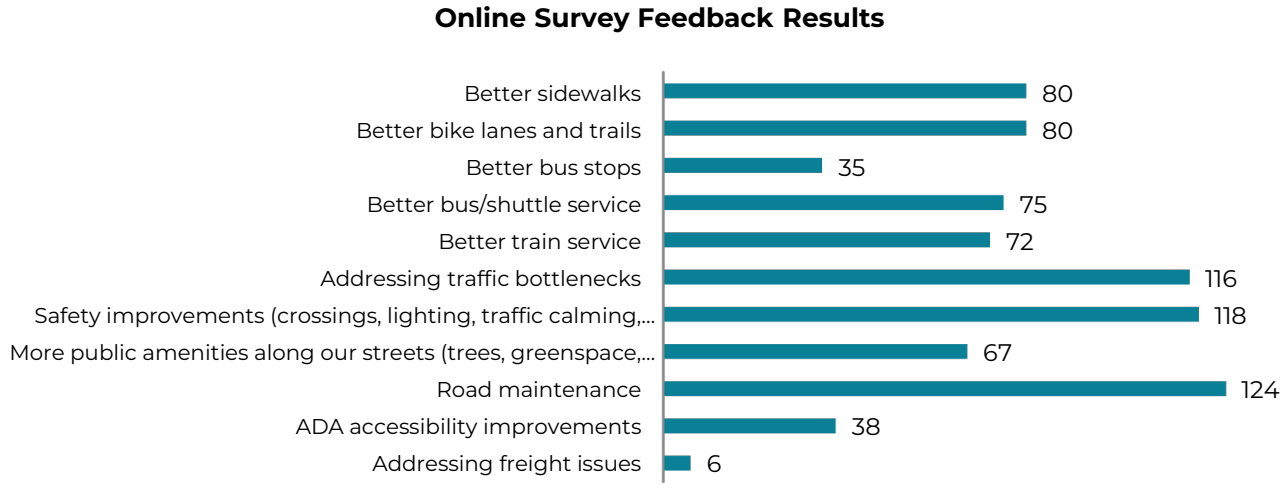
ADA ACCESSIBILITY COMMUNITY





Online Survey Results

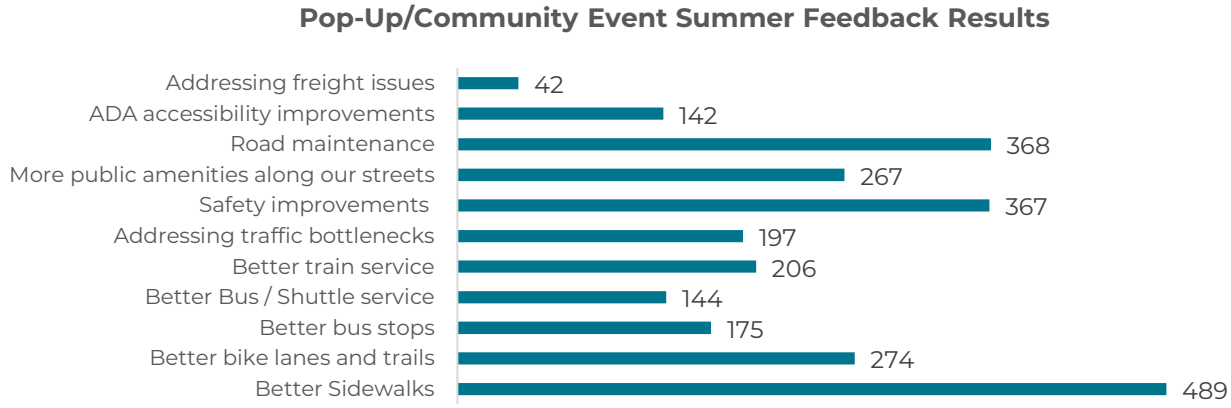
The 252 responses to the online survey are outlined below. The top priorities from the online survey include road maintenance, safety improvements, and addressing traffic bottlenecks.



Pop-Up/Community Event Results

The information below outlines the individual results from each of the pop-up/community events hosted throughout the engagement period. Participants were asked to help identify transportation priorities for Aurora. Participants were given four dots to place wherever they wanted for their answer.

All total about 667 people participated through the pop-up/community events and top priorities included better sidewalks, road maintenance and safety improvements. Results from each event are detailed in the following pages.

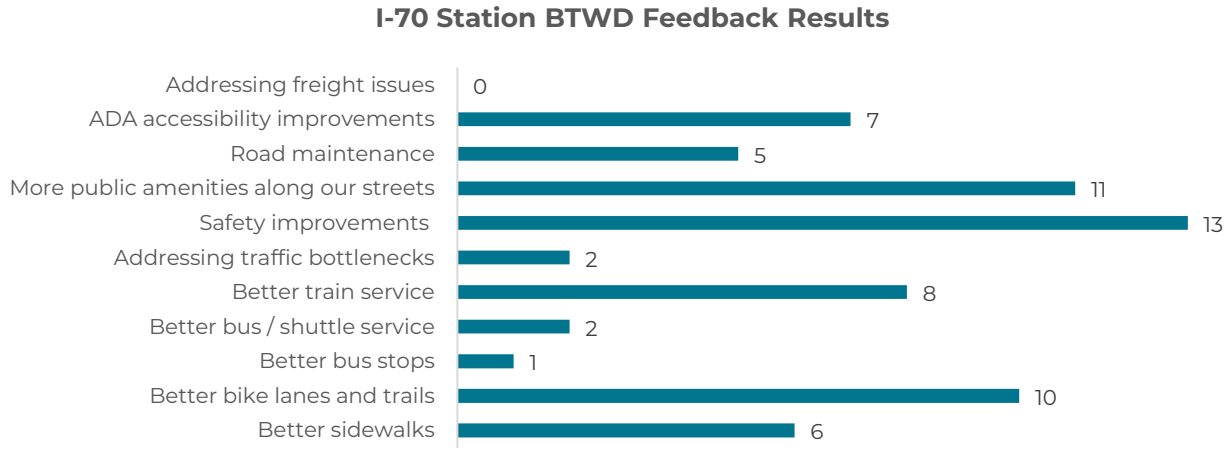




BIKE TO WORK DAY

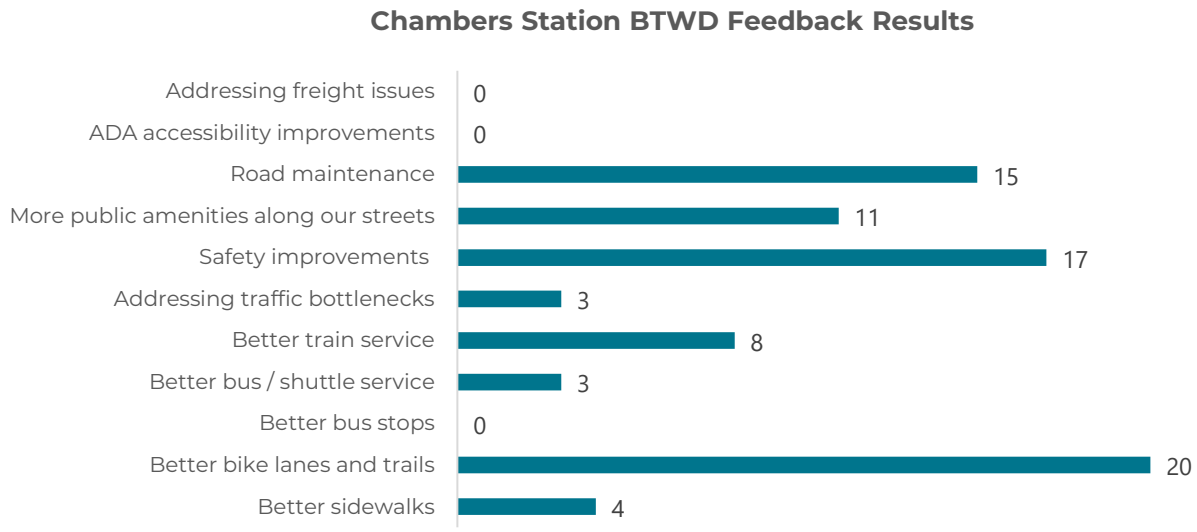
I-70 Bike/Pedestrian Bridge Station

City representatives hosted a Bike to Work Day station at I-70 Bike/Pedestrian bridge. Sixteen people placed on the display board at this event. Respondents from this event prioritized safety improvements, more public amenities along the streets, and better bike lanes and trails.



Chambers Station

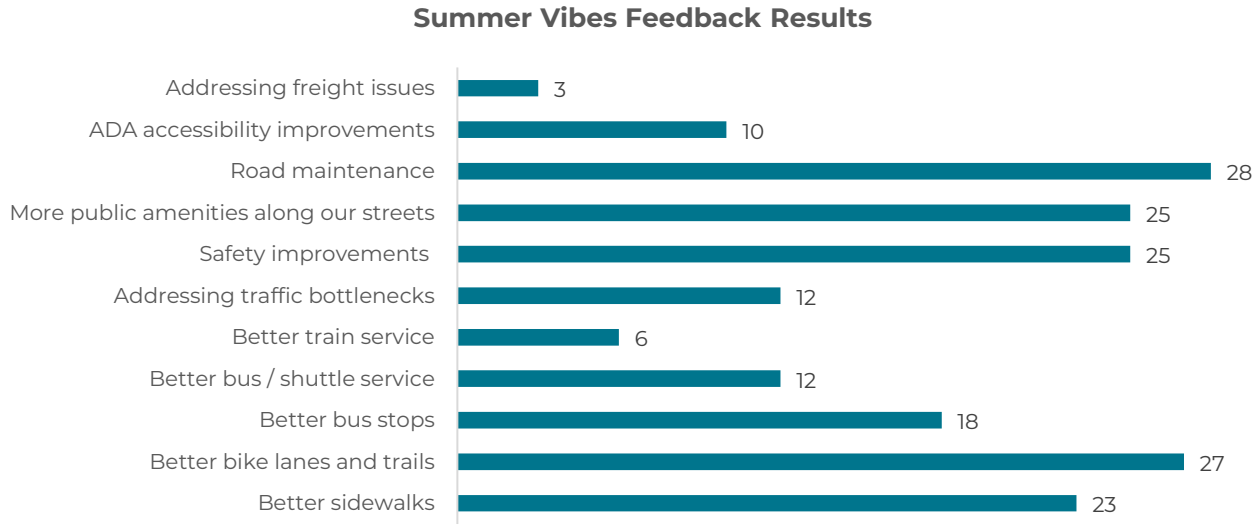
The client team also hosted a Bike to Work Day station at the Chambers and Highline Canal location. Twenty people provided feedback at this event. Top priorities included better bike lanes and trails and safety improvements.





SUMMER VIBES

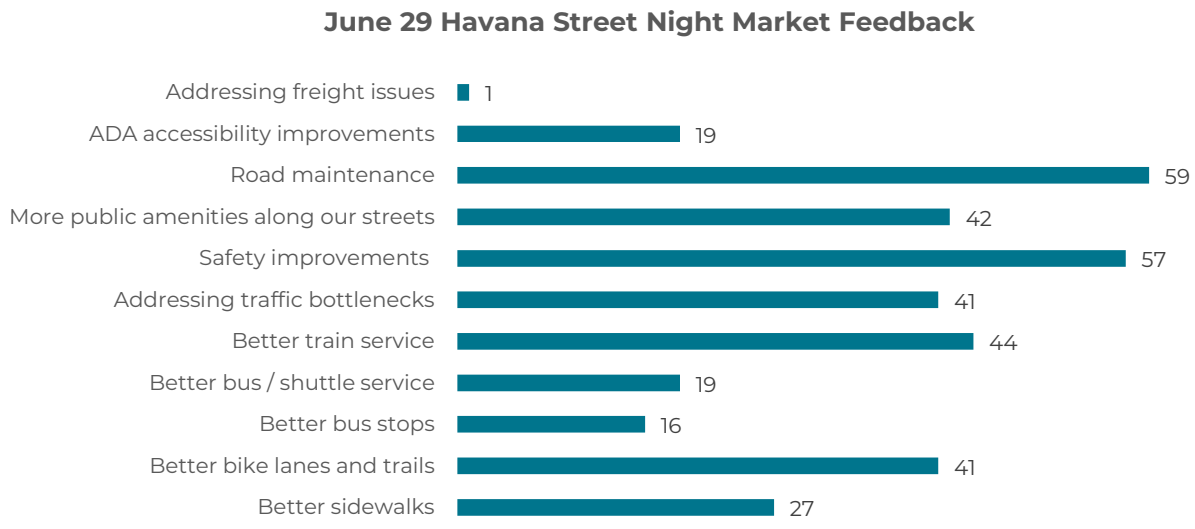
Forty-seven people provided input at the Summer Vibes event at Wheel Park. Top Priorities included road maintenance and better bike lanes and trails.



HAVANA STREET NIGHT MARKET

June 29, 2024

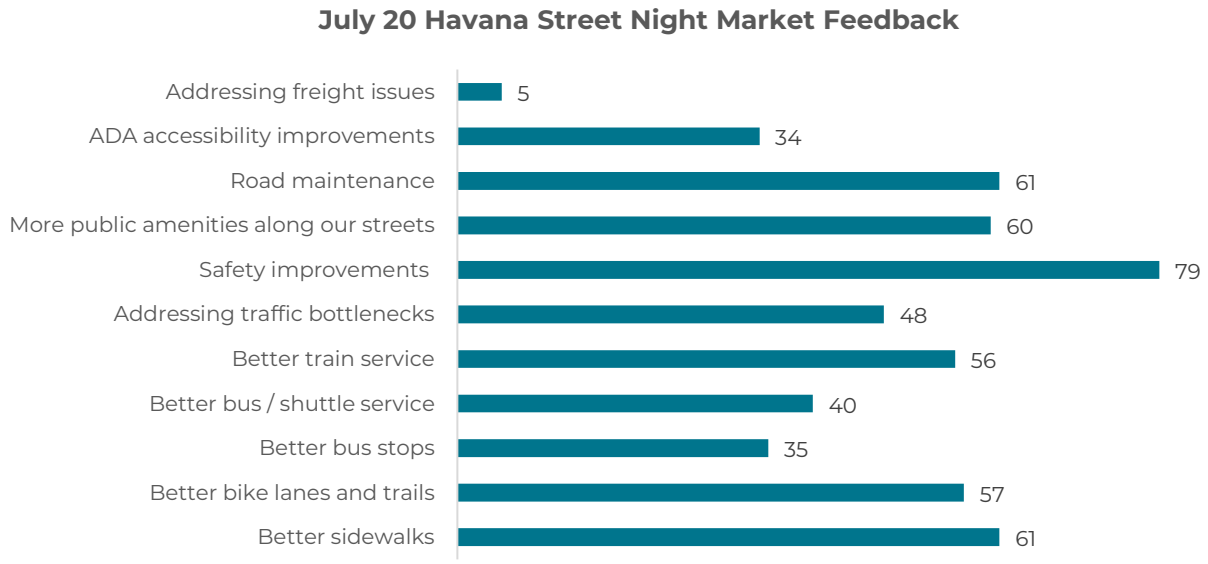
Ninety-one people participated in the feedback opportunity on June 29 at the Havana Street Night Market. Top priorities included road maintenance and safety improvements.





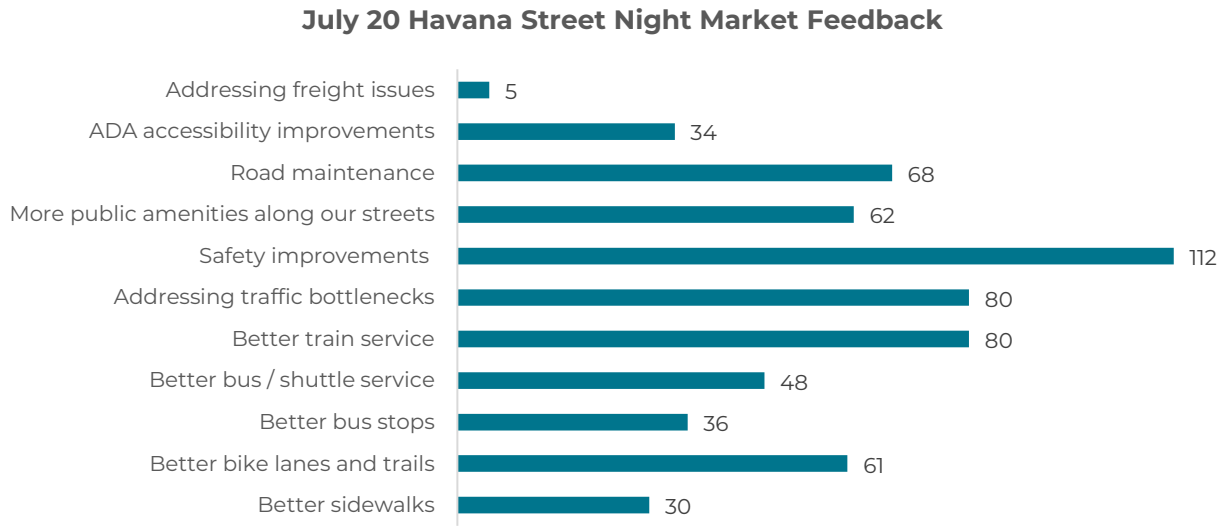
July 20, 2024

One hundred thirty-four people participated in the feedback opportunity on July 20 at the Havana Street Night Market. Top priorities included safety improvements, road maintenance, and better sidewalks.



Aug. 31, 2024

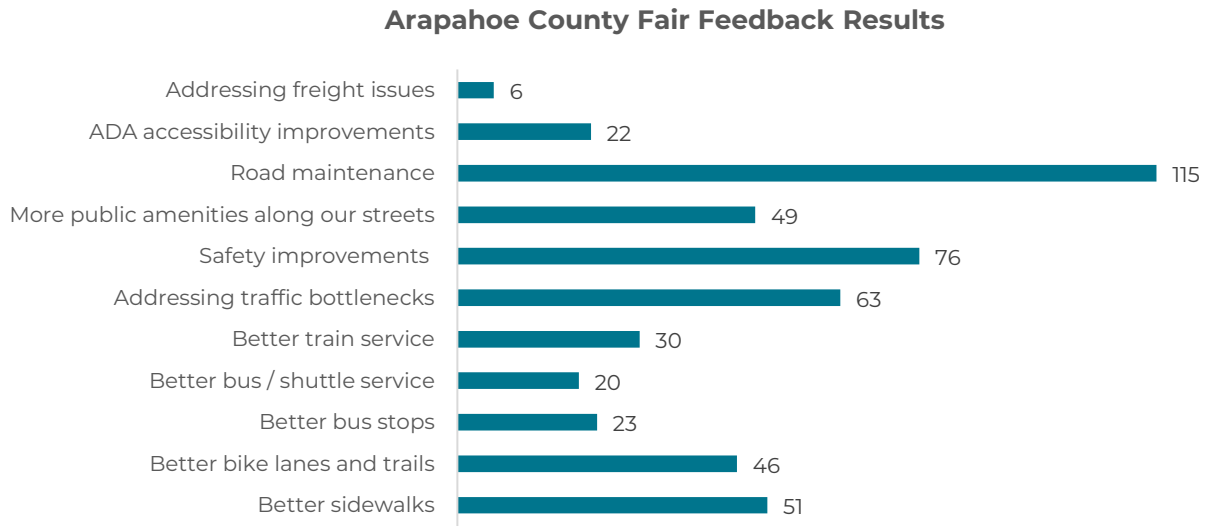
One hundred fifty-four people provided feedback at the Aug. 31 Havana Street Night Market. Top priorities included safety improvements followed by addressing traffic bottlenecks and better train service.





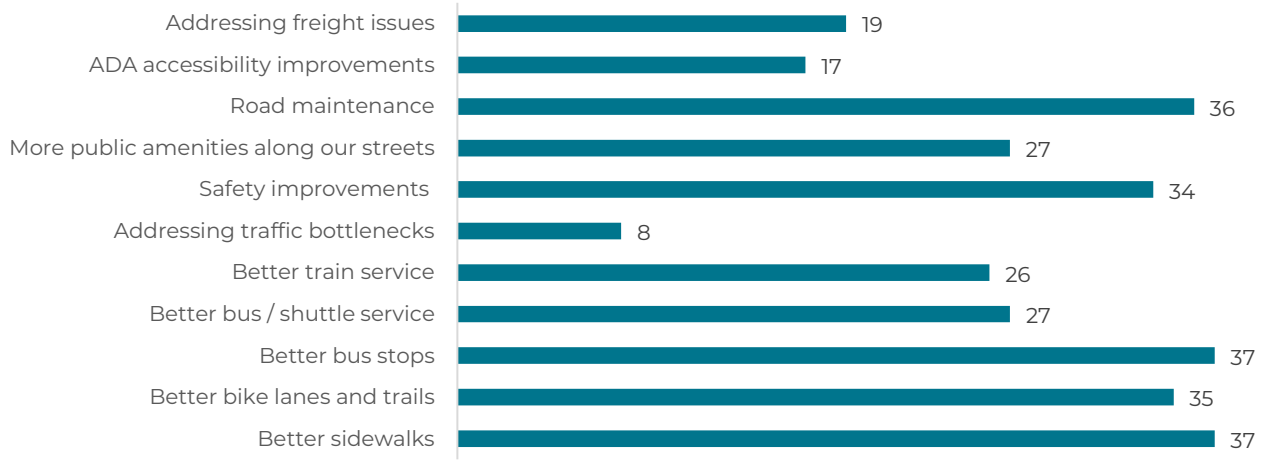
ARAPAHOE COUNTY FAIR

One hundred twenty-five people provided feedback over the course of two days at the Arapahoe County Fair. The top priority was road maintenance.



NATIONAL NIGHT OUT

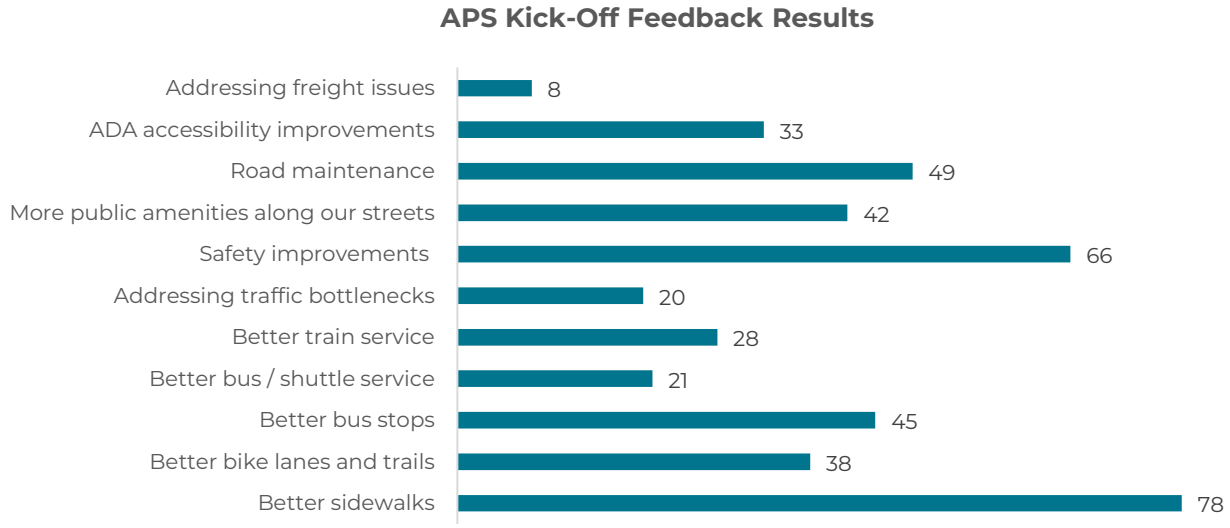
Seventy-six people provided feedback at the National Night Out event at the Martin Luther King Jr. Library. Top priorities included better bus stops, better sidewalks, and road maintenance.





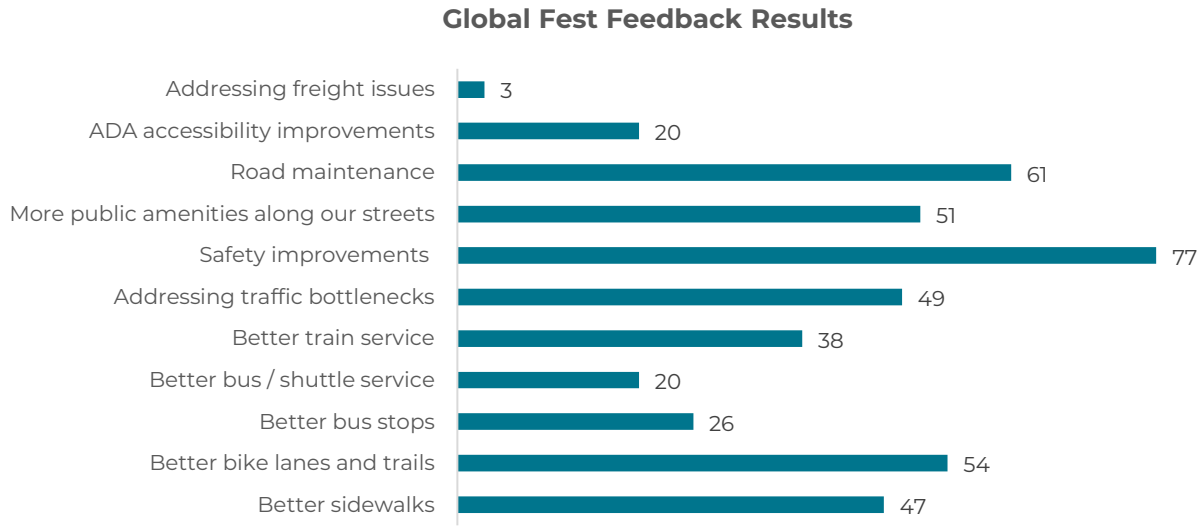
AURORA PUBLIC SCHOOLS KICK-OFF

One hundred seven people provided feedback at the APS kick-off event at the Aurora Town Center. Top priorities included better sidewalks and safety improvements.



GLOBAL FEST

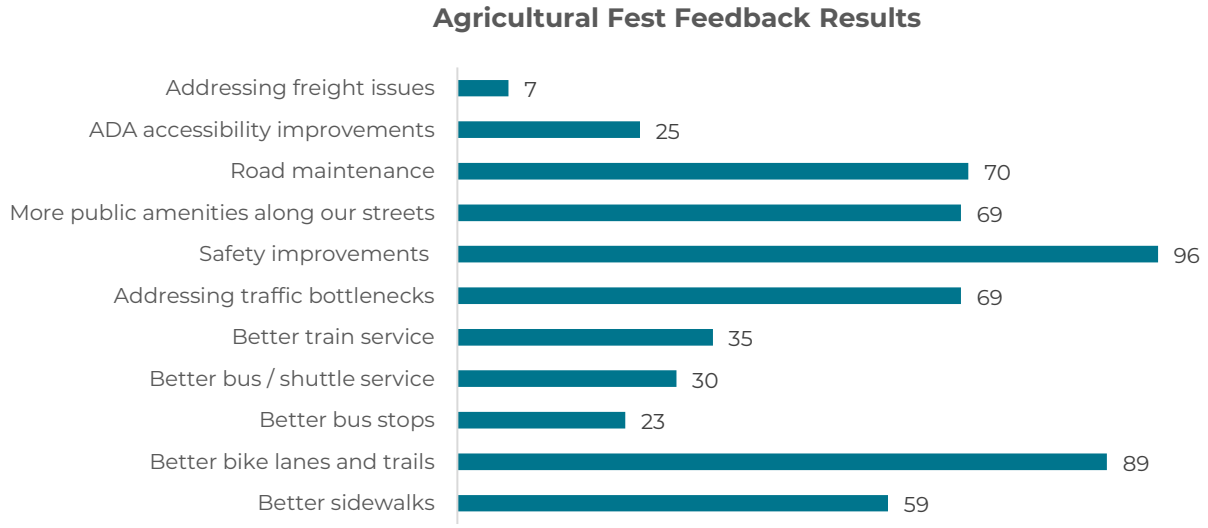
One hundred eleven people participated in the feedback opportunity at Global Fest. Top priorities included safety improvements and road maintenance.





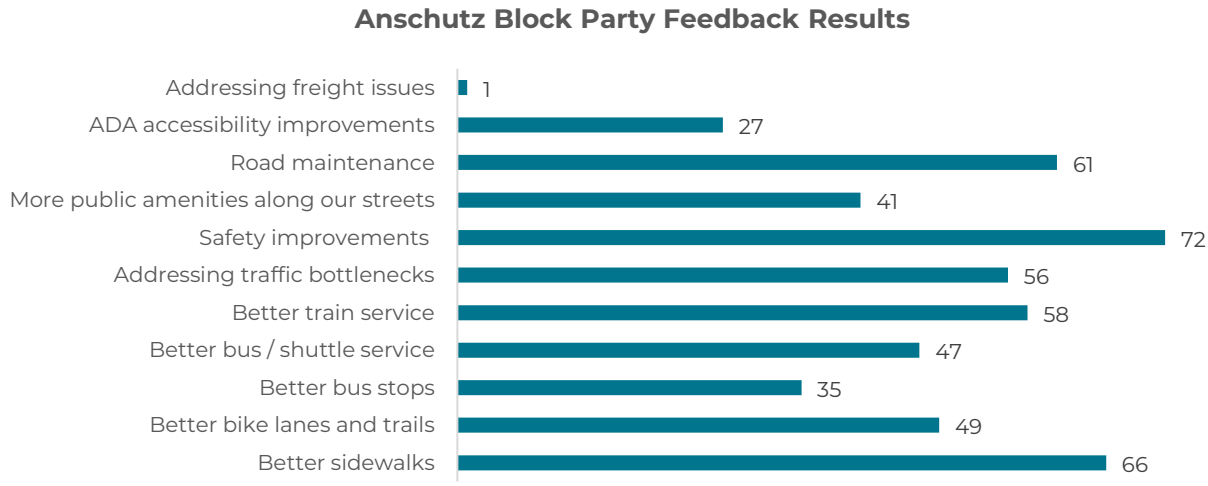
AGRICULTURAL FEST

One hundred forty-three people participated in in the feedback opportunity at the Agricultural Fest. Top priorities included safety improvements and better bike lanes and trails.



Anschutz Block Party

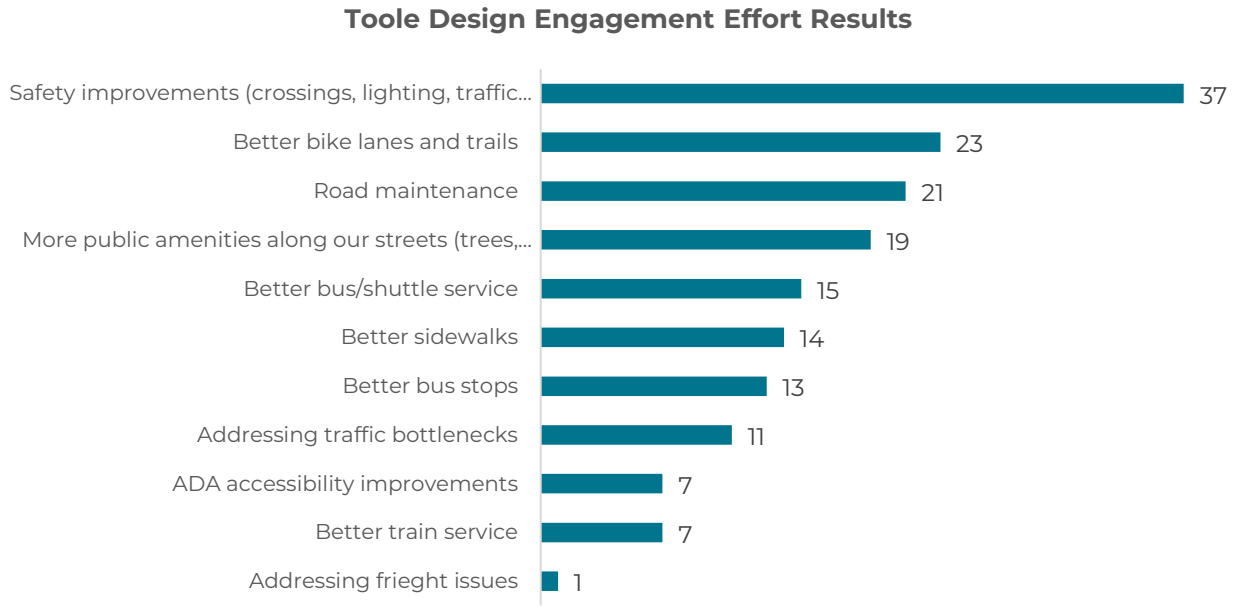
One hundred twenty-eight people provided feedback at the Anschutz Block Party. Top priorities included safety improvements, better sidewalks and road maintenance.





Summary of Toole Design Results

When asked the question, "What are your transportation priorities for Aurora" and given four votes out of 11 total options, most participants voted for safety improvements (37 votes), better bike lanes and trails (23 votes), road maintenance (21 votes), and public amenities along streets (19 votes). For full summary of Toole Design's efforts go to Appendix C: Toole Design Summary.



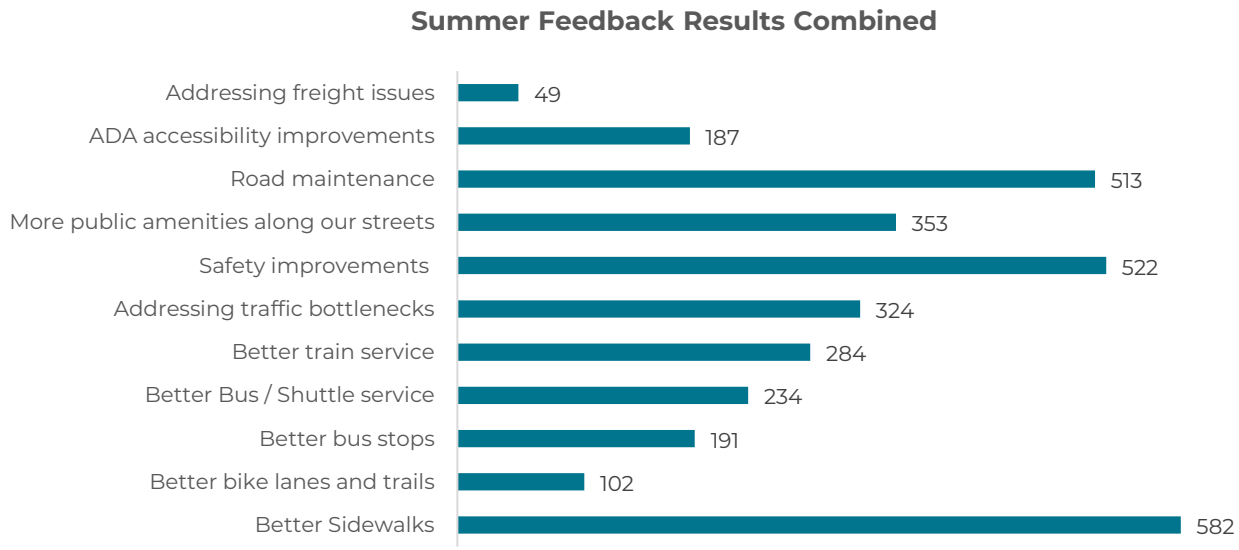
What We Heard – Overall

Based on the online survey responses, in-person engagement at pop-up events, and the results of Toole Design's engagement efforts, the top transportation priorities of Aurora's community members are as follows:

1. Better Sidewalks
2. Safety Improvements
3. Road Maintenance

Not that when combined together, the sum of the transit questions – better train service, better bus / shuttle service, better bus stops – is 709, greater than any other category.





On the online map, **148** new comments were added. The majority of comments were concentrated around three locations:

1. CU Anschutz
2. Community College of Aurora Campuses
3. Parker Road and I-225

Full map data can be found in the comprehensive data spreadsheet or online at https://engageaurora.org/connectingaurora/maps/add-feedback-by-location or in Appendix C: Map Comments.

The comments were broken into the following categories:

- Bike: 30%
- Vehicle: 26%
- Pedestrian: 19%
- Transit: 14%
- Other 12%
- Freight: 0%



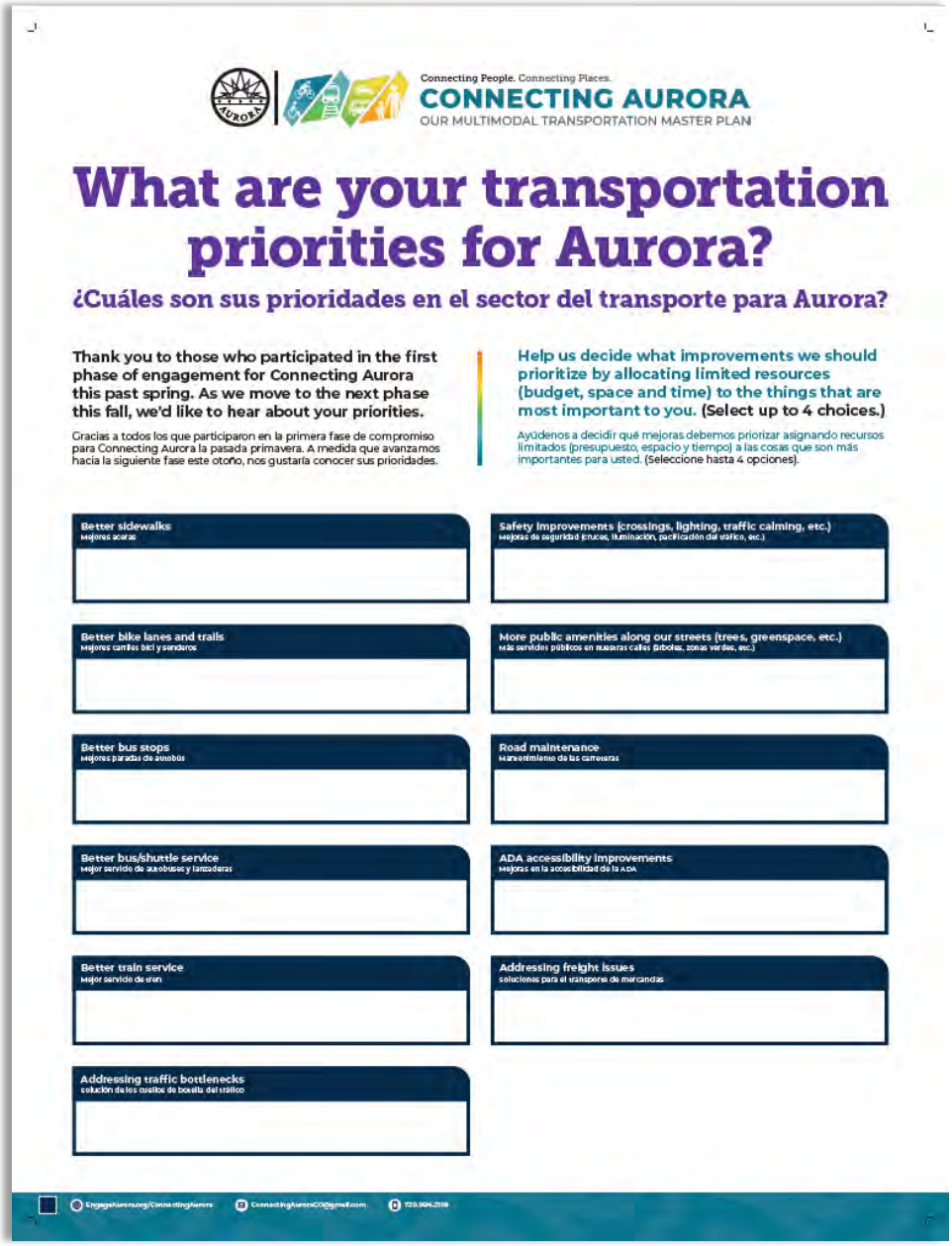
APPENDIX A: PROMOTIONAL MATERIALS

Flyer



APPENDIX B: ENGAGEMENT MATERIALS

Dot Board



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

What are your transportation priorities for Aurora?

¿Cuáles son sus prioridades en el sector del transporte para Aurora?

Thank you to those who participated in the first phase of engagement for Connecting Aurora this past spring. As we move to the next phase this fall, we'd like to hear about your priorities.

Gracias a todos los que participaron en la primera fase de compromiso para Connecting Aurora la pasada primavera. A medida que avanzamos hacia la siguiente fase este otoño, nos gustaría conocer sus prioridades.

Help us decide what improvements we should prioritize by allocating limited resources (budget, space and time) to the things that are most important to you. (Select up to 4 choices.)

Ayúdenos a decidir qué mejoras debemos priorizar asignando recursos limitados (presupuesto, espacio y tiempo) a las cosas que son más importantes para usted. (Seleccione hasta 4 opciones).

- Better sidewalks — Mejores aceras
- Safety improvements (crossings, lighting, traffic calming, etc.) — Mejoras de seguridad (cruces, iluminación, pacificación del tráfico, etc.)
- Better bike lanes and trails — Mejores carriles bici y senderos
- More public amenities along our streets (trees, greenspace, etc.) — Más servicios públicos en nuestras calles (árboles, zonas verdes, etc.)
- Better bus stops — Mejores paradas de autobús
- Road maintenance — Mantenimiento de las carreteras
- Better bus/shuttle service — Mejor servicio de autobuses y lanzaderas
- ADA accessibility improvements — Mejoras en la accesibilidad de la ADA
- Better train service — Mejor servicio de tren
- Addressing freight issues — soluciones para el transporte de mercancías
- Addressing traffic bottlenecks — solución de los cuellos de botella del tráfico

EngageAurora.org/ConnectingAurora · ConnectingAuroraCO@gmail.com · 720.904.2109

Survey

Connecting Aurora: Our Multimodal Transportation Master Plan

Engage Aurora

Summer 2024 Survey

Please take a moment to answer the question below.

Thank you to those who participated in the first phase of engagement for Connecting Aurora this past spring. As we move to the next phase this fall, we'd like to hear about your priorities.

Help us decide what improvements we should prioritize by allocating limited resources (budget, space and time) to the things that are most important to you. **(Select up to 4 choices.)**

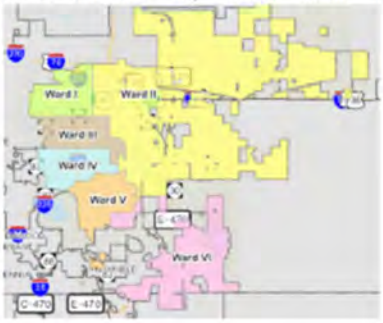
(Choose any 4 options)

- ☐ Better sidewalks
- ☐ Better bike lanes and trails
- ☐ Better bus stops
- ☐ Better bus/shuttle service
- ☐ Better train service
- ☐ Addressing traffic bottlenecks
- ☐ Safety improvements (crossings, lighting, traffic calming, etc.)
- ☐ More public amenities along our streets (trees, greenspace, etc.)
- ☐ Road maintenance
- ☐ ADA accessibility improvements
- ☐ Addressing freight issues

Help ensure we're reaching Aurora's diverse community.

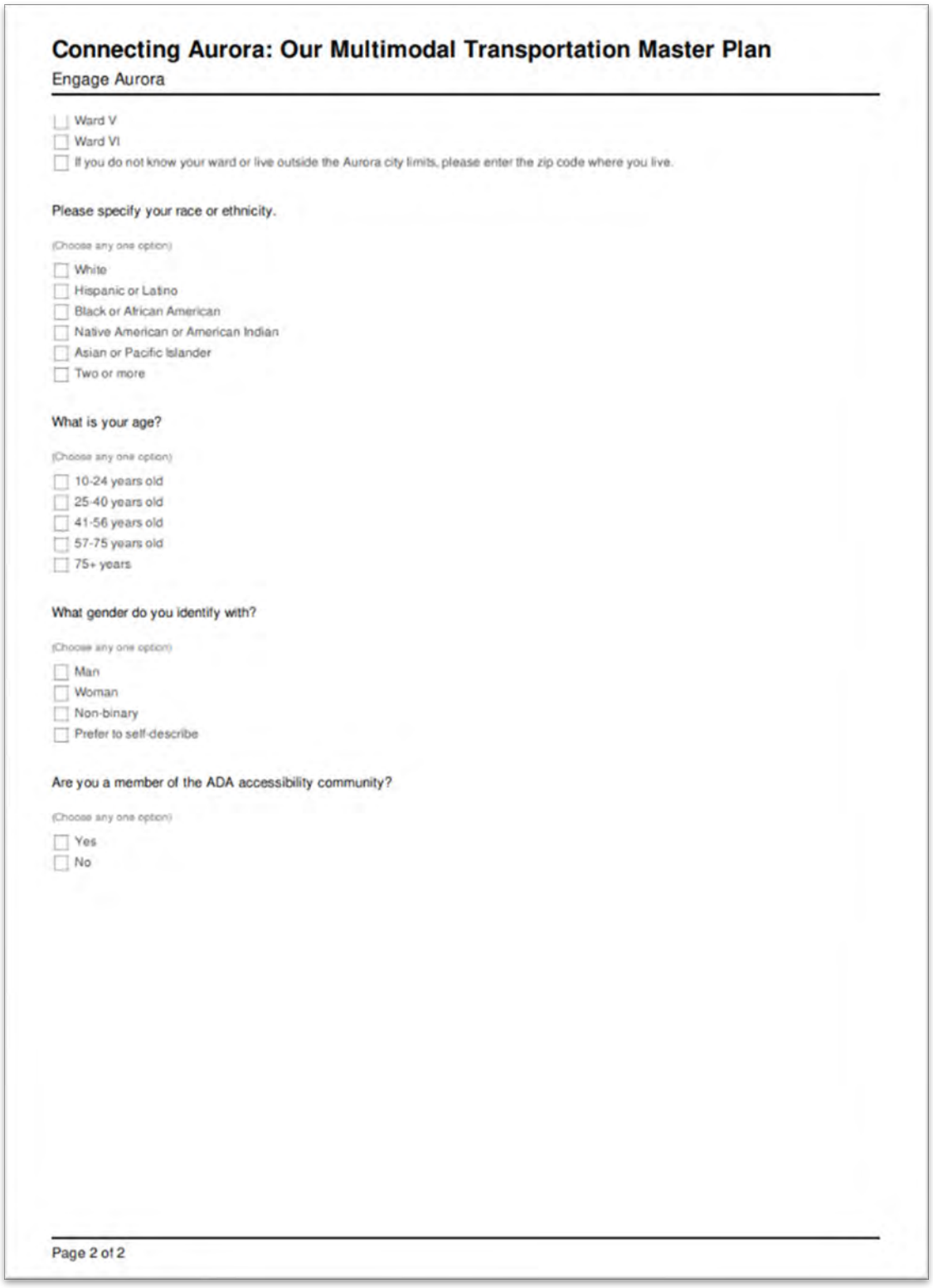
Tell us more about yourself (optional).

Based on the map below, which ward do you live in? (Search our map by your address.)



(Choose any one option)

- ☐ Ward I
- ☐ Ward II
- ☐ Ward III
- ☐ Ward IV



Connecting Aurora: Our Multimodal Transportation Master Plan

Engage Aurora

- [ ] Ward V
- [ ] Ward VI
- [ ] If you do not know your ward or live outside the Aurora city limits, please enter the zip code where you live.

Please specify your race or ethnicity.

(Choose any one option)

- [ ] White
- [ ] Hispanic or Latino
- [ ] Black or African American
- [ ] Native American or American Indian
- [ ] Asian or Pacific Islander
- [ ] Two or more

What is your age?

(Choose any one option)

- [ ] 10-24 years old
- [ ] 25-40 years old
- [ ] 41-56 years old
- [ ] 57-75 years old
- [ ] 75+ years

What gender do you identify with?

(Choose any one option)

- [ ] Man
- [ ] Woman
- [ ] Non-binary
- [ ] Prefer to self-describe

Are you a member of the ADA accessibility community?

(Choose any one option)

- [ ] Yes
- [ ] No

Page 2 of 2

APPENDIX C: ENGAGEMENT RESULTS

Survey Results

Help us decide what improvements we should prioritize by allocating limited resources (budget, space and time) to the things that are most important to you. (Select up to 4 choices.)	Based on the map below, which ward do you live in? (Search our map by your address.)	Based on the map below, which ward do you live in? (Search our map by your address.) (Other (please specify))	Please specify your race or ethnicity.	What is your age?	What gender do you identify with?	Are you a member of the ADA accessibility community?
Better bike lanes and trails	Ward V		Two or more	25-40 years old	Man	No
Better bike lanes and trails, Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward I		White	25-40 years old	Man	No
Better bike lanes and trails	Ward III		White	25-40 years old	Man	No
Better train service, More public amenities along our streets (trees, greenspace, etc.)	Ward III		White	41-56 years old	Man	No
Better sidewalks, Better bike lanes and trails, Road maintenance, ADA accessibility improvements	Ward II		Two or more	25-40 years old	Man	Yes
Better bus/shuttle service		80018	Black or African American	41-56 years old	Man	No
Better sidewalks, Better bike lanes and trails, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward V		White	25-40 years old	Man	No
Better bike lanes and trails, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward I		White	41-56 years old	Woman	No
Better bike lanes and trails	Ward II		White	25-40 years old	Man	No
Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward VI		White	75+ years	Woman	No



Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance, ADA accessibility improvements	Ward VI		White	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better bus/shuttle service, Better train service	Ward III		White	41-56 years old	Man	No
Better bus/shuttle service, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward II		White	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Addressing traffic bottlenecks, Road maintenance	Ward I		White	41-56 years old	Man	No
Better sidewalks, More public amenities along our streets (trees, greenspace, etc.)	Ward IV		Hispanic or Latino	25-40 years old	Non-binary	No
Better sidewalks, Better bike lanes and trails, Better bus/shuttle service, Better train service	Ward IV		White	25-40 years old	Woman	No
Better bike lanes and trails, Better bus/shuttle service, Better train service, ADA accessibility improvements	Ward IV		White	41-56 years old	Woman	Yes
Better bus stops, Better bus/shuttle service, Better train service, Road maintenance	Ward V		Hispanic or Latino	41-56 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward I		White	57-75 years old	Woman	No
Addressing traffic bottlenecks	Ward IV		White	57-75 years old	Man	No
Road maintenance	Ward VI		Two or more	57-75 years old	Man	No
Addressing traffic bottlenecks, Road maintenance		80012	White	57-75 years old	Woman	No
More public amenities along our streets (trees, greenspace, etc.)	Ward III		White	41-56 years old	Man	No
Addressing traffic bottlenecks, Road maintenance, ADA accessibility improvements, Addressing freight issues	Ward V		White	41-56 years old	Woman	No



Better sidewalks, Better train service, Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.)	Ward I		White	25-40 years old	Man	No
Better sidewalks, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White	75+ years	Woman	No
Safety improvements (crossings, lighting, traffic calming, etc.)	Ward IV		Hispanic or Latino	57-75 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward V		White	41-56 years old	Woman	No
More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward I		Hispanic or Latino	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better train service	Ward II					
Better bike lanes and trails, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward IV		White	57-75 years old	Woman	No
Better sidewalks, Better bus stops, Better bus/shuttle service, Better train service	Ward VI		White	10-24 years old	Woman	Yes
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward III		Two or more	57-75 years old	Woman	No
Road maintenance	Ward VI		White	75+ years	Man	No
Better bus stops, Better bus/shuttle service, Better train service, Addressing traffic bottlenecks	Ward IV		Two or more	41-56 years old	Woman	Yes
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward IV		White	57-75 years old	Man	No
Better bike lanes and trails, Better bus stops, Better bus/shuttle service, Better train service		80016	White	25-40 years old	Man	No
Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements		80015	White	25-40 years old	Woman	No



(crossings, lighting, traffic calming, etc.), ADA accessibility improvements						
Addressing traffic bottlenecks	Ward II		White	41-56 years old	Woman	No
Better sidewalks, Better bus/shuttle service, Better train service, Addressing traffic bottlenecks		80015	White	25-40 years old	Woman	Yes
Better sidewalks, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White	41-56 years old	Man	No
Better bike lanes and trails, Better train service, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward V		Black or African American	41-56 years old	Man	No
Better sidewalks, Better bus/shuttle service, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.)		80231	White	25-40 years old	Woman	Yes
Better bike lanes and trails, Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)		80013	White	57-75 years old	Woman	No
Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White	41-56 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward V		White	25-40 years old	Man	No
Better bike lanes and trails, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), ADA accessibility improvements	Ward III		White	25-40 years old	Non-binary	Yes
Better sidewalks, Better bike lanes and trails, Better train service, Addressing traffic bottlenecks	Ward IV		White	25-40 years old	Man	No
Better sidewalks, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward I		White	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better train service, More public amenities along our streets (trees, greenspace, etc.)	Ward I		White	41-56 years old	Woman	No



Better sidewalks, Better bus stops, Better bus/shuttle service, Better train service	Ward III		White	57-75 years old	Woman	No
Addressing traffic bottlenecks, Road maintenance	Ward III			41-56 years old		No
Better bike lanes and trails, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward VI		White	25-40 years old	Man	Yes
Better sidewalks, Better bike lanes and trails, More public amenities along our streets (trees, greenspace, etc.)		80237	White	57-75 years old	Man	No
Better sidewalks, Better bike lanes and trails, Addressing traffic bottlenecks, Road maintenance	Ward VI		Asian or Pacific Islander	41-56 years old	Man	No
	Ward V		Two or more	25-40 years old	Man	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward III		Asian or Pacific Islander	25-40 years old	Man	No
Better bike lanes and trails, Better bus/shuttle service, More public amenities along our streets (trees, greenspace, etc.), ADA accessibility improvements		80207	White	25-40 years old	Man	No
Better sidewalks, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White			No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White	41-56 years old	Woman	No
Better sidewalks, Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward V		Asian or Pacific Islander	41-56 years old	Woman	No
Better bike lanes and trails, Better bus stops, Better bus/shuttle service, Better train service		80021	Two or more	25-40 years old	Woman	No
Better sidewalks, Addressing traffic bottlenecks, Road maintenance, ADA accessibility improvements	Ward V					No
Better sidewalks, Better bike lanes and trails, Better bus/shuttle service, Safety	Ward II				Woman	No



improvements (crossings, lighting, traffic calming, etc.)						
Better sidewalks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance		Denver - off Clinton and Alameda - work at the city of Aurora	White	57-75 years old	Woman	No
Better bus stops, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance, Addressing freight issues	Ward II		White	75+ years	Man	No
Road maintenance	Ward IV					
Better sidewalks, Better bike lanes and trails, Better bus stops, ADA accessibility improvements	Ward V		White	25-40 years old	Man	No
Better sidewalks, Better bike lanes and trails, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward IV		White	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better bus stops, ADA accessibility improvements	Ward IV		Two or more	25-40 years old	Prefer to self-describe	No
Better sidewalks, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), ADA accessibility improvements	Ward V					No
Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), ADA accessibility improvements	Ward IV		White	57-75 years old	Woman	No
Addressing traffic bottlenecks, Road maintenance	Ward VI		White	75+ years	Man	No
Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance, ADA accessibility improvements		80012	White	57-75 years old	Woman	No
Better bus stops, Addressing traffic bottlenecks, Road maintenance, ADA accessibility improvements	Ward IV		White	57-75 years old	Woman	Yes
Better bus stops, Better bus/shuttle service, Better train service, Road maintenance		80011	Black or African American	57-75 years old	Woman	Yes



Better bike lanes and trails, Better train service, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward VI		White	41-56 years old	Man	No
Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward V		White	75+ years	Woman	No
Addressing traffic bottlenecks	Ward VI		White	57-75 years old	Man	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), ADA accessibility improvements	Ward I		White	41-56 years old	Woman	No
Addressing traffic bottlenecks		80112	White			No
Better sidewalks, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), ADA accessibility improvements	Ward I		White	57-75 years old	Woman	No
Better bus/shuttle service	Ward I		White	57-75 years old		No
Better sidewalks, Better bus stops, Better bus/shuttle service, Addressing traffic bottlenecks	Ward II		Two or more	41-56 years old	Man	No
Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward V		White	75+ years	Man	No
Better bus/shuttle service, Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward IV		White	57-75 years old	Woman	No
Better bus/shuttle service, Better train service, Addressing traffic bottlenecks, Road maintenance	Ward IV		White	57-75 years old	Woman	No
Better bike lanes and trails, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward VI		White	75+ years		No
Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), ADA accessibility improvements	Ward IV		White	75+ years	Woman	Yes



Addressing traffic bottlenecks, Road maintenance		80014	White	75+ years	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward V		White	75+ years	Man	No
Better sidewalks	Ward II		Black or African American	57-75 years old	Woman	No
Better sidewalks, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward V		White	25-40 years old	Woman	No
Addressing traffic bottlenecks, Road maintenance, ADA accessibility improvements	Ward V		White	75+ years	Woman	Yes
Better bike lanes and trails, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward II		White	57-75 years old	Man	No
Better bus stops, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward IV		Black or African American	57-75 years old		No
Addressing traffic bottlenecks, Road maintenance	Ward II		White	57-75 years old	Man	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward V		White	75+ years		No
Better bus stops, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward V		White	75+ years	Man	No
Better sidewalks	Ward III		White	57-75 years old	Woman	No
Addressing traffic bottlenecks	Ward VI		White	75+ years	Man	No
Better bus stops, Better bus/shuttle service, Better train service, Road maintenance	Ward II		White	41-56 years old	Woman	No
Better sidewalks, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), ADA accessibility improvements	Ward II		White	25-40 years old	Woman	No



Better bike lanes and trails, Better bus/shuttle service, Better train service, Road maintenance	Ward V		White	41-56 years old	Prefer to self-describe	No
Better bike lanes and trails, Better bus/shuttle service, Better train service, Road maintenance	Ward VI			75+ years		No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward V		White	75+ years	Man	No
Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward II		White	57-75 years old	Man	No
Addressing traffic bottlenecks, Road maintenance	Ward II		White	57-75 years old	Man	No
Better sidewalks, Better bike lanes and trails, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.)		80015	White	57-75 years old	Man	No
Addressing traffic bottlenecks, Road maintenance	Ward II		Hispanic or Latino	57-75 years old	Man	No
Better bike lanes and trails, Better bus/shuttle service, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward VI		White	75+ years	Man	No
Better bike lanes and trails, Better bus/shuttle service, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward V		White	25-40 years old	Woman	No
Better sidewalks, Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward IV		White	75+ years	Woman	No
Addressing traffic bottlenecks, Road maintenance	Ward III		White	41-56 years old	Man	No
Better bike lanes and trails, Better bus stops, Safety improvements (crossings, lighting, traffic calming, etc.), ADA accessibility improvements	Ward VI		White	25-40 years old	Non-binary	No
Better sidewalks, Better bus stops, Better bus/shuttle service, Better train service						



Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.), Road maintenance, ADA accessibility improvements	Ward IV		White	57-75 years old	Woman	No
Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward II		Hispanic or Latino	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		Hispanic or Latino	41-56 years old	Woman	No
Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance, ADA accessibility improvements	Ward VI		White	25-40 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance, Addressing freight issues	Ward IV		White	41-56 years old	Woman	No
Better bike lanes and trails, Better bus/shuttle service, Better train service, Addressing traffic bottlenecks	Ward III		White	25-40 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward III		White	57-75 years old	Man	No
Better bus/shuttle service, Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)		80603	White	41-56 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Safety improvements (crossings, lighting, traffic calming, etc.), ADA accessibility improvements	Ward VI		White	41-56 years old	Woman	No
Better bus stops, Better bus/shuttle service, Addressing traffic bottlenecks, ADA accessibility improvements			White	25-40 years old	Woman	No
Road maintenance	Ward VI		White	57-75 years old	Woman	Yes
Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward V		White	25-40 years old	Man	No



Better sidewalks, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward III		White	41-56 years old	Woman	No
Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance		Live at 80504, but work at 80012.	White	41-56 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Road maintenance, ADA accessibility improvements	Ward VI		White	25-40 years old	Non-binary	No
Better bike lanes and trails	Ward V		White	41-56 years old	Man	No
Better sidewalks, Better bike lanes and trails, More public amenities along our streets (trees, greenspace, etc.)			White	57-75 years old	Woman	No
More public amenities along our streets (trees, greenspace, etc.)	Ward I		White	57-75 years old	Woman	No
Better bike lanes and trails, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward V		White	25-40 years old	Non-binary	No
Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.), Road maintenance, ADA accessibility improvements		80122	White	41-56 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward IV		White	57-75 years old	Woman	No
Addressing traffic bottlenecks		80130	White	41-56 years old	Woman	No
Road maintenance	Ward IV		White	75+ years	Woman	No
Better sidewalks, Better bus stops, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward II		White		Woman	No
Better sidewalks, Better bike lanes and trails, Road maintenance	Ward VI		White	41-56 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better train service, More public amenities along our streets (trees, greenspace, etc.)	Ward II		Two or more	25-40 years old	Woman	No



Better sidewalks, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward I		White	25-40 years old	Woman	No
Better bus stops, Better bus/shuttle service, Better train service, More public amenities along our streets (trees, greenspace, etc.)	Ward I		White	57-75 years old	Woman	No
Better sidewalks, Addressing traffic bottlenecks, Road maintenance		80015	White	41-56 years old	Man	No
Addressing traffic bottlenecks, Road maintenance		80134	White	41-56 years old	Man	No
Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance		80015	White	41-56 years old	Man	No
Better sidewalks, Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward II		Hispanic or Latino	41-56 years old	Man	No
Addressing traffic bottlenecks, Road maintenance	Ward III		White	41-56 years old	Prefer to self-describe	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward V		White	57-75 years old	Man	No
Better sidewalks, Better bike lanes and trails, Better train service, Road maintenance	Ward V		White	41-56 years old	Man	No
More public amenities along our streets (trees, greenspace, etc.)		80236	Hispanic or Latino	57-75 years old	Man	No
Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward II		White	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, More public amenities along our streets (trees, greenspace, etc.), Road maintenance		I live in the Sky Ranch neighborhood, which is a small pocket of Arapahoe County, east of the southern portion of Ward II.	White	25-40 years old	Woman	No



Better sidewalks, Better bike lanes and trails, Addressing traffic bottlenecks, Road maintenance	Ward III					No
Road maintenance	Ward V		White	57-75 years old	Man	No
Better sidewalks, Better bike lanes and trails, Better train service, Addressing traffic bottlenecks		80126	White	25-40 years old	Man	No
Addressing traffic bottlenecks		80247	White	41-56 years old	Woman	Yes
Better bus stops, Better bus/shuttle service, Better train service, ADA accessibility improvements	Ward II		White	25-40 years old	Man	No
Better sidewalks, Better bike lanes and trails, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward III		White	25-40 years old	Woman	No
Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), ADA accessibility improvements		80220	White	25-40 years old	Woman	No
Better train service		80007	White	25-40 years old	Woman	No
Road maintenance	Ward IV		Asian or Pacific Islander	25-40 years old	Man	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward III		Two or more	41-56 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance		80016	White	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward III		White	41-56 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward I		White	57-75 years old	Woman	No



		80021	Asian or Pacific Islander	41-56 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward V		White	57-75 years old	Woman	No
Better bike lanes and trails, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward II		Hispanic or Latino	25-40 years old	Woman	No
Addressing traffic bottlenecks, Road maintenance		80015				
Better bike lanes and trails, Better bus/shuttle service, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward III		White	25-40 years old	Man	No
Better bike lanes and trails, Better bus stops, Better bus/shuttle service, Better train service	Ward III		White	10-24 years old	Man	No
Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White	57-75 years old	Woman	No
Better sidewalks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance		80015	White	41-56 years old	Man	No
Better sidewalks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward VI		White	41-56 years old	Woman	No
Better bus/shuttle service, Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward IV		White	57-75 years old	Woman	No
Better sidewalks, Better train service, More public amenities along our streets (trees, greenspace, etc.), ADA accessibility improvements	Ward III		White	41-56 years old	Woman	Yes
Better bike lanes and trails, Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)		80013	White	57-75 years old	Woman	No



Better sidewalks, Better bus stops, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward V		Black or African American	41-56 years old	Woman	No
Addressing traffic bottlenecks		80134	White	41-56 years old	Woman	No
Addressing traffic bottlenecks	Ward I		White	57-75 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White	41-56 years old	Woman	No
Better bike lanes and trails, Better bus stops, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward I		Hispanic or Latino	25-40 years old	Man	No
Better bus stops, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), ADA accessibility improvements	Ward II		Hispanic or Latino	41-56 years old	Woman	No
Better bike lanes and trails, Better bus/shuttle service, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward II		White	41-56 years old	Man	No
More public amenities along our streets (trees, greenspace, etc.)	Ward II		Hispanic or Latino	25-40 years old	Woman	No
Better sidewalks, Better bus/shuttle service, Better train service, Road maintenance		80012	White	41-56 years old	Man	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward V			25-40 years old		No
Better bike lanes and trails, Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward VI		White	57-75 years old	Woman	No
Road maintenance	Ward I		Asian or Pacific Islander	25-40 years old	Man	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward III		White	57-75 years old		No
Safety improvements (crossings, lighting, traffic calming, etc.), More public	Ward VI		White	25-40 years old	Man	No



amenities along our streets (trees, greenspace, etc.), Road maintenance						
Better sidewalks, Better bike lanes and trails, Addressing traffic bottlenecks, Road maintenance	Ward I			41-56 years old		No
Better sidewalks, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance			White	57-75 years old	Woman	No
Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance, ADA accessibility improvements	Ward VI		White	41-56 years old	Woman	No
Better bike lanes and trails, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), ADA accessibility improvements	Ward IV		Hispanic or Latino	25-40 years old	Woman	No
Better bus/shuttle service, Better train service, Road maintenance, Addressing freight issues	Ward II		White	41-56 years old	Woman	No
Better bus stops, Better bus/shuttle service, Addressing traffic bottlenecks, Road maintenance	Ward IV		Native American or American Indian	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better bus/shuttle service, More public amenities along our streets (trees, greenspace, etc.)	Ward I		Two or more	25-40 years old	Woman	No
Better sidewalks, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward IV		White	57-75 years old	Woman	No
Better bus/shuttle service	Ward II		White	57-75 years old	Man	No
Better bike lanes and trails, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White	57-75 years old	Woman	No
Road maintenance	Ward II		Black or African American	25-40 years old	Woman	Yes
Better train service, Addressing traffic bottlenecks, Road maintenance, Addressing freight issues	Ward II		Two or more	57-75 years old	Man	No



Better sidewalks, Better bike lanes and trails, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward V		Black or African American	57-75 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance, ADA accessibility improvements	Ward II		White	75+ years	Man	Yes
Better sidewalks, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward VI		White	25-40 years old	Woman	No
Safety improvements (crossings, lighting, traffic calming, etc.)	Ward I		Hispanic or Latino	25-40 years old	Woman	No
Better sidewalks, Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward IV		White	41-56 years old	Woman	No
Addressing traffic bottlenecks, Road maintenance	Ward II					
Road maintenance	Ward II		White	57-75 years old	Man	No
Better bike lanes and trails, Better train service, Addressing traffic bottlenecks, Road maintenance	Ward III		White	25-40 years old	Woman	No
Addressing traffic bottlenecks, Road maintenance	Ward V		White		Man	No
Better train service	Ward IV		White	25-40 years old	Woman	No
Addressing traffic bottlenecks, ADA accessibility improvements	Ward II		White	75+ years	Man	Yes
Better sidewalks, Addressing traffic bottlenecks, Road maintenance	Ward V		Two or more	57-75 years old	Non-binary	No
Better bus/shuttle service, Better train service, Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.)	Ward IV		White	25-40 years old	Man	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward V		White	57-75 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities	Ward II		White	41-56 years old	Woman	No



along our streets (trees, greenspace, etc.), Road maintenance						
Better sidewalks, More public amenities along our streets (trees, greenspace, etc.), ADA accessibility improvements, Addressing freight issues		80134	White	41-56 years old	Man	No
Better bus/shuttle service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward III		Hispanic or Latino	41-56 years old	Woman	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward VI		Two or more	25-40 years old	Man	No
Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward II		White	41-56 years old	Man	No
Better bike lanes and trails, Better bus stops, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward IV		Hispanic or Latino	25-40 years old	Man	No
Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.), Road maintenance, ADA accessibility improvements	Ward I		Two or more	41-56 years old	Woman	Yes
Better sidewalks, Better bike lanes and trails, Better bus/shuttle service		80207	Asian or Pacific Islander	25-40 years old	Woman	No
Better sidewalks, Better bus stops, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance	Ward III		White	25-40 years old	Woman	No
Better train service	Ward V		White	41-56 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better bus/shuttle service, Better train service	Ward V		White	25-40 years old	Non-binary	No
Better bike lanes and trails, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward IV		Black or African American	41-56 years old	Woman	Yes



Better bike lanes and trails, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance, ADA accessibility improvements	Ward IV		Black or African American	41-56 years old	Woman	Yes
Addressing traffic bottlenecks, Road maintenance	Ward IV		White	57-75 years old	Man	No
Better bike lanes and trails, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward V		White	41-56 years old	Woman	No
Better bus stops, Better bus/shuttle service, Road maintenance, ADA accessibility improvements	Ward II		White	41-56 years old	Woman	No
Better bike lanes and trails, Better bus/shuttle service, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward III		White	57-75 years old	Woman	No
Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward II		Two or more	25-40 years old	Man	No
Better sidewalks, Better bike lanes and trails, Road maintenance	Ward III		Black or African American	41-56 years old	Woman	No
Better bike lanes and trails			Asian or Pacific Islander	41-56 years old	Man	No
Better train service, Addressing traffic bottlenecks, More public amenities along our streets (trees, greenspace, etc.), Road maintenance	Ward V		White	25-40 years old	Man	No
Better sidewalks, Better bus stops, Better bus/shuttle service, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward I		White	57-75 years old	Man	No
Better train service, Addressing traffic bottlenecks, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance						
Better bike lanes and trails, Better bus stops, Safety improvements (crossings, lighting, traffic calming, etc.), More public amenities along our streets (trees, greenspace, etc.)	Ward II		White	25-40 years old	Woman	No
Better sidewalks, Addressing traffic bottlenecks, Safety improvements	Ward II		White	75+ years	Woman	No



(crossings, lighting, traffic calming, etc.), Road maintenance						
Better bus stops, Better bus/shuttle service, Better train service, Addressing traffic bottlenecks	Ward VI		Asian or Pacific Islander			No
Better sidewalks, Better bike lanes and trails, Better bus stops, Safety improvements (crossings, lighting, traffic calming, etc.)	Ward VI		Native American or American Indian	25-40 years old	Man	No
Better sidewalks, Better train service, Safety improvements (crossings, lighting, traffic calming, etc.), Road maintenance		80012	White	75+ years		Yes
Better sidewalks, Better bike lanes and trails, Better train service, More public amenities along our streets (trees, greenspace, etc.)	Ward V		White	25-40 years old	Woman	No
Better sidewalks, Better bike lanes and trails, Better bus stops, Better train service	Ward IV		White	25-40 years old	Man	No
Addressing traffic bottlenecks, Road maintenance	Ward IV		Hispanic or Latino	25-40 years old	Man	No

Map Comments

Latitude	Longitude	Address	Category	Comment
39.67054611649873	-104.74929571151735	South Conservatory Parkway, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-110055	Car	Please enforce speed on S Conservatory Parkway. We have bike lanes, children playing, people walking, cars trying to pull out safely, etc. I have lived in this neighborhood for almost ten years and I can't even count the amount of light poles and trees that have been wiped out. It's infuriating, APD/City Council.
39.67250159557339	-104.74959417002992	South Conservatory Parkway, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-110522	Transit	I believe it would be beneficial to add a bus stop here at the halfway point of Wesley Dr/Conservatory Pkwy to serve the Northeastern and Southeastern communities of Sterling Hills and the Conservatory. It is quite difficult to find a nearby bus station living here!
39.72998016771212	-104.82153296470644	809 Dillon Way, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-110524	Pedestrian/Mobility Device	Bridge is now missing planks of wood. Very unsafe for pedestrians and bikers!!!



39.745028667315665	-104.83761548995973	13003 East 17th Place, Aurora, Colorado 80045, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-110525	Bicycle	Anschutz really needs to put more effort into becoming bike-friendly. No bike lanes at all.
39.58787508939023	-104.69035135030977	25541 East Smoky Hill Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111641	Transit	Bring transit to King Soopers at Arapahoe Road and Smokey Hill (Aurora Reservoir Comment)
39.76520410194384	-104.84689166809552	3508 Peoria Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111642	Pedestrian/Mobility Device	Sidewalks in north Aurora (Aurora Reservoir Comment)
39.73880027841411	-104.71582868439283	Future Eb E470 Connector, Aurora, Colorado 80018, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111643	Car	Very difficult to get to I70 from Gun Club Road. (Have to get on E470 for 1/4 mile.) (Aurora Reservoir Comment)
39.740589281413754	-104.79818341445447	16251 East Colfax Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111644	Transit	Don't feel safe riding Colfax bus (Aurora Reservoir Comment)
39.68235445271775	-104.72030639648438	East Jewell Avenue, Aurora, Colorado 80018, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111757	Bicycle	Dangerous for bikes from the Jewell/gun club intersection to new trail access point of High plains trail. Recommend dedicated bike path or bike lane from intersection to high plains trail. OR for users east of 470 a dedicated bike path paralleling jewell to dunkirk for access to Buckley, a ton of users that commute to base would utilize this and it would minimize danger due to high traffic levels and little to no space for bikes past the high plains trail connection
39.725392361998416	-104.75571155548097	East 6th Avenue, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111758	Bicycle	For trail users coming from the east that may commute to Buckley, squeezing between the guard rail is mandatory to get to the proper side of the road. Another trail connection at this intersection with a dedicated bike path or lane from this intersection to the 6th Ave gate on Buckley would be utilized as well for Buckley commuters and those wishing to connect to the highline canal trail without having to take the greenway would be helpful and create a full loop around Aurora to the existing trail network
39.58778163995644	-104.68980431556703	25551 East Smoky Hill Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111946	Transit	Add transit stop to provide access to King Soopers shopping mall.



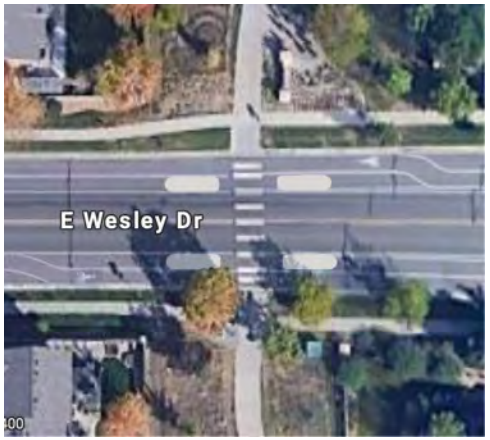
39.58123294110284	-104.71110105514528	South Aurora Parkway, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111948	Transit	Add transit stop to improve accessibility to Red Tail Hawk Park
39.61881339179453	-104.67863559722902	5360 South Powhaton Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-111950	Transit	Add transit stop for access to Aurora Reservoir. (Could be seasonal)
39.6747577127634	-104.75347995758057	East Wesley Drive, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114288	Bicycle	The Conservatory Trail crossing at Wesley Dr could use some form of traffic calming and better visibility due to the high speed of cars coming around the bend of Conservatory Parkway. Eliminating some parking spots on Wesley Dr and making part of the bicycle lane protected between Caspian Cir and Ireland Way would create a safer crossing and allow bicyclists turning onto the trail a place to wait to merge should the trail be busy. (Mockup of possible solution pictured)  Image link
39.66754003586197	-104.77187454700471	2684 South Tower Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114289	Pedestrian/Mobility Device	A neighborhood uses the utility road to access the bus stop and the Center Recreation Center, but the end of the utility road is littered with holes from the prairie dog coteire. Paving a portion of the access road leading to the sidewalk on Tower would be a boon. Moving the sidewalk back from the fast moving street creating a buffer area between cars and pedestrians would also make walking and riding a bike here much safer. (Proposed improvement pictured)



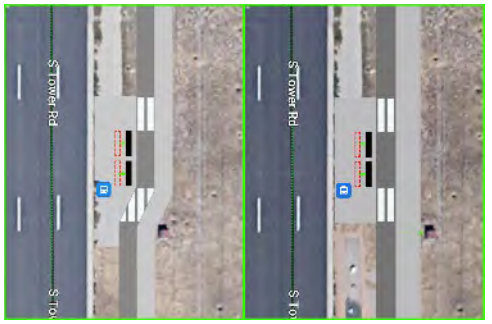
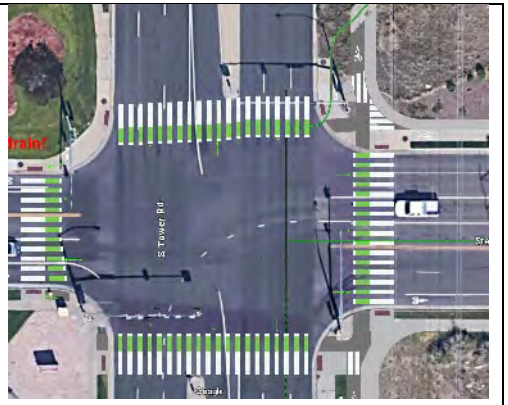
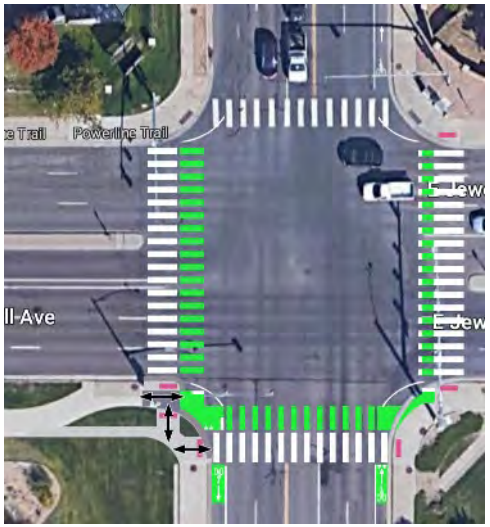
				 Image link
39.6686632021741	-104.77227687835693	2684 South Tower Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114302	Transit	This bus stop is near continuously sprayed with icy mud during and after heavy snows as cars and the bus kick up the sludge in the gutter. It would be great to move the benches and sidewalk a little further back from the street. (possible improvement implementations pictured)  Image link
39.65309828971951	-104.73538041114809	East Hampden Avenue, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114305	Bicycle	The sidewalk and cycle path end at Conservatory Parkway, extending both to and across the entrance, allowing access to the crosswalk across Hampden, would be marvelous. (Mockup of proposal pictured)

				 Image link
39.63971932790769	-104.79142785072328	4239 South Buckley Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114311	Car	Traffic from this light gets backed up across Quincy during high traffic times.
39.668977024791864	-104.77277576923372	2601 South Tower Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114315	Car	People often go straight from the right turn only lane headed east on Telluride. Needs better signage. Cars going straight also pull so far forward right turning cars need to pull dangerously far onto Tower in order to see if it's safe to turn, moving the crosswalk and stop limit line back may help with this visibility issue. (proposed improvement pictured)  Image link
39.6690100586687	-104.77238416671754	2684 South Tower Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114317	Bicycle	Despite bicycle lanes and paths approaching the Telluride and Tower intersection there is no bicycle infrastructure at the intersection itself, leaving bicycles in conflict with pedestrians and fast moving cars. (possible improvement pictured)



				 Image link
39.63833543450597	-104.79276895523073	16810 East Quincy Avenue, Aurora, Colorado 80015, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114331	Car	I've seen eastbound speeding pickups on Quincy slow down just enough to drive over the curb onto the sidewalk in order to turn into the Buckley Square parking lot in order to cut the corner onto Buckley without having to stop with the rest of traffic for the light at Buckley. Please add a guardrail along this stretch of sidewalk.
39.641177549757835	-104.82687056064606	4100 South Parker Road, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114332	Other	The East Bank residential redevelopment plan is awesome, but should include incentives for future residents to use public transit including improving transit connections. Currently accessing the nearby 9 Mile Station on foot or bicycle from the location is a nightmare, which needs be addressed. The optimal (and prohibitively expensive) option would be some kind of people mover between this location and the station, but an improved bus connection could help. Would be nice if the ground floor permitted some small retail units as well.
39.638860077942596	-104.82747137546541	13750 East Quincy Avenue, Aurora, Colorado 80015, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114333	Car	Speeding southbound traffic from Parker cuts through the East Bank parking lot, driving through the parking spots to avoid speed bumps, to race to and run the red light pulling onto Quincy. Maybe some planters by the speed bumps to make pulling around them impossible would prevent some of this.
39.63862047751252	-104.78216350078584	17700 East Quincy Avenue, Aurora, Colorado 80015, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114334	Bicycle	If there is any feasible way to add a signal crossing or preferably an underpass so the mixed use path connects to the Quincy Reservoir and Grandview Dog Park it would improve the safety of bicycling and walking here immensely.
39.681553531529495	-104.75372672080995	20100 East Jewell Avenue, Aurora, Colorado 80013, United States	Bicycle	Some kind of pedestrian/bicycle underpass corresponding with the creek bed going under Jewel by the Great Plains



		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114335		Park would greatly improve the connections around the area for those outside of a car.
39.681797111634445	-104.76278722286226	East Jewell Avenue, Aurora, Colorado 80018, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114349	Bicycle	The Bicycle infrastructure at the intersection of Dunkirk and Jewell is essentially nonexistant despite a mixed use path crossing here. (Proposed improvement pictured)  Image link
39.681603073294156	-104.76302325725555	1831 South Dunkirk Street, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114351	Bicycle	Bicycle lanes on Dunkirk St. cut off before intersection with Jewell/Iliff leaving bicycles in conflict with pedestrians and cars through the intersection. There is plenty of room in the current street for bicycle lanes and the current number of lanes for cars all the way through. (proposed improvement pictured)

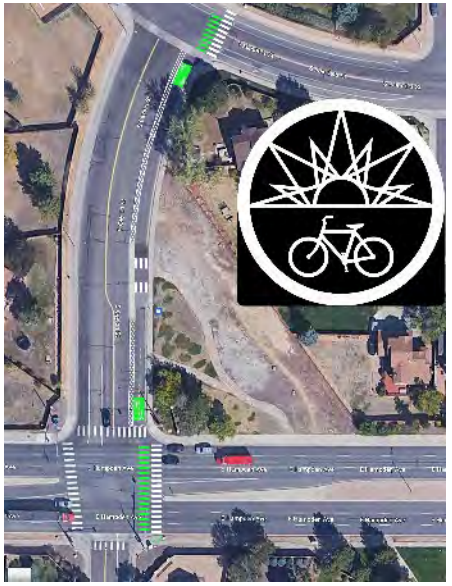
				S Dunkirk St S Dunkirk St S Dunkirk St S Dunkirk St S Dunkirk St S Dunkirk St Image link



39.680917742060515	-104.76292669773103	1831 South Dunkirk Street, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114362	Bicycle	Awkward and dangerous bicycle lane cutoff. Either extend bicycle lane to the intersection with Jewel or bump out the curb a bit and create a protected bicycle lane up next to the sidewalk.  Image link
39.77529721532602	-104.7000503540039	24620 East 42nd Avenue, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114394	Transit	Why is there no transit plans for these new developments? It would be the perfect place to run a train through to access the airport that is easy for residents to access without needing to be a dedicated park and ride, yet no plans have been made to preserve space for one through this airport adjacent community ensuring anyone who works at the airport or has a flight has to drive there or take a privately owned bus even though they live right next to the thing and a space has been preserved at the airport station itself for another train entering from this direction.
39.68374572159572	-104.76306080818178	1801 South Dunkirk Street, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114518	Bicycle	Despite Side Creek Trail being one of the few Trails in the city poised to be used to commute to work on a bike it dead ends at the point of Dunkirk where the bike infrastructure degrades to a "Share the Road" sign. Daylighting the North and Southwest corners of Dunkirk and Colorado and then extending the shifted curb down the block to the intersection with Jewell would allow for a protected bicycle lane extending Side Creek Trail into a more usable feature, and connect it with Powerline Trail. (proposed improvement pictured)

				 Image link



39.65294134250844	-104.74092185497285	East Hampden Avenue, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114534	Car	Hampden is unnecessarily wide between Conservatory Parkway and Ceylon St, even at high traffic times having six lanes along this stretch only encourages speeding and trying to race around other drivers as there is never near enough traffic here to actually need six lanes. Cutting one through lane in each direction could make entering Hampden from side streets easier and cut down on people racing along at twice the posted speed limit.
39.62607747464777	-104.7740525007248	18299 East Grand Avenue, Aurora, Colorado 80015, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114535	Pedestrian/Mobility Device	Would be nice to extend the path from Marina Park up through the greenway between the houses to Chenango Dr.
39.65343696401516	-104.76350069046022	South Ceylon Street, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114538	Bicycle	Would be nice to have a way to bike from the bike lane on Flanders Way/Ceylon Way to the path Ridgeview Trail without having to ride in the street or through people waiting for the bus on the sidewalk. There's also an annoying tendency for cars to end up parked right across the sidewalk ramp to cross Flanders to the bus stop on Ceylon. (Possible improvement pictured)  Image link

39.646080750306666	-104.79150295257568	South Buckley Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114540	Car	Cars frequently crash through sections of people's backyard fences along Buckley.
39.628730038360715	-104.78379964828491	17410 East Whitaker Drive, Aurora, Colorado 80015, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114554	Pedestrian/Mobility Device	Differential settlement in the curb and gutter pans throughout Summer Valley has lead to perennial ponding. In the summer these ponds fill with trash and debris. In winter, the ponds freeze (creating serious safety issues).
39.634084436602954	-104.81472015380861	14995 East Stanford Drive, Aurora, Colorado 80015, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114556	Pedestrian/Mobility Device	Southwest Aurora is plagued by over-sized arterial corridors which wholly lack any roadside vegetation. The typical section of these roads (from centerline out) is: dilapidated raised planter bed from 1970s/1980s lacking any vegetation, roadway (with 1-2 more lanes than needed at peak traffic), 4-6' attached sidewalk, dilapidated wood fence separating private property abutting right-of-way. Just look at typical sections of streets in neighboring Centennial for what we should be doing in Aurora.
39.63851720118651	-104.78238344192505	17700 East Quincy Avenue, Aurora, Colorado 80015, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114557	Pedestrian/Mobility Device	We second the neighboring comment regarding a pedestrian underpass here. It would also offer a great opportunity to reconnect tollgate creek to its natural channel bed here. Remove all these hideous concrete-lined channels found throughout Aurora and restore the creeks. These restored riparian corridors could also function as multimodal/non-motorized transportation corridors connecting the entire City.
39.64594857073592	-104.79147613048555	South Buckley Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114558	Pedestrian/Mobility Device	We second this neighboring comment. These old arterials were designed long before current AASHTO standards went into effect. There's no recoverable buffer (aside from the narrow sidewalks) separating edge of pavement from the Right-of-way Line. The section of these old arterials in Aurora is essentially the reverse of what you see in any modern City's development standards.
39.75508804351649	-104.84053373336793	2550 Fitzsimons Parkway, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114625	Pedestrian/Mobility Device	There is no direct way to go from the park to the RTD station. You have to go far out of your way with the current design.
39.6701910094139	-104.7761231660843	2537 South Truckee Way, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114660	Bicycle	Cars and motorcycles use the bicycle lane by the elementary school as a passing lane. Some traffic calming measures could make this stretch of Telluride safer for cars, pedestrians and bicycles and ought to be a priority given the school and rec center. (theoretical traffic calming adding a protected bicycle lane by the school pictured)



				 Image link
39.682127388351184	-104.80988144874574	1901 South Chambers Road, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114696	Pedestrian/Mobility Device	Would be nice to have a marked and signaled crossing for pedestrians and cyclists to get across Chambers to Tierra Park
39.667560682466274	-104.80380892753602	16001 East Yale Avenue, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114810	Car	Cars speed past the Elementary School on Yale and frequently run the stop sign at Laredo treating Yale as a high speed highway. Traffic calming is a must given the school and parks here. (Theoretical improvement pictured)

				 Image link



39.667593717012444	-104.80510711669922	16002 East Yale Avenue, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114811	Bicycle	Better bicycle connections for kids taking a bike to school & after school activities or people wanting to ride to Wheel Park from south of Yale would be appreciated. Theoretical improvement pictured.  Image link
39.660263788324855	-104.79107379913331	South Buckley Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-114814	Car	Cars turning right off of Dartmouth onto Buckley have terrible sight-lines due to the placement of fences, making it difficult to tell if it's safe to turn before being committed to that turn by pulling so far forward.
39.68985954140369	-104.7911274433136	South Buckley Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115073	Bicycle	The bike lane on Buckley is narrow, debris filled, and close to fast moving traffic that runs over it and the sidewalk to hit the fences lining the street too often for comfort. Narrowing the wide island in the middle of the street and shifting the southbound lanes over about a lane's width in sections over time would allow for a comfortable wide bike path along the street next to the sidewalk as well as a narrow verge (which could be planted with grass or as a rain garden) as a slight buffer from traffic. As an added bonus such a wide bike path would give emergency vehicles an optional route around stopped traffic on Buckley. (segment of proposed upgrade pictured)



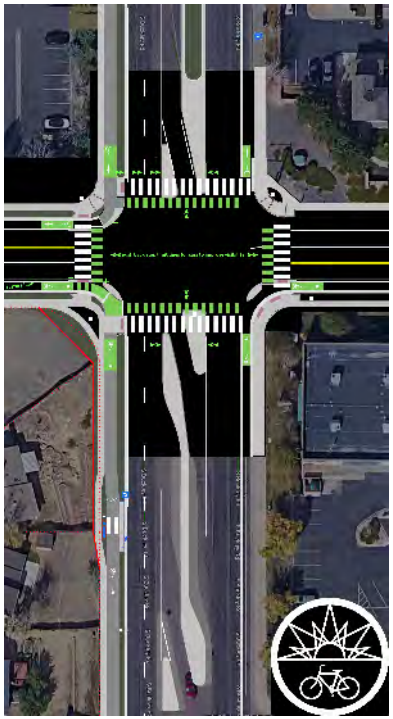
				 Image link



39.690193907560285	-104.79096651077272	South Buckley Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115074	Car	Not sure what can be done about the accident prone intersection here without backing traffic up across Arkansas Dr. The only solution I can think of is rather extreme; removing the Arkansas Pl. nub and instead connecting Pagosa St. to Buckley with a new street through where 1485 Pagosa St. currently sits to create a signaled four way intersection where Arkansas Dr. meets Buckley. A new home/duplex/pair of townhouses could be build where the small segment of Arkansas Pl currently lies. (A very rough mock-up of the proposal pictured.)  Image link
39.689896693278854	-104.8284637928009	1490 South Abilene Street, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115109	Bicycle	Secure bicycle parking for Florida Station would make both the train and the protected bicycle lane on Florida Ave much more usable. One of the reasons people opt to use a car instead of a bicycle for short trips is the concern that their bike may be stolen while parked.

39.690747052955196	-104.79207158088686	1456 South Olathe Way, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115137	Pedestrian/Mobility Device	It would be nice to add a paved mixed use path along Alta Vista Park, leading to the bus stop on one end and towards Rocky Ridge Park on the other so that there is a wheelchair friendly path in the park that doesn't get muddy in the rain and can be shoveled during winter. It would also help the "park" to feel more like a place for humans rather than just a nicely mowed rain catchment. (improvement pictured)  Image link

39.69008245235469	-104.79121863842012	South Buckley Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115138	Transit	Would be awesome to get the bench for this stop out of the sidewalk, add a trash can and have signalized crossing for pedestrians and cyclists to improve the bus stop. (proposed improvement pictured)  Image link
39.68976046963889	-104.82757329940797	13900 East Florida Avenue, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115178	Other	Some nicely lit transit oriented development in the empty lot across from Florida Station with good bicycle parking and pedestrian oriented businesses would make the station much more welcoming and the protected bike lanes more usable.

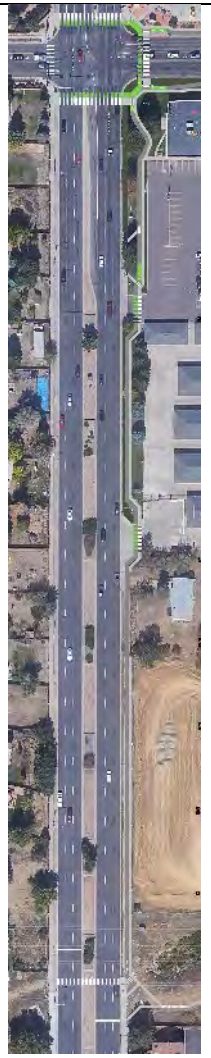
39.6914199029461	-104.79097723960878	South Buckley Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115179	Car	The fact that three intersections in a row on Buckley are for streets named after Arkansas likely contributes to driver confusion, distraction and irritation for those unfamiliar with the area. Consider renaming a couple, maybe after mountains in Colorado, nearby parks or some other theme, to reduce confusion for drivers.
39.66754829450443	-104.78484570980073	East Yale Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115180	Pedestrian/Mobility Device	The nice wide verge with occasional large shade trees giving pedestrians a buffer from traffic along this section of Yale is phenomenal.
39.68573555898796	-104.79102015495302	East Mexico Avenue, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115391	Bicycle	Please implement a protected intersection at Buckley and Mexico to reduce conflicts between cars, cyclists and pedestrians. Possible implementation pictured.  Image link
39.68535576043264	-104.79117572307588	1700 South Buckley Road, Aurora, Colorado 80017, United States	Transit	Improving the bus stop by moving the bike lane up by the sidewalk so that the bus doesn't have to pull over into the

		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115417		bike lane when it stops to pick up passengers would make Buckley safer. Letting the bike lane up by the sidewalk be wide enough for emergency vehicles to use it to get around traffic would be an extra bonus.  Image link
39.74714047448986	-104.87119674682619	1980 Florence Street, Aurora, Colorado 80010, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115461	Bicycle	Aurora should increase the frequency of street sweeping along Montview. This is a major bike route and there is nearly always gravel, glass, and trash in the bike lane.

				Efforts should be made to better clear the bike lane from snow in the winter months.
39.68573143075404	-104.79261338710786	East Mexico Avenue, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115738	Bicycle	Creating a protected intersection at Mexico and Ouray would improve crossing for the school and extend the protected bike lanes on Mexico to the intersection with Buckley. Possible implementation pictured.  Image link
39.685739687221655	-104.79184627532959	East Mexico Avenue, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115739	Bicycle	Running the protected bicycle lane on Mexico through a protected intersection on Buckley would make those lanes far more functional. Possible implementation pictured.  Image link
39.6705213416119	-104.76734161380776	East Villanova Place, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115817	Bicycle	I've seen a disturbing number of near collisions between cars and bicycles at the intersection of Sterling Hills Pkwy and Villanova Pl, due to cyclists weaving in their lane as they peddle up the hill from Tower while cars dip a tire into the cycle lane and because of apparent confusion on the part of car drivers when merging through the cycle lane to turn right. Turning this into a protected intersection would help eliminate these conflicts and keep the

				sidewalks approaching the intersection from being overcrowded with dog walkers and cautious cyclists. Proposal pictured.  Image link
39.68565712250098	-104.8098921775818	15088 East Mexico Drive, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115892	Bicycle	Would be much safer having the protected bicycle lanes on Mexico run to the intersection with Chambers instead of petering out right before it. Putting them up above the curb by the sidewalk makes there be enough room for them without sacrificing a car lane. Proposed intersection pictured.

				 Image link
39.683914983875816	-104.80967760086061	1812 South Chambers Road, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115894	Bicycle	There is room for a protected bike lane up Chambers to the protected bike lanes on Mexico from the path under the powerlines, which would create connectivity and make the area far more accessible and safe to those outside of cars. Proposal pictured.

				 Image link



39.68559519889567	-104.80784296989442	15600 East Mexico Avenue, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115910	Bicycle	Extending the protected bike path on Mexico through Idalia St to Chambers by putting it up on the curb for this section would help eliminate cars running over and breaking the flex posts and reduce debris in the bike lane. Proposal pictured.  Image link
39.68569427663752	-104.80750501155855	15630 East Mexico Avenue, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115915	Pedestrian/Mobility Device	The right turn lane from Idalia St onto Mexico is shaped like a slip lane, and often treated as one, creating dangerous conflicts. Reshaping the corner for a shorter crossing and creating a protected intersection would make this much safer for all users. Possible implementation pictured.  Image link
39.685698404873655	-104.81024086475374	15088 East Mexico Drive, Aurora, Colorado 80012, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115916	Pedestrian/Mobility Device	Shortening the crosswalks at the Chambers / Mexico intersection would make it safer for pedestrians. Possible implementation pictured.

				 Image link
39.6675235185741	-104.80994045734407	2799 South Chambers Road, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-115945	Bicycle	A cycling and pedestrian bridge across Chambers Rd connecting the Spillway Trial would be marvelous.
39.668427834275306	-104.75896775722505	19712 East Villanova Place, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116084	Car	This intersection of Flanders Street/E Vassar Avenue and Villanova Place is only a two way stop sign. It is very difficult to see up (north) Vassar Avenue so that you can make it safely through that intersection. I would suggest that you make that intersection a 4-way stop.
39.67214407589875	-104.7909986972809	2351 South Buckley Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116310	Car	I've seen the turn lane for southbound traffic on Buckley to turn into Buckley Square (presumably) mistaken for a turn lane for northbound traffic to get to the gas stations in Iliff Plaza, leading to people driving the wrong way down it. Altering this turn lane to a more normal configuration would aid in eliminating such confusion. Since this would require reshaping the island on Buckley it would be a great opportunity to shift the southbound lanes over a bit to make room for a bike lane people would actually feel comfortable using with a buffer from the fast moving traffic along that side of the road. Possible implementation pictured.

				 Image link
39.66754829450443	-104.79100942611696	East Yale Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116531	Bicycle	Turning the gutter lanes on Buckley into cycle tracks and creating a protected intersection at Yale for connections to the Central Rec Center to the east and Toll Gate Creek Trail to the West would make this part of the city's bicycle facilities much more functional, as currently cyclists end up using the sidewalk. Possible implementation pictured, including transitions from proposed cycle track to existing cycle lane.

				 Image link
39.66863842664356	-104.79102015495302	2656 South Olathe Way, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116655	Bicycle	Creating a protected intersection with a marked crossing at Olathe Way and Buckley Rd would help eliminate confusion and conflicts between cars, pedestrians and bicycles. I would also recommend turning the gutter cycle lane on Buckley into a cycle track on at least one side of the street.

				Possible implementation pictured.  Image link
39.66968724966327	-104.79098796844484	South Buckley Road, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116669	Bicycle	Would much prefer Buckley with cycle tracks instead of the narrow existing cycle lanes due to high motor vehicle speed and volume. Possible implementation pictured.

				 Image link



39.66752764788066	-104.7927314043045	East Yale Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116871	Bicycle	Turning what is feasible of the existing cycle lanes on Yale into cycle tracks, and extending those tracks to a protected intersection on Buckley to connect to the bicycle facilities on that street would greatly improve connectivity and safety. Shifting one of the bus stops on Yale so that a stopped bus does not prevent those on the regional trail crossing Yale from seeing/being seen by approaching traffic would also be a major safety improvement. Shifting the bus stop would also create room at the stop to add a handful of bicycle lockers. Possible implementations pictured, one near eliminating conflicts between the bus and bicycles, the other not addressing that current conflict.  Image link
39.600352249555556	-104.70713675022127	6375 South Southlands Parkway, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116944	Car	The rate at which people fail to obey the stop sign at Central St & Southlands Pkwy is abysmal, and has been for years. People run the sign, act like they're being towed by the car in front to run the sign, and (less often) pull to a stop and then sit there like a deer in the headlights because they weren't paying any attention and have no clue who has priority. This likely correlates to how many outright ignore the speed limit on Central and how hurried people are as they pull into the shopping mall off of Aurora Pkwy. Not sure what the best way to address this is, but adding some traffic circles along Central St. at the various "intersections" with parking lot entrances would help slow some traffic, make driving here nicer for customers, and be an opportunity to add pedestrian and cyclist crossing treatments.
39.60817620903627	-104.71281766891481	E470, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116949	Transit	Are there any future plans regarding transit, or leaving space for potential future transit projects, for all of the new housing at Southlands? Seems like the perfect spot to have a rail station with a route leading north along the E470 to other new Aurora developments and the airport.
39.65302807654813	-104.78436827659608	3451 South Telluride Street, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116953	Pedestrian/Mobility Device	At certain times the light at Telluride runs far too short for a pedestrian to get across Hampden without sprinting.

39.65342870368622	-104.79947984218599	3416 South Laredo Street, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116955	Bicycle	The way the cycle lane on Laredo ends is underwhelming. A similar treatment to the bicycle lane on Telluride as it approaches Hampden and turns to merge with the sidewalk would be preferable.
39.636910201930995	-104.71850395202638	E470, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-116963	Transit	While the new apartment complexes in the Copperleaf development are not in Aurora, the traffic they are bound to generate due to lack of transit options will be. If there is a way for the city to encourage improvements in transit connections it would be great. Seems connecting this area with the new developments in Aurora along the E470 as well as Southlands mall and the Airport with rail could be an attractive alternate to driving for plenty of trips.
39.64279271146339	-104.77898240089418	17953 East Mansfield Avenue, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-117097	Bicycle	Mansfield Ave seems like a prime location for a bicycle lane buffered by car parking spots, with daylighted corners to make crossings safer for all users so that cars don't park on the corners and restrict sight lines.
39.65302394635936	-104.77243781089784	18501 East Hampden Avenue, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-117098	Car	In shorter vehicles it is very difficult to see oncoming southbound traffic on Tower while waiting to turn left onto Hampden. This may contribute to some of the accidents here, and regrading a portion of Tower approaching the intersection from the north would improve visibility.
39.66373682611574	-104.77160632610322	18511 E Bates Dr, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-117176	Pedestrian/Mobility Device	If the dirt trail along this narrow greenway through Seven Hills could be made a bit more wheelchair accessible it would make the neighborhood much better connected for those outside of cars, allowing better access to parks, public transit and the community center across Tower.
39.66756894110626	-104.75707411766054	19827 East Linvale Drive, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-117177	Pedestrian/Mobility Device	As appreciated as a dirt trail like this is for running on the number of people who ride ATVs on it helps contribute to rapid erosion during spring, which can make sections up this hill difficult to navigate. Adding some kind of erosion mitigation could help, as would having it paved to the south side where the water usually runs while keeping the north side dirt/gravel.
39.72627599039078	-104.86589700210199	701-705 N Havana St, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124251	Car	Measures to slow down drivers @ 7th and Havana. 8/17/2024 (Summer 2024 Engagement Efforts)



39.73460479594102	-104.86231336062198	1092-1198 Jamaica St, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124252	Car	Stop sign, speed bump on the 12th Ave. 8/17/2024 (Summer 2024 Engagement Efforts)
39.740288737833026	-104.82648783714514	E Colfax Ave, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124253	Transit	The train from our house is nice. 8/17/2024 (Summer 2024 Engagement Efforts)
39.739550865790825	-104.79287885055257	16726-16732 E Colfax Ave, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124254	Other	More police presence. 8/17/2024 (Summer 2024 Engagement Efforts)
39.74008728388777	-104.84693080186845	12100-12242 E Colfax Ave, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124255	Other	Mas seguridad en Peoria Colfax. 8/17/2024 (Summer 2024 Engagement Efforts)
39.76932703463981	-104.86544496732385	10500-10612 E 37th Ave, Denver, CO, 80239, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124256	Car	Rough roads. (Summer 2024 Engagement Efforts)
39.8004916084808	-104.86432296539326	5622-5898 Lima Ave, Commerce City, CO, 80022, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124257	Other	[Unreadable] 8/17/2024 (Summer 2024 Engagement Efforts)



39.784300983183186	-104.9095592670813	4810 Newport St, Commerce City, CO, 80022, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124258	Other	Public restrooms. 8/17/2024 (Summer 2024 Engagement Efforts)
39.69570452388133	-104.76442884467471	19059-19087 E Mississippi Ave, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124259	Bicycle	More protected bike lanes everywhere!! 8/17/2024 (Summer 2024 Engagement Efforts)
39.74027273954627	-104.94068180782783	Mile 6 State Hwy 2, Denver, CO, 80220, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124260	Pedestrian/Mobility Device	Paved trails need a graveled walking area. 9/14/2024 (Summer 2024 Engagement Efforts)
39.74015930274259	-104.88346526968976	Akron St, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124261	Other	Better protection more police. (Summer 2024 Engagement Efforts)
39.77108350892272	-104.8109428342484	I-70 W, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124262	Car	I-70/I-225/Pena bottleneck. 8-31-2024 (Summer 2024 Engagement Efforts)
39.770316603128094	-104.79176154359435	3229-3251 Airport Blvd, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124263	Car	Improve Pena Blvd. More lanes, general traffic. (Summer 2024 Engagement Efforts)



39.77256781844798	-104.79060206003264	E 40th Ave, Denver, CO, 80249, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124264	Car	Expanding two lanes for turning into Pena Blvd. (Summer 2024 Engagement Efforts)
39.798284582363735	-104.73457580949659	20682-21060 E 56th Ave, Denver, CO, 80249, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124265	Car	Construction is done but the lane is still closed. (Summer 2024 Engagement Efforts)
39.678442208256484	-104.91282803235251	E Evans Ave, Denver, CO, 80222, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124266	Other	Drawing of creature with four legs and a tail. (Summer 2024 Engagement Efforts).
39.63792645772812	-104.88495106886482	4317 S Akron St, Englewood, CO, 80111, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124267	Transit	Added RTD line in North DTC area. 8-31-2024 (Summer 2024 Engagement Efforts)
39.70474345857281	-104.86537039968479	CarHop Auto Sales & Finance, 658 S Havana St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124268	Bicycle	Well-maintained section of Highline canal trail around Del Mar and to expo park. 8/17/2024 (Summer 2024 Engagement Efforts)
39.66493851435746	-104.80969373379912	2849 S Helena Way, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124269	Car	Too much speeding on Chambers. 8/17/2024 (Summer 2024 Engagement Efforts)



39.6577404611661	-104.83791032995029	3181-3193 S Vaughn Way, Aurora, CO, 80014, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124270	Bicycle	Make intersection safer for bike riding (Summer 2024 Engagement Efforts)
39.647105132309704	-104.80354112789995	15911 E Lehigh Cir, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124271	Pedestrian/Mobility Device	Mission Viejo Elementary School, crossing safety street. (Summer 2024 Engagement Efforts)
39.57365816914151	-104.84068506044716	12790 E Control Tower Rd, Englewood, CO, 80112, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124272	Other	Close APA airport. Santa Monica CA is closing their airport so it can be done! 9/14/2024 (Summer 2024 Engagement Efforts)
39.628531719356225	-104.79848205432715	S Mobile Way, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124273	Pedestrian/Mobility Device	Smoky Hill and S. Mobile Way needs a left arrow light to protect students and left turn traffic. (Summer 2024 Engagement Efforts)
39.653189153717804	-104.79104165230956	3440-3498 S Buckley Rd, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124274	Car	Make Buckley and Hampden intersection safer. 9/14/2024 (Summer 2024 Engagement Efforts)
39.64803862861389	-104.72822948165037	3716-3772 S Shawnee Way, Aurora, CO, 80018, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124275	Pedestrian/Mobility Device	Residents *need* to shovel their sidewalks within “24o” of snowstorm ending! [smiley face] (Summer 2024 Engagement Efforts)



39.64075619702202	-104.72912562793657	22237 E Princeton Dr, Aurora, CO, 80018, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124276	Pedestrian/Mobility Device	Sidewalks need shoveling in winter. 9/14/2024 (Summer 2024 Engagement Efforts)
39.60871761251409	-104.76935865326463	5973-5999 S Biscay St, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124277	Pedestrian/Mobility Device	Orchard and Biscay, 80015. I want a round-about. Dangerous to cross. 9/14/2024 (Summer 2024 Engagement Efforts)
39.615404216332294	-104.76438046417506	S Danube St, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124278	Pedestrian/Mobility Device	Smoky Hill and Danube crossing for the blind. 9/14/2024 (Summer 2024 Engagement Efforts)
39.65318295844897	-104.71592094277112	23301-23331 E Hampden Ave, Aurora, CO, 80018, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124279	Transit	Public Transportation, Gun Club, Hampden. Cut dependence on cars. (Summer 2024 Engagement Efforts)
39.63993413870635	-104.60847548101283	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124280	Other	[Large asterisk.] 9/17/2024 (Summer 2024 Engagement Efforts)
39.725538005725596	-104.68777602756799	E 6th Ave, Aurora, CO, 80018, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124281	Transit	RTD Route. 8/17/2024 (Summer 2024 Engagement Efforts)



39.72565641664996	-104.68646807492321	E 6th Ave, Aurora, CO, 80018, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124282	Car	Bring back red light cameras! 9/14/2024 (Summer 2024 Engagement Efforts)
39.72566466834151	-104.68573829428051	E 6th Ave, Aurora, CO, 80018, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124283	Other	Need more trash and litter pick up. More nature vegetation needed. 9/14/2024 (Summer 2024 Engagement Efforts)
39.7256350262546	-104.6032980105855	915-919 N Watkins Rd, Watkins, CO, 80137, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124284	Other	More trash bins on trails/greenspace (Summer 2024 Engagement Efforts)
39.74021086494921	-104.65827239154652	I-70 E, Watkins, CO, 80137, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124285	Other	Eliminate food deserts by providing food services to individuals. Look into co-ops, grocery bodegas nearer to residents. (Summer 2024 Engagement Efforts)
39.74115135282882	-104.58432865205233	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124286	Transit	Get drugs and homeless out of park and rides. I won't go any more – trains never on time! Or show up at all. (Summer 2024 Engagement Efforts)
39.78057429170315	-104.50213372452983	Aurora, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124287	Bicycle	Bike rest areas in the shade. 9/14/2024 (Summer 2024 Engagement Efforts)



39.79571065945306	-104.716250176029	State Highway 470, Aurora, CO, 80019, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124288	Car	HOV lanes. 8/17.2024 (Summer 2024 Engagement Efforts)
39.66346014579458	-104.82785283830655	Sela Roofing & Remodeling, 4100 Excelsior Blvd, Aurora, CO, 80014, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124289	Transit	We need RTD Route in Heather Gardens. (Summer 2024 Engagement Efforts)
39.79755713433279	-104.62170820688542	5095-5321 N Hudson Rd, Watkins, CO, 80137, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124290	Other	No traffic [unreadable]. (Summer 2024 Engagement Efforts)
39.81539284771493	-104.60598678178593	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124291	Other	[Unreadable] Havana Global Night Market (Summer 2024 Engagement Efforts)
39.71233689944692	-104.86982492108152	80010, Aurora, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124308	Bicycle	It's a pain where HLC crosses major arteries. 8/3/2024 (Summer 2024 Engagement Efforts)
39.6755504551095	-104.86506277093144	2280 S Havana St, Aurora, CO, 80014, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124309	Car	Need more left turns from Havana to stores (Havana + unreadable). 8/3/2024 (Summer 2024 Engagement Efforts)



39.71392151213213	-104.84465377736308	Aurora Hills Golf Course, 50 S Peoria St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124310	Bicycle	This section of HLC b/c Sable + 225 needs to be replaced. 8/3/2024 (Summer 2024 Engagement Efforts)
39.653155177865536	-104.82836372426992	13637-13999 E Hampden Ave, Aurora, CO, 80014, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124311	Pedestrian/Mobility Device	Hamilton + Hampden, sidewalk is buckling and dangerous. 8/3/2024 (Summer 2024 Engagement Efforts)
39.653061118049436	-104.77309800215957	E Hampden Ave, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124312	Car	Hampden gets beat up b/c of trucks going to dump. 8/3/2024 (Summer 2024 Engagement Efforts)
39.67948100151357	-104.74288096650695	21059-22009 E Jewell Ave, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124313	Car	Need more connections to Buckley from east. (Jewell is very dangerous). 8/3/2024 (Summer 2024 Engagement Efforts)
39.725392361998416	-104.75984696201071	E 6th Ave, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124315	Bicycle	Need better bike connection b/c Stephen D. Hogan parkway + Buckley 6th Ave entrance. 8/3/2024 (Summer 2024 Engagement Efforts)
39.75671202193361	-104.73468501341299	2617-2667 Picadilly Rd, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124316	Car	Need traffic signal @ 32nd and Picadilly. 8/3/2024 (Summer 2024 Engagement Efforts)



39.80665689340674	-104.58031601852367	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124318	Transit	Connection between modes - bike/bus/rail. (Summer 2024 Engagement Efforts)
39.80728328179347	-104.5785142578588	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124319	Bicycle	Happy with trail maintenance in GVR. (Summer 2024 Engagement Efforts)
39.80804153378382	-104.57593991110227	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124320	Bicycle	[Unreadable]... dangerous for cyclists. (Summer 2024 Engagement Efforts)
39.74026036463129	-104.85801892770903	Mile 305 Us Hwy 40, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124321	Car	No corner bump outs. (Summer 2024 Engagement Efforts)
39.57880182720759	-104.71650929210305	7593 S Addison Way, Aurora, CO, 80016, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124322	Car	Better snow removal (Summer 2024 Engagement Efforts)
39.69899830019506	-104.67542537171916	Sand Creek Ranch, Aurora, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124324	Car	More commercial development. (Summer 2024 Engagement Efforts)



39.73847835367741	-104.56135191765738	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124325	Car	More roads, highway expansion. (Summer 2024 Engagement Efforts)
39.66914219401815	-104.59526111071163	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124327	Pedestrian/Mobility Device	Better snow removal on sidewalks for accessibility. (Summer 2024 Engagement Efforts)
39.687638648548635	-104.59920022304891	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124328	Pedestrian/Mobility Device	Often the ADA implements do not work as constructed - intersection requests/sounds. Seen while mapping for open street map. (Summer 2024 Engagement Efforts)
39.73603626382935	-104.53156847338656	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124329	Bicycle	Bicycles should be licensed and pay a fee. Lots of $ spent on poles, posts, striping etc. and they pay NOTHING. (Summer 2024 Engagement Efforts)
39.77021764691939	-104.53401406189975	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124330	Car	Timing controllers need better timing. (Summer 2024 Engagement Efforts)
39.81598619302422	-104.6121167648173	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124331	Other	Horse trails. (Summer 2024 Engagement Efforts)



39.816118046841744	-104.60375070259852	1527-1899 N Watkins Rd, Watkins, CO, 80137, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124332	Bicycle	Trails are already good enough. (Summer 2024 Engagement Efforts)
39.816118046841744	-104.60301898047182	1527-1899 N Watkins Rd, Watkins, CO, 80137, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124333	Other	High property taxes in Aurora. Modern services...[unreadable]... instead of Aurora because of taxes. (Summer 2024 Engagement Efforts)
39.638491752864354	-104.71696512527652	E Quincy Ave, Aurora, CO, 80018, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124334	Car	Residents say there are nearly daily accidents at Gun Club and Quincy. (Summer 2024 Engagement Efforts)
39.87272587301537	-104.55139941634096	80137, Watkins, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124335	Other	Residents happy to be involved and have a voice in the plan. (Summer 2024 Engagement Efforts)
39.872791745497395	-104.54418182373048	80102, Bennett, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124336	Car	Drivers respecting red lights, stop signs. (Summer 2024 Engagement Efforts)
39.8732528511003	-104.54315214852295	80102, Bennett, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124337	Transit	Safety aspects of light rail stops homeless, lights. Patrons don't feel comfortable going to the stations.



Pop-Up Event Photos and Documentation



Agricultural Fest



Global Fest



Arapahoe County Fair



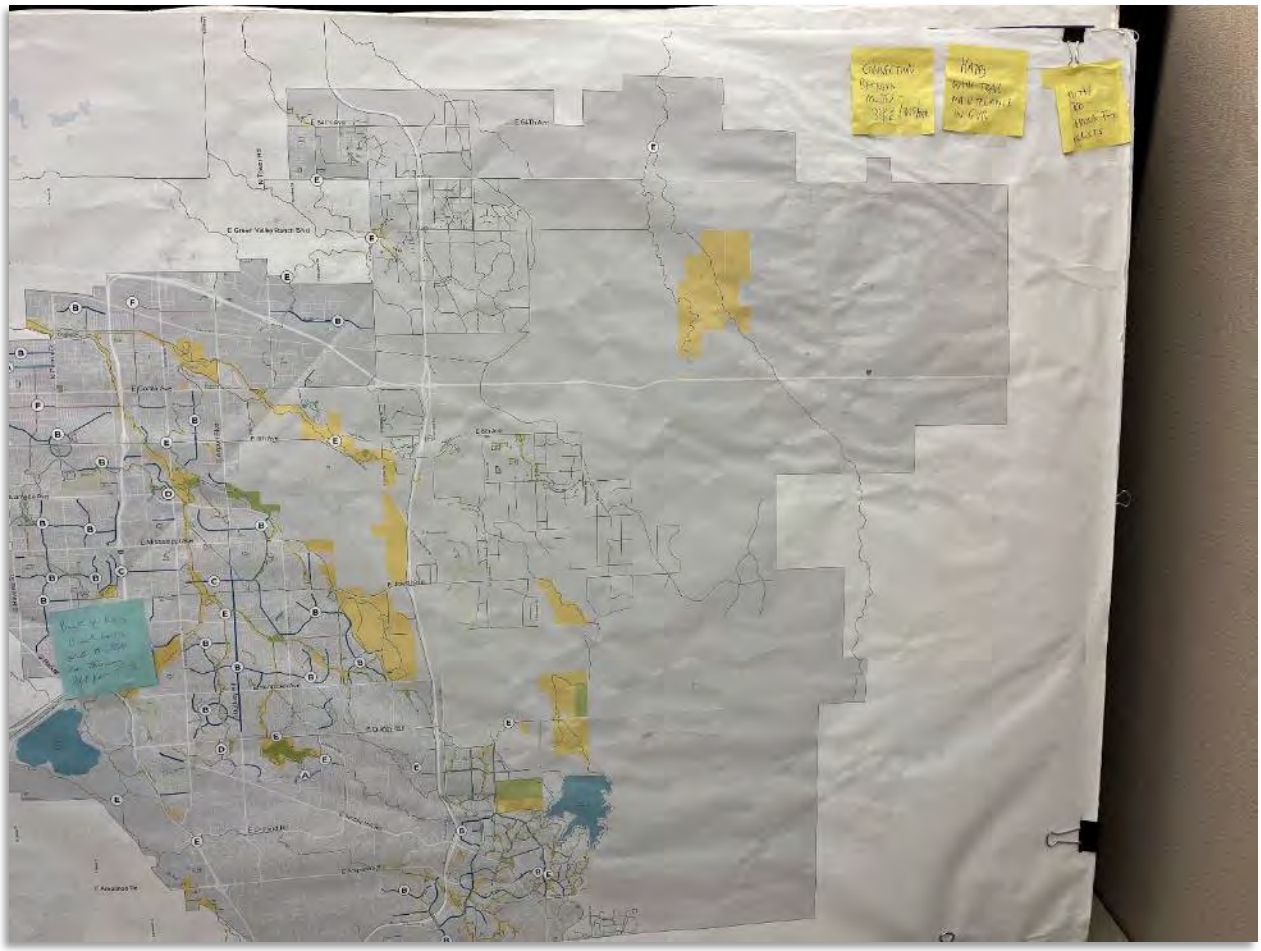
Aurora Reservoir – Memorial Day Opening Weekend



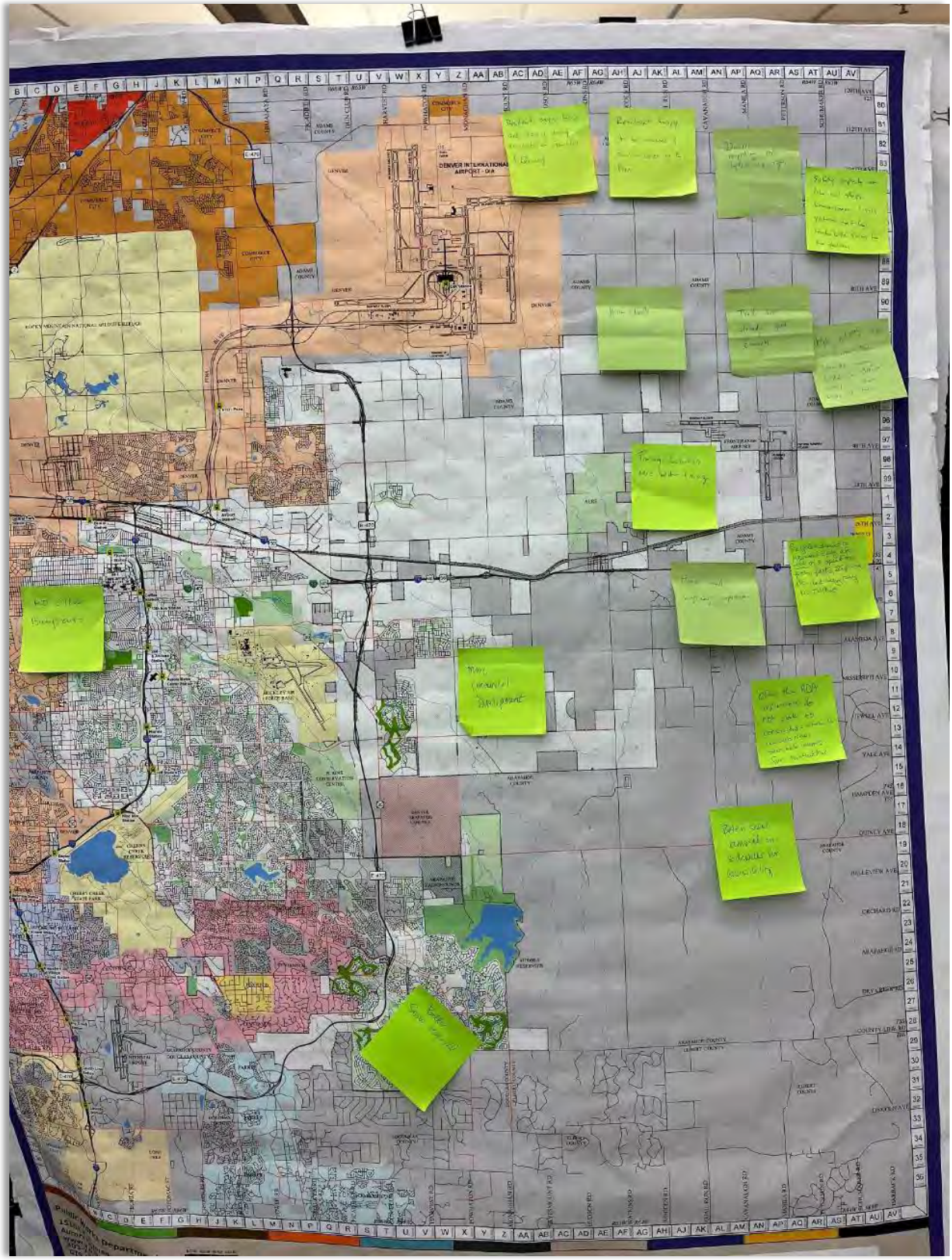
Havana Street Global Night Market



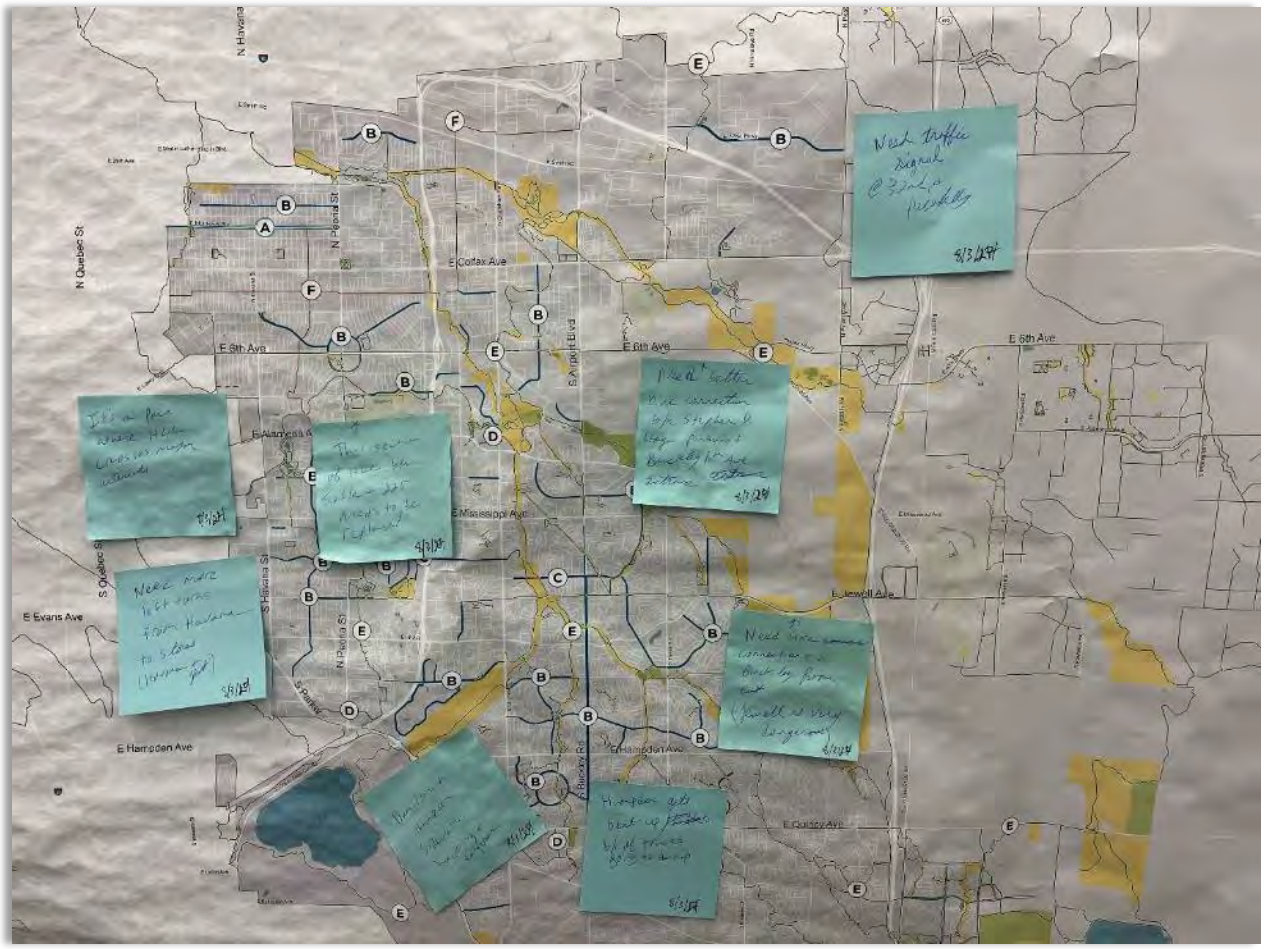
Havana Street Global Night Market



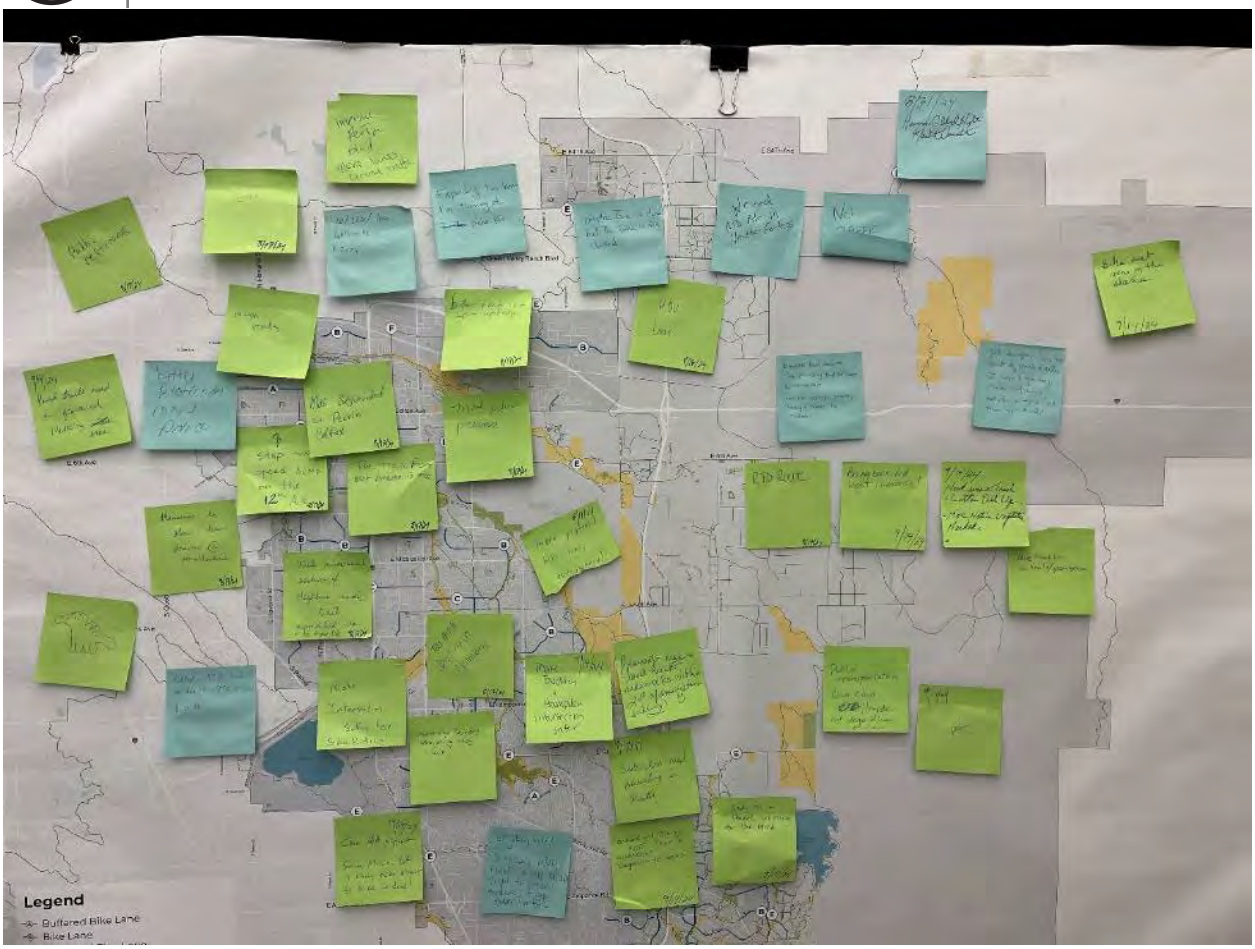
Map comments collected throughout all pop-up events.



Map comments collected throughout all pop-up events.



Map comments collected throughout all pop-up events.



Map comments collected throughout all pop-up events.

Toole Design Summary Memo

SUMMARY

During the summer of 2024, Toole Design hosted two focus groups, four pop-up events, and three stakeholder interviews. This effort aimed to widen Connecting Aurora's community touchpoints by targeting outreach focused on walking, rolling, and biking and speaking to representatives of a more diverse audience of older adults, people with disabilities, and other underrepresented communities of people who bike. Our outreach strategy followed a new approach to Connecting Aurora engagement that emphasizes meeting people where they are through pop-ups and by attending existing events while de-emphasizing open houses.

Toole staff used HDR's meeting toolkit ("Meeting in a Box") to collect responses to standard questions during each outreach opportunity. Ultimately, we spoke to more than 80 individuals in the community – both key stakeholders and members of the public at large. Focusing on quality over quantity, we had many thoughtful conversations during the summer and widened our audience to include more racially, ethnically, and economically diverse populations. Overall, the community members we spoke with were excited to provide their feedback and enthusiastic about the subject matter. This memorandum details the findings of Connecting Aurora engagement activities facilitated by Toole Design.

FOCUS GROUPS (2)

PEDESTRIAN/ACCESSIBILITY

The goal of the first focus group was to learn about those who 1) face the greatest challenges walking, rolling, and navigating the pedestrian network in Aurora, such as older adults and people with disabilities, and 2) predominantly depend on the pedestrian network, such as youths and lower-income populations. We hosted this focus group in person at the Aurora Center for Active Adults on July 30th, 2024.

Reach – 6

Adrienne Razavi – Organizing Manager, Denver Streets Partnership

Caitlin Matthews – Executive Director, Food Justice NW Aurora

Daniel Taylor – President, Heather Gardens Metropolitan District President

Rosemarie Powell – Arapahoe County Senior Resources

Donna Hunt – Youth Superintendent, Aurora Youth Commission

Nicholas Leach – District Planner, Aurora Public Schools

Findings

1. **Sidewalk Safety Concerns:** Participants highlighted the need for wider sidewalks, buffers from traffic noise, and detached sidewalks for better safety and comfort. Issues with narrow sidewalks leading to incidents, such as falling into grass or roadways, were noted. Broken sidewalks and lack of plowing in the winter force pedestrians, including children, to walk in the streets, leading to crashes, serious injuries, and fatalities.

2. **Traffic and Pedestrian Safety**: High-speed traffic, lack of pedestrian signals, and vehicles blowing through stop signs or crosswalks during a red light were major concerns. Participants were particularly concerned about the safety of youth and older adults, when crossing the street.
3. **Accessibility and Inclusivity:** Wheelchair-accessible curbs and level sidewalks are needed, especially for older adults and children. Concerns were raised about personal safety, particularly on major streets like Colfax Ave, even with pedestrian signals and lighting.
4. **Community and Environmental Factors:** The focus group emphasized the importance of smart land use planning to create walkable communities with access to essential services like grocery stores, which are currently lacking in certain areas. Beyond this planning effort, there was a call for better community safety measures and addressing broader issues such as housing, employment, and transportation.
5. **Future Planning and Infrastructure Improvements:** Participants suggested various improvements, including more pedestrian signals, crosswalks, and programs to promote walking and biking. Discussions generated ideas for solutions, including coordinated traffic signals to slow traffic, lower speed limits, no right turn on red, and tactical urbanism projects like pop-up bike lanes. Participants were open to tradeoffs that deprioritized driving, such as lane removal, speed reduction, and banning right turn on red. They also voiced interest in securing additional funding for pedestrian improvements by collecting fees from new development.

BICYCLIST

The goal of the second focus group was to learn from those who navigate the bicycle network in Aurora today, interact frequently with cyclists (bike shops), and experience disproportionate impacts from the built environment. We hosted this focus group virtually using a Miro board on July 31. Despite several RSVPs, only one person attended the focus group. As a result, we subsequently scheduled and held additional stakeholder interviews.

Reach – 1

PJ Torney, Bicycle Aurora

Findings

Need for Enhanced Bicycle Infrastructure: PJ emphasized the importance of shifting focus from recreational cycling to cycling as a viable transportation option. He preferred a cycle track (a raised bike lane that is elevated from street level, whether at sidewalk height or intermediate height between the sidewalk and the roadway) for the greatest comfort on arterial roadways but acknowledged the likely expense. His second choice was a protected bike lane (a bike lane that is at street level and include horizontal separation via a buffer and vertical separation via elements like flex posts, planters, or curbs), with the caveat that these types of bikeways require attention to maintenance and upkeep (repainting, replacing flex posts, plowing, sweeping).

6. **Safety and Enforcement Concerns:** PJ identified high-speed, multi-lane roads (stroads) as significant barriers to safe cycling. He was emphatic about reducing speeds on these roads and enforcing stricter penalties for distracted driving and hitting cyclists. He highlighted the need for secure bicycle parking and storage to prevent theft as a major concern.
7. **Key Routes and Connectivity:** Important bicycle connections he mentioned included Smith Rd, 6th Ave, Hamden Ave, Havana St, Buckley Rd, Chambers Rd, Smokey Hill Rd, 38th Ave, and Jewell Ave. Better connections between these routes and the trail network were deemed necessary. He



noted the lack of direct connections between existing trails and advocated for integrating the on-street and off-street networks.

8. **Community and Cultural Shifts:** Encouraging a cultural shift towards viewing cycling as an exciting and viable mode of transportation for short trips (e.g., 3-5 miles) was considered essential. PJ suggested initiatives to challenge residents to use bikes for errands. Educating and introducing residents to the benefits of cycling could lead to happier, more active communities.
9. **Challenges and Trade-offs:** Budget constraints and potential community pushback were acknowledged as challenges to implementing better bicycle infrastructure. PJ stressed the importance of building a city that meets the needs of its people rather than just accommodating motor vehicles. Beyond pushing developers to complete pieces of the network on their property, he encouraged the City to create broader connections between these developments.

BICYCLIST STAKEHOLDER INTERVIEWS (3)

Due to limited attendance of the bicyclist focus group, Toole Design organized three additional virtual stakeholder interviews with key stakeholders in the local bicycling community from August 6th to September 5th, 2024.

MACKENZIE HARDT, HARDT FAMILY CYCLERY

Mackenzie Hardt owns Hardt Family Cyclery in northwest Aurora, and leads group rides with community members.

Reach – 1

Findings

Safety as a Primary Concern: Most cyclists Mackenzie has met bike frequently for daily activities, like commuting and school pick-ups. Safety, rather than convenience, is their primary concern. Mackenzie highlighted issues such as distracted driving and problematic intersections as significant deterrents. Specific areas of concern include the lack of safe north-south corridors and the need for better connections to schools and businesses.

10. **Infrastructure and Connectivity:** There is a strong preference for separated bike facilities, particularly cycle tracks (raised bike lanes that are elevated from street level, whether at sidewalk height or intermediate height between the sidewalk and the roadway). He was open to protected bike lanes (bike lanes that are at street level and include horizontal separation via a buffer and vertical separation via elements like flex posts, planters, or curbs) if done well. For example, he felt that the installation of protected bike lanes with flex posts on Central Park Boulevard in Denver was unsuccessful because most people still don't feel safe enough biking on such a wide street. He would like the city to invest in facilities that accommodate all ages and abilities and are comfortable and attractive enough to support riders. The current trail system is not well-connected to key destinations like grocery stores and schools, limiting its utility for daily errands. Suggested improvements include consolidating driveways, better intersection designs, and creating more neighborhood trail connections.
11. **Community and Educational Initiatives:** Mackenzie emphasized the importance of community initiatives like bike buses and safety in numbers for improving biking conditions. Educational



efforts are crucial, especially around Safe Routes to School (SRTS) programs and trail etiquette. Better wayfinding signage using pictographs could accommodate Aurora's diverse population.

12. **Specific Area Improvements:** Ward 1 is a more comfortable area to bike in today due to its gridded street network. Bike facilities on streets like 17th Ave, Dayton St, Jamaica St, and connecting to the Anschutz Medical Campus and children's hospital would improve connectivity. Crossing improvements of Colfax Ave and Havana St, including the High Line Canal Trail crossing, would significantly enhance usability and safety.
13. **Vision for Future Biking Infrastructure:** Well-planned biking infrastructure can deliver economic benefits and should be prioritized, especially in business districts. There is support for experimental and temporary infrastructure to test solutions before making them permanent. The focus should be on designing infrastructure that is safe and appealing for all ages, particularly families, to encourage a mode shift towards biking.

ALTON DILLARD, MAJOR TAYLOR CYCLING CLUB

Alton is one of the founders of the Denver chapter of the Major Taylor Cycling Club, a national cycling club formed in honor of the African American cyclist who overcame racial injustice to become the first world cycling champion of color.

Reach – 1

Findings

Connectivity is most important: He can ride 60 miles from his home just west of the Aurora city line in Denver to Chatfield Reservoir without crossing at grade. He would like to be able to do that in Aurora, such as along the Toll Gate Trail. He can't ride for miles without having to cross major intersections at grade. A safer way to cross arterials is by improving signalized intersections with things like bike signals or constructing underpasses, which would make him feel more comfortable. He repeatedly referenced the High Line Canal crossing at Havana St. and Exposition Ave as an uncomfortable crossing, with cyclists darting through traffic rather than waiting for the signal. He also referenced right turn slip lanes as a significant challenge for cyclists at crossings, noting that drivers who respect cyclists and allow them to cross risk being rear-ended. Better signage at at-grade crossings would also improve continuity so that people biking know that they are still following the regional trail (he gave the example of the Westerly Creek Trail crossing just south of Mississippi Ave, as it temporarily becomes a sidewalk).

14. **He and some members avoid the road network:** The primary focus of the Major Taylor Cycling Club of Denver is road cycling, but some members have begun gravel cycling due to roadway safety challenges. He avoids riding on-street and prefers paths like the regional trail along US 36 up to Boulder. He discussed the challenge of biking along striped shoulders like Tower Rd and "getting buzzed by cars" (drivers passing closer than the legal 3 ft), or worse, drivers "rolling coal". While mainly a recreational cyclist, he would ideally like to bike to commercial areas near Havana St and Florida Ave or Havana St and Mississippi Ave to run errands or shop. However, he feels these trips are already scary in a car, and he can't imagine completing them by bicycle. He cited the prevalence of driveways and conflict points with turning vehicles on arterials as a barrier to him or his members cycling on-street.
15. **He prefers more physical separation for bikeways:** He primarily rides side paths and trails due to their separation from vehicles. He also likes protected bike lanes, particularly the one in Denver



on 14th St with concrete curbs – but with the caveat that they need to be paired with protected intersections that give space for cyclists to wait at corners and that slow turning vehicles. He mentioned the tension that arises when the city installs bollards and removes parking but thinks we need to create a mindset that people need to share space. He feels paint is not protection. He also likes Denver's approach encouraging people to ride on quieter neighborhood streets. He felt the cycle track was "utopian" but worried about the optics to City Council and taxpayers of the financial investment if one were installed, but not many people used it.

16. **The design user should be a casual cyclist:** He thought the City should cater to residents who would be interested in casual riding but too scared to ride anywhere.
17. **Marketing and communications are key:** He stressed that to avoid the intense conversations around tradeoffs, the City should reach out to the community early, particularly business owners and historically underrepresented groups, to discuss overall benefits around health, environmental impacts, etc.

NICK GLENN, NORTHEAST TRANSPORTATION CONNECTIONS (NETC)

Nick Glenn is the Transportation Program Manager at NETC, a transportation management association that runs three e-bike libraries in the north Denver metro area. NETC is the Denver Connector micro transit operator in Globeville Elyria Swansea and Montbello and is in the process of installing secure bike parking at Central Park Station and Stanley Marketplace in Aurora.

Reach - 1

Findings

Possible Opportunities to Mimic NETC's Denver Programs: NETC has a skills course at the Montbello Recreation Center where they teach basic maintenance to middle school kids and other members of the community. They've found that teaching basic skills like how to fix a flat tire and other bicycle maintenance is key to preventing bikes from sitting behind the house. Their main goal is to 1) keep people riding and will even replace their bikes if needed and 2) get kids excited about biking to create lifelong cyclists. They have strong partnerships with Families Against Violent Acts (FAVA), Montbello Organizing Committee (MOC), Montbello Walks, the Boys and Girls Club, and other community-based organizations that help them connect with the broader community. They have also organized group rides with the Boys and Girls Club in Commerce City, which tends to keep older kids' attention better than skills courses with cones in a parking lot.

18. **Need for Funding, Grants, and Partnerships:** NETC wants to do more work in Aurora, but much of their grant funding comes from Denver departments like the Climate Office and Energy Office. NETC also has more limited relationships with community-based organizations in Aurora, than in Denver. Right now, NETC's main partners in Aurora are Stanley Marketplace and RTD from their work on the smart bike racks and bike lockers.
19. **Desired Trip Types Mainly for Work and Groceries:** Most of the people NETC works with via their bike libraries use the e-bikes mainly to access work and get groceries. E-bikes have proven useful for people who work the night shift at FedEx or UPS in early hours, like 3 or 4 am, since RTD doesn't run service at those times. Shift workers sometimes don't want to ride because they don't want to get sweaty – there may be an opportunity for more end-of-trip facilities such as



showers and lockers. They are starting to provide child seats with new cargo bikes. Breaking old habits of getting in the car and going to the grocery store is difficult. There need to be clearer solutions for getting groceries home, whether in baskets or panniers.

20. **Separated Bike Facilities with Buffers Critical:** Nick repeatedly emphasized the importance of barriers and separation from traffic. He preferred protected bike lanes or cycle tracks. He was less sure of the side path because he thought it might be unclear that people are allowed to bike there. Signage and markings indicating such would be important, and he would want it to be separated via a landscaped or hardscaped buffer from traffic, not attached. He thinks buffers are critical to avoid intimidating the average cyclist and to make biking more accessible. He referenced poor driving in Aurora, whether overly aggressive driving or drivers unaware of how their behavior affects those outside of a vehicle.
21. **Improved Wayfinding Important:** NETC unsuccessfully applied for a grant from the CDOT Innovative Mobility Office to install wayfinding between the trail system and the on-street network in Aurora. For new riders, he felt that constant reassurance that they're going in the right direction is important. He wanted the signs to indicate proximity to nearby destinations in terms of minutes rather than miles. QR codes could help provide the most up-to-date information to adjust to construction or updates.

POP-UPS (4)

Toole hosted pop-up events to meet people where they are and to reach a wider cross-section of users, including commuters, recreational cyclists, and those cycling for transportation.

SUMMER BIKE TO WORK DAY (JUNE 26)

The City of Aurora organized two stations along the Highline Canal: one just west of Chambers Road, and the other south of I-70 near Tower Road, as part of the grand opening of the High Line Canal bridge across I-70. Sixty people attended the city's Chambers Road station, and 25 people stopped by the I-70/Tower Road Station. A Toole staff member attended the station near Stanley Marketplace hosted by Northeast Transportation Connections (NETC). The Stanley Marketplace station was also well-attended.

Reach - ~100

Findings

Primary takeaway: Participants' top two priorities are 1) better bike lanes and trails and 2) safety improvements.





Figure 1: Bike to Work Day Participants at the Stanley Marketplace Station

HAVANA ST & HIGH LINE CANAL TRAIL (AUGUST 7)

Reach - ~20

Approximately:

- 70% male, 30% female
- 70% white, 30% people of color
- 80% people walking or biking on the trail, 20% people riding the bus (one biked to the stop)

Findings

Primary takeaway: This trail crossing is challenging for people walking and biking due to the long traffic signal cycle time and wait to cross Havana St. Numerous cyclists jetted through traffic against the signal to continue on their way more quickly. This group prioritized better bike lanes, trails, and safety improvements. Toole staff also spoke with several transit riders traveling to and from the southbound bus stop.



Figure 2: Cyclist Crossing Havana St Against the Signal



Figure 3: Visitors Voting at the Pop-Up

MARTIN LUTHER KING JR. LIBRARY ON COLFAX AVE (JUNE 7)

Reach - ~25

Approximately:

- 95% people of color
- 5 Spanish speakers
- 5 people with disabilities

Findings

Primary takeaway: Many individuals experiencing homelessness, Spanish speakers, and people with disabilities frequent the MLK Jr. Library and Fletcher Plaza. Compared to other groups, people we spoke with were much more concerned with improving transit service, bus stops, and safety compared to other groups. Having a Spanish interpreter present was useful for gathering more diverse feedback.



Figure 4: Library Visitor Providing Feedback

CHERRY CREEK TRAIL AND ARAPAHOE RD (AUGUST 13)

Reach – 16

Approximately:

- 95% white
- 25% female
- 75% male

Findings

Primary takeaway: This group of respondents consisted mainly of middle-aged recreational cyclists. Their priorities primarily related to better bike lanes and trails, addressing traffic bottlenecks, and road maintenance, while they generally were less interested in transit improvements.



Figure 5: Pop-Up on Cherry Creek Trail

OVERALL FINDINGS

When asked the question, "What are your transportation priorities for Aurora" and given four votes out of 11 total options, most participants voted for safety improvements (37 votes), better bike lanes and trails (23 votes), road maintenance (21 votes), and public amenities along streets (19 votes).

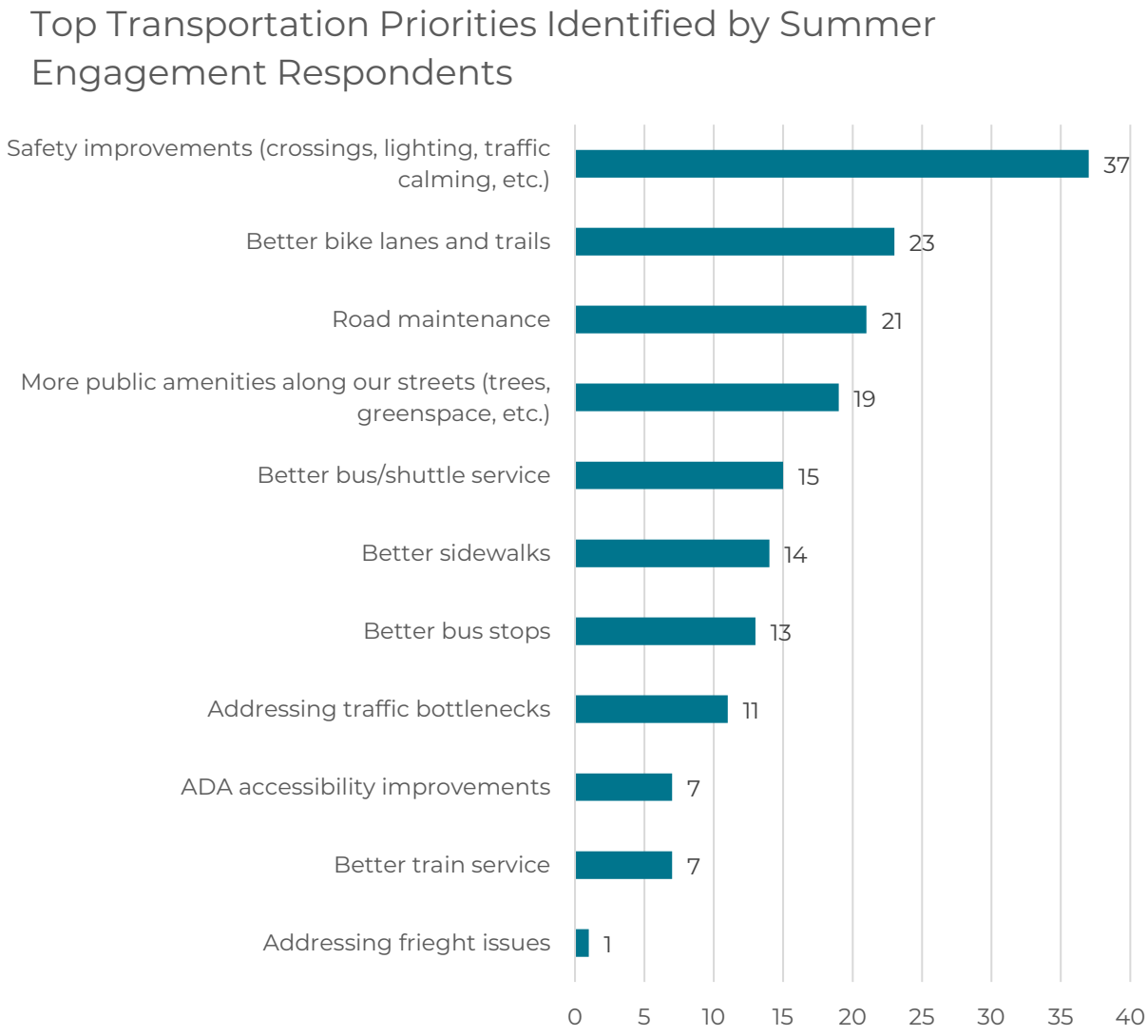


Figure 6: Transportation Priorities

During conversations with participants, some also mentioned specific issues or challenges they experience while navigating the transportation system in Aurora. Toole staff documented these comments on sticky notes and categorized them to provide additional detail on these priorities (**Table 1**).

TABLE 1: TRANSPORTATION PRIORITIES

Priority	Votes	Other related comments
Better sidewalks	14	**1.** Sidewalk maintenance
Better bike lanes and trails	23	**2.** Better connectivity between neighborhoods and trail system (2) **3.** Wayfinding and signage with mileage to key destinations (3) **4.** Experience getting lost/losing the trail **5.** Trash and maintenance issues/glass under bridges (3) **6.** Need for better trail etiquette **7.** More consistent trail connectivity (2) **8.** Wider side paths and trails **9.** Support more separated bike lanes even if with flex posts **10.** At-grade trail crossings are difficult **11.** Desire for more public amenities along trails like water fountains and bathrooms **12.** Poor winter maintenance
Better bus stops	13	**13.** More places to sit **14.** More covered areas to protect from weather
Better bus/shuttle service	15	**15.** More frequent service (3) **16.** Bus not reliable (2) **17.** Personal safety concerns/need for transit security (3)
Better train service	7	**18.** Particularly in south Aurora to Parker Main St and downtown Denver
Addressing traffic bottlenecks	11	**19.** Signal timing (2) **20.** Desire to improve response time for emergency services and fire
Safety improvements (crossings, lighting, traffic calming, etc.)	37	**21.** Long traffic signal cycle times, but walk times too short **22.** Must push pedestrian button even when light in desired direction is green **23.** Don't feel safe on-street due to driver behavior like speeding/distraction/disregard for those outside a car (4) **24.** Poor traffic enforcement (3) **25.** Tinted windows **26.** One person had been hit by a car five times in crosswalks or parking lot driveways, and another person had been struck in the crosswalk at the intersection of two arterials

More public amenities along our streets (trees, greenspace, etc.)	19	**27.** Tree maintenance in south Aurora **28.** More bike amenities like parking and lockers (3) **29.** E-bike charging stations **30.** Need for more services for houseless individuals to improve downtown/economic development/business
Road maintenance	21	**31.** Road condition on Colfax is poor, and too many potholes **32.** Winter weather can be challenging for drivers
ADA accessibility improvements	7	
Addressing freight issues	1	

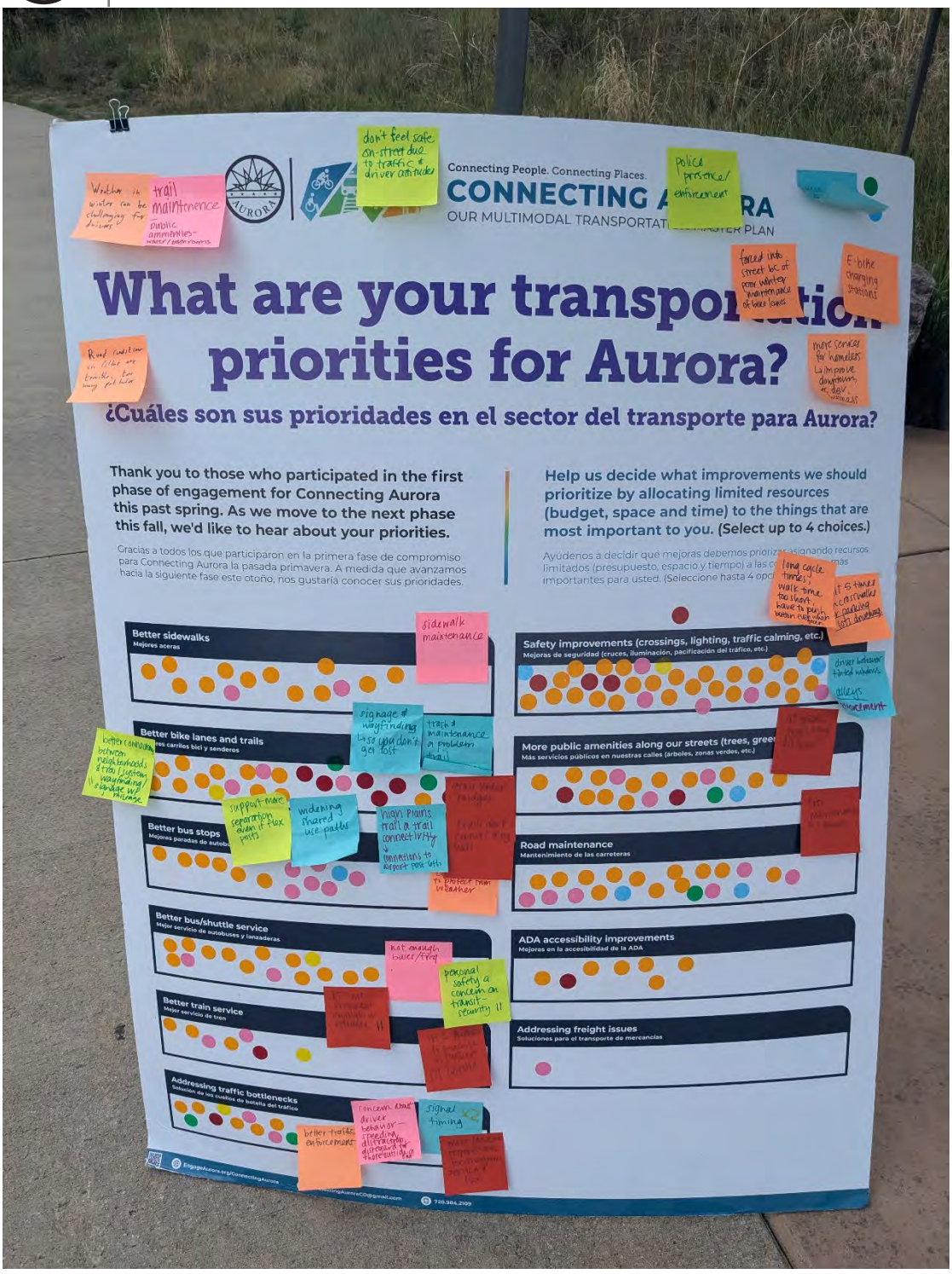


Figure 7: Transportation Priority Board Results

Toole staff also asked pop-up visitors, "What are the east-west and north-south connections that are the most important bicycle connections for you?" This could include roadways that do not currently have bikeways or roadways with bikeways that, if upgraded, would improve user comfort.

TABLE 2: SPECIFIC DESIRED LOCATIONS FOR BIKEWAY IMPROVEMENTS

Bikeway improvement	Votes	Other related comments
11th Ave	1	
17th Ave	3	
23rd Ave	1	
25th Ave	1	
6th Ave	2	
Alameda Ave	3	
Arapahoe Rd	1	
Buckley Rd	1	
Chambers Rd	1	
Cherry Creek Reservoir	1	Better connect trails around reservoir
Colfax Ave	9	Teacher on Colfax said his students always talk about almost getting hit on Colfax
Colfax Ave & Chambers Rd	1	
Colfax Ave & Dayton St	1	
Colfax Ave & Florence St	1	
Colfax Ave & Havana St	1	People don't even attempt this
Connection between E 38th Ave and High Line Canal Trail	1	New neighborhood - connect to trail system
Connection between High Line Canal Trail, Sable Blvd, and 2nd Ave	1	

Bikeway improvement	Votes	Other related comments
Connections to airport past 6th Ave	1	
Connections to Aurora Reservoir	3	Easy to bike from Cherry Creek to Chatfield, but need a better way to connect to Aurora Reservoir
Crossing Parker Rd	1	
Crossing Peoria St	1	
Dayton St	1	Would love PBL to connect businesses
Florida Ave	1	Access to commercial areas
Hamden Ave	1	
Havana St	6	Access to commercial areas
Havana St & Florida Ave	1	Access to commercial areas
Havana St & Mississippi Ave	2	Access to commercial areas
High Line Canal Trail & Havana St	2	
High Line Canal Trail connection to High Plains Trail	1	
High Line Canal Trail crossing of 225	1	
High Line Canal Trail south of Iliff Ave	1	Very crowded - widen
High Plains Trail	2	Continue east past High Plains Trail Bridge over Parker Rd - new bridge is great, but the trail ends!
Jamaica St	1	Wide older street with potential
Jewell Ave	1	Connection from new Murphy Creek neighborhood at Gun Club Rd
Mississippi Ave	4	

Bikeway improvement	Votes	Other related comments
Moline St	1	
Montview Blvd	2	
Parker Rd	1	
Parker Rd & Mississippi Ave	1	Right turn slip lanes pose a significant challenge for cyclists, since drivers who are respectful of cyclists and allow them to cross risk being rear-ended
Peoria St	4	North-south connections close to Anschutz Medical Campus, connection from Del Mar Circle to High Line Canal Trail
Quincy Ave	1	
Sand Creek Trail	1	
Smith Rd	1	
Smoky Hill Rd	2	
Syracuse St	1	
Toll Gate Creek Trail	1	
Tower Rd	1	
Westerly Creek Trail	1	Pops up then disappears, the Westerly Creek Trail crossing just south of Mississippi Ave temporarily becomes a sidewalk
Yale Ave	1	



Figure 8: Bike Connections Board Results

NEXT STEPS & USE OF RESULTS

The feedback Toole Design received during summer 2024 will inform Task 7: Multimodal Transportation System Analysis, Evaluation, and Development. Results from the bicycle connections map highlight the importance of creating comfortable bikeways on arterials, or lower-stress streets immediately parallel to arterials. These results will also inform recommended network spacing and density. During our development of primary and secondary routes in the bicycle network, streets frequently identified as key bicycle connections may weigh more heavily in our analysis.

Feedback on transportation network priorities will factor into scenario development and project prioritization. Feedback from the focus groups and stakeholder interviews will also factor into these stages of the project and help the project team develop programs and policies to accompany infrastructure recommendations.

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

MILESTONE 2
ENGAGEMENT SUMMARY

Nov. 6-Dec. 22, 2024

Prepared by:

HDR



Contents

Overview **2**
Engagement Overview **3**
Feedback Results **9**
Who We Heard From 10
What We Heard 12
Appendix A: Milestone 2 Promotional Materials **74**
Appendix B: Engagement Materials **84**
Appendix C: Engagement Results **97**

EXECUTIVE SUMMARY

During the engagement period for Milestone 2 of Connecting Aurora, the city's multimodal transportation plan, over 153k Aurora community members were reached through social media efforts, community pop-ups and presentations, in-person and online open houses, a roundtable discussion, a virtual town hall, and other various outreach modes. Over 1.3k community members were actively engaged throughout Milestone 2, meaning they attended and/or participated in an in-person or online feedback opportunity. 186 surveys, available in-person and online, were also gathered during this milestone to better understand the impacts of each imagined future of transportation in Aurora.

Feedback was received from community members in every ward of Aurora. Of those surveyed, 95% belonged to a household that owns a vehicle. The majority of survey respondents identified as female and were above 60% of the Area Median Income. Many pop-up event participants and roundtable discussion attendees expressed appreciation for the project as a whole and were glad to have an opportunity to have a voice in the process. In the survey and at every in-person and virtual event, community members were asked to rank the impact each imagined future (car-oriented, transit-oriented, and neighborhood-oriented) would have on their quality of life. Most Milestone 2 engagement participants, at both in-person and virtual feedback opportunities, favored either the transit-oriented or neighborhood-oriented future for Aurora. A car-oriented city, on the other hand, was widely viewed as either having no or a negative impact on quality of life. Participants similarly favored transit-oriented or neighborhood-oriented cities over a car-oriented city when surveyed about factors like accessibility, prosperity, mobility, and safety.

OVERVIEW

The city of Aurora has conducted numerous studies and planning efforts over the years that have helped guide transportation-related infrastructure projects across the city. In 2018, the Aurora City Council adopted the Aurora Places comprehensive plan to serve as a foundation for decision-making related to growth and development. In fall 2023, Aurora launched Connecting Aurora, a holistic transportation planning process that evaluates and identifies transportation needs of all people for the city's entire transportation network. Connecting Aurora will be the city's first-ever multimodal transportation master plan, building upon previous study outcomes, the city's Comprehensive Plan, and Aurora Place's adopted vision and relevant transportation goals and strategies to enhance mobility choices throughout the city.

This report summarizes the engagement efforts for the Synthesize Phase or Milestone 2, conducted Nov. 6, 2024-Dec. 22, 2024. The engagement period was extended slightly to present and collect feedback at City of Aurora employee facilities the week of January 6, 2025. The Synthesize Phase



The development of Connecting Aurora is distilled into four phases:

1. Discover
2. Synthesize
3. Visualize
4. Realize

involved extensive public outreach to gather feedback on three different transportation futures: car-oriented (status quo), transit-oriented, and neighborhood-oriented. In this phase, community members shared their thoughts on how each of these futures would impact quality of life; youth, older adults and those with mobility differences; prosperity; ability to travel places; and safety and comfort. This phase provided the project team vital information on the community's desired future of transportation in Aurora as the effort moves into its next phase of development and evaluation of multimodal networks.

Key efforts and tasks for the Synthesize Phase include:

- Scenario development and testing
- Opportunities, challenges, and priorities analysis
- Continued in-depth engagement with stakeholders and the public

ENGAGEMENT OVERVIEW

A variety of engagement efforts were used to gather feedback from the Aurora community on imagined future scenarios for Aurora's transportation network. The numbers on the following pages are an estimate of how many people were informed about or engaged with the project through the various efforts. Engagement survey results from these efforts are shared later in this document.

Engagement by the Numbers

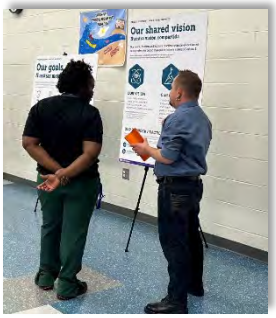
TOUCHPOINTS	ONLINE VISITS	ACTIVELY ENGAGED
*153K+	*1.4K+	1.3k+

**The figure of 153,000+ touchpoints indicate the cumulative number of interactions or exposure to the project, including social media reach and pop-up event attendance. This is a broader measure compared to the 1,400+ online visits, which represent more direct engagement with the project's online presence.*

In-Person Open Houses







Three in-person open houses were planned at public schools in Aurora. One of the three open houses was canceled due to inclement weather. The remaining two open houses were similarly impacted by adverse weather, with a total of **40 people** attending the open houses. The school locations were chosen strategically to make sure feedback opportunities were dispersed across the city. Spanish interpretation was provided at each open house and materials were provided in English and Spanish. Project information sheets were also provided in Vietnamese, Chinese, Korean, and Amharic. Food trucks were on site to incentivize community participation and open house attendees received a voucher for a meal from the food truck after participating in the event. Interactive boards were used to garner feedback for each imagined transportation future. Additionally, hard-copy surveys were available for participants to fill out in English and Spanish.

OPEN HOUSE LOCATIONS, DATES, AND TIMES

CRAWFORD ELEMENTARY	JEWELL ELEMENTARY	AURORA HIGHLANDS P-8
Wednesday, Nov. 6 5:30-7:30 p.m.	Thursday, Nov. 7 5:30-7:30 p.m.	Thursday, Nov. 14 5:30-7:30 p.m.
22 ATTENDEES	**CANCELED**	**18 ATTENDEES**

Virtual Town Hall

A virtual town hall was hosted on Zoom the evening of Wednesday, Dec. 4, 2024, from 5:30-7:30 p.m., with **37 community members** attending. The town hall was open to the public and attendees could register via the Engage Aurora website. Throughout a presentation from the project team, attendees were asked to answer polling questions identical to the survey questions to gather their thoughts on the potential scenarios. Following the presentations, attendees were invited to ask questions and provide feedback on the three imagined futures via the Q&A function or verbally.

Online Open House

A self-guided online open house was hosted on the Engage Aurora website (engageaurora.org/ConnectingAurora). The information and feedback opportunities on this site were identical to the in-person open houses. The data below represents engagement between Nov. 6-Dec. 22, 2024.

- Total visits: 1.4K
- Survey responses: 155
- New map comments: 137
- Asked a question or contributed to newsfeeds: 10

A complete record of map comments can be found in Appendix C: Map Comments.

Community/Pop-Up Events and Presentations

Pop-up events were held at various locations across Aurora to gather feedback on the imagined futures using a dot board activity. These pop-ups leveraged existing community events or occurred at locations where members of the public frequent regularly. These locations were also identified so as to be widely dispersed across the city.

EVENT LOCATIONS, DATES, TIMES, AND PARTICIPATION

VILLAGE EXCHANGE CENTER FOOD BANK DRIVE	AURORA ANIMAL SHELTER VACCINE CLINIC	GO FUND THE CITY, AURORA MUNICIPAL CENTER	BECK RECREATION CENTER	SOUTHEAST RECREATION CENTER
Wednesday, Nov. 13, Noon-3 p.m.	Sunday, Nov. 17, 9 a.m.-noon	Thursday, Nov. 21, 12:30-2:30 p.m.	Saturday, Nov. 23, 8 a.m.-noon	Tuesday, Nov. 26, 8 a.m.-noon
13 PARTICIPANTS	**25 PARTICIPANTS**	**25 PARTICIPANTS**	**11 PARTICIPANTS**	**12 PARTICIPANTS**
Weekly food drive providing support to surrounding low income and immigrant communities.	Well publicized quarterly event offering low-cost pet vaccinations.	Part of an Aurora Chamber of Commerce event that invited local community and business leaders.	Spoke to gym goers in central Aurora during a weekend high-traffic time.	A high-traffic time due to regular gym goers and a weekly pickle ball tournament.







Roundtable Discussion

Following the weather cancelation of a planned third public open house, a roundtable discussion was held on Dec. 19, 2024, from 5:30 to 7:30 p.m. City of Aurora board and commission members were invited to attend, as was the general public. Attendees were asked to RSVP online and were provided dinner. Upon signing in, attendees were able to read over the project boards and provide feedback on the imagined scenarios' impact on their quality of life. The roundtable began with a presentation from the project team, followed by small group discussions. The **50 attendees** were also asked to fill out a poll at the end of the discussion made up of questions identical to the online survey.

Stakeholder Group

A virtual meeting with the Connecting Aurora Stakeholder Group was held the afternoon of Nov. 13, 2024, from noon to 1:30 p.m. The meeting was attended by **18 stakeholders** and began with a review of public engagement thus far. Stakeholders were then asked to review the three imagined futures and provide feedback on each via discussion and polling. Results of the polls can be found in the Results section. Full meeting notes can be found in Appendix C: Stakeholder Meeting Notes.

City of Aurora Employee Engagement







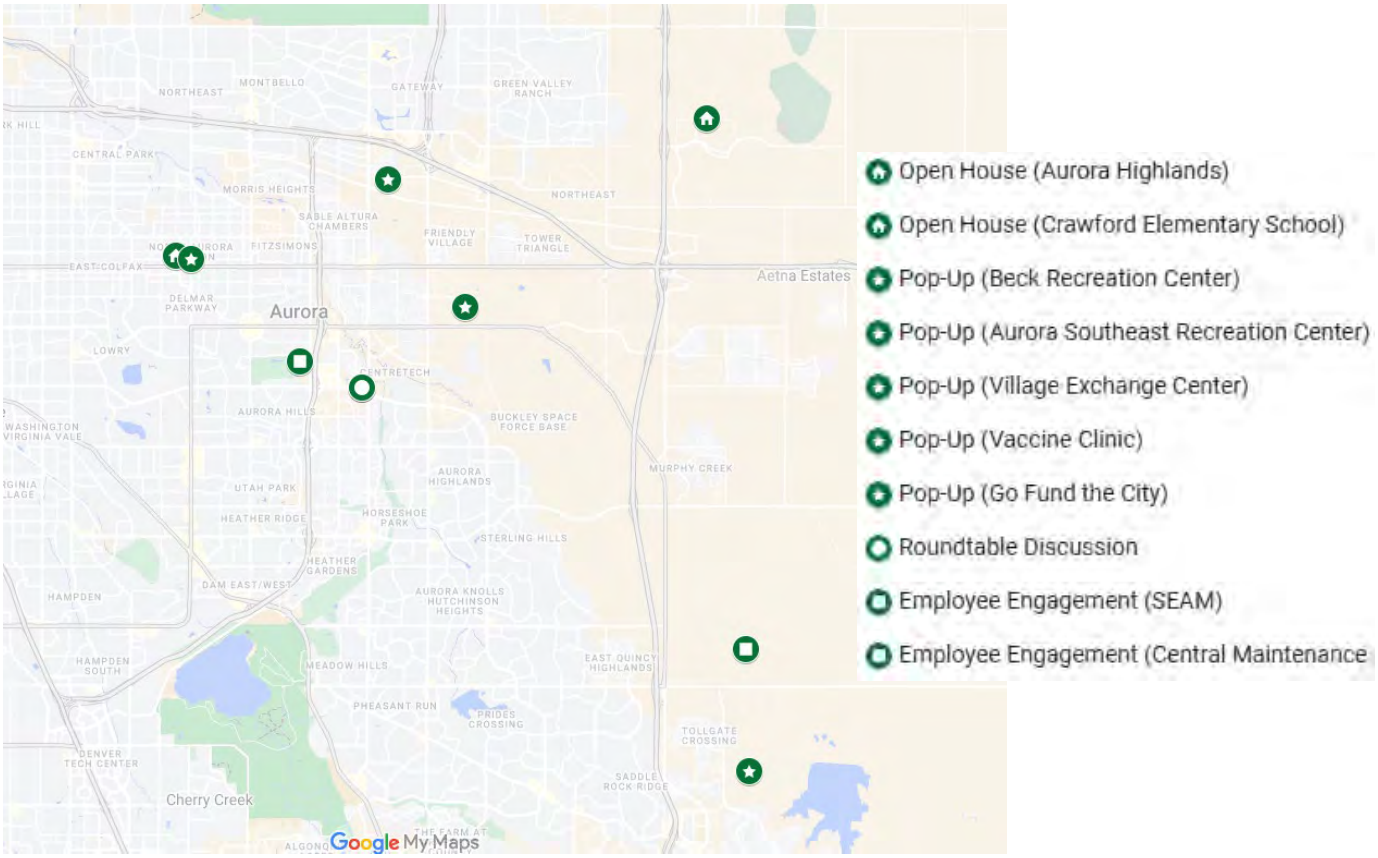
Presentations on Milestone 2 were given to employees across the city, including Parks, Recreation & Open Space (PROS) employees, Aurora Water employees, and employees at the Southeast Area Maintenance Facility and the Central Maintenance Facility, which included mechanics from the heavy maintenance division. Coffee and donuts were provided, and attendees were asked to provide feedback on each imagined future. About **170 employees** participated.

EVENT LOCATIONS, DATES, TIMES, AND PARTICIPATION

SOUTHEAST AREA MAINTENANCE FACILITY	CENTRAL FACILITIES: FLEET	CENTRAL FACILITIES: PROS & AURORA WATER
Monday, Jan. 6, 2025	Thursday, Jan. 9, 2025	Friday, Jan. 10, 2025
~60 EMPLOYEES	**~40 EMPLOYEES**	**~50 PROS EMPLOYEES** **~20 AURORA WATER EMPLOYEES**

Engagement Map

For a complete map that includes Milestone 1, Summer 2024, and Milestone 2 engagement locations, visit Connecting Aurora Outreach and Engagement Map.



Community Surveys

The self-guided online meeting included a survey about the impacts of each imagined transportation future. Paper copies of the survey were available at the open houses as well. The survey began with four pages of information on each possible scenario, similar to the information available on the project boards shown at the open houses, roundtable discussion, presentations, and pop-up events. Participants were then asked to rank each scenario on a scale of "Much Worse" to "Much Better" in relation to impacts on quality of life, accessibility, prosperity, mobility, and safety. Surveys were available in English and Spanish.

SURVEY ENGAGEMENT BY THE NUMBERS

TOTAL SURVEYS	ONLINE SURVEYS	OPEN HOUSE PAPER SURVEYS
186	131	55

PROMOTION

A variety of promotional materials were used throughout Milestone 2 to inform the community about the newest phase of Connecting Aurora and how to provide feedback, including leave-behind flyers and fact sheets.

For details and examples of materials used, go to Appendix A: Milestone 2 Promotional Materials.

News Release and Media Coverage

Three news releases were distributed to a comprehensive local media list, including media targeting non-English speakers. As a result, there were two news stories.

Outlet	Date	Link to Story
Denver Gazette	10/18/2024	Aurora seeking public feedback on transportation plan | Aurora | denvergazette.com
Denver Gazette	12/5/2024	Aurora Now Dec. 4, 2024 | Auroratv

Social Media

Extensive social media efforts were undertaken to promote the project and to engage public. A variety of posts and platforms were used, including LinkedIn, Nextdoor, Facebook, Instagram and X (formerly Twitter). Additionally, Facebook posts were boosted for the most common languages: English and Spanish. Each boosted post was $50, for a total of $100 spent on social media ads.

- Total posts (including ads): 24
- Total reach/impressions (views/shown): 71K
- Engagement (clicks/likes/comments): 775

E-Newsletters

Several city and community newsletters distributed the Milestone 2 project information.

- Engage Aurora emails: 3 emails were sent to 145 project subscribers on Engage Aurora
- City of Aurora Employee Newsletter
- This is Aurora City Newsletter
- News Aurora
- Aurora TV
- Aurora Road Construction Roundup

Bill Insert

An article was included in an issue of News Aurora, which was distributed in water bills in October. Approximately **68K homes** received each bill insert.

Bus Benches

Bus bench ads were placed at three locations throughout Aurora:

- 14875 E Colfax Av & Altura
- 17175 E Smoky Hill Rd & Wagon Trail Pkwy

Photos of bus bench ads can be found in Appendix A: Bus Bench Ads.

Outreach

Outreach was conducted with various community stakeholders as described in the following sections.

STAKEHOLDER GROUP

One email was sent to the Stakeholder Group with promotional materials for Milestone 2 engagement.

PRESENTATIONS

Presentations were provided to the following groups:

- Aurora Planning Commission, Tuesday, Nov. 26, 2024 – **6 attendees**
- Aurora Youth Commission, Thursday, Dec. 5, 2024 – **10 attendees**
- Aurora Veteran's Affairs Commission, Thursday, Dec. 12, 2024

STAKEHOLDER EMAILS

The project team sent emails to many stakeholders with the project information and ask them to share with members of their organizations.

- Homeowner's Associations and Neighborhood groups: 281 groups/emails
- Aurora Boards and Commissions
- Department of Pediatrics, University of Colorado School of Medicine/Children's Hospital Colorado
- Project Worthmore
- Be Well
- Havana BID/On Havana Street
- Village Exchange Center
- Aurora Public Schools
- RISE Colorado
- Bicycle Aurora

FEEDBACK RESULTS

The results described below are a compilation of the various feedback tools. Sources for each chart or fact are indicated as well as the number of respondents.

Results from the survey and all other forms of feedback can be found in Appendix C: Engagement Results.

Who We Heard From

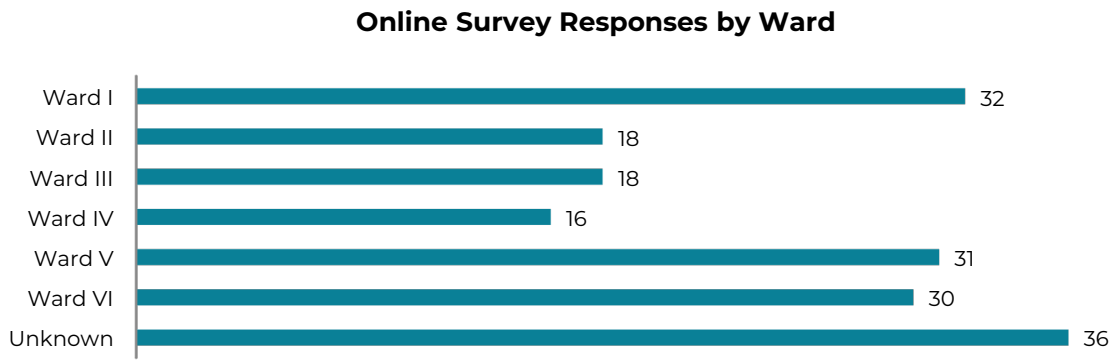
- A variety of people who live, work, commute through, or visit Aurora.
- Individuals of all ages, from students to seniors.
- Individuals and families of varying backgrounds.

DEMOGRAPHIC INFORMATION

Demographic information was collected by online survey participants. A breakdown of the demographics is in the following charts. Entering demographic information was optional.

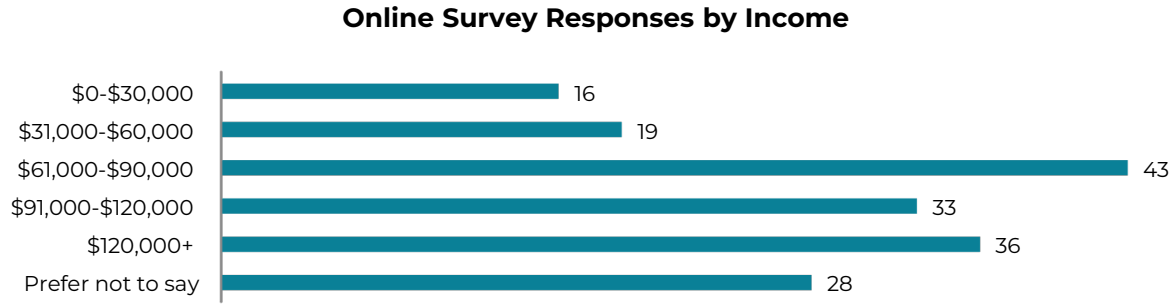
Wards

One hundred nineteen of the 186 survey takers provided information about which Ward they live in.



Income

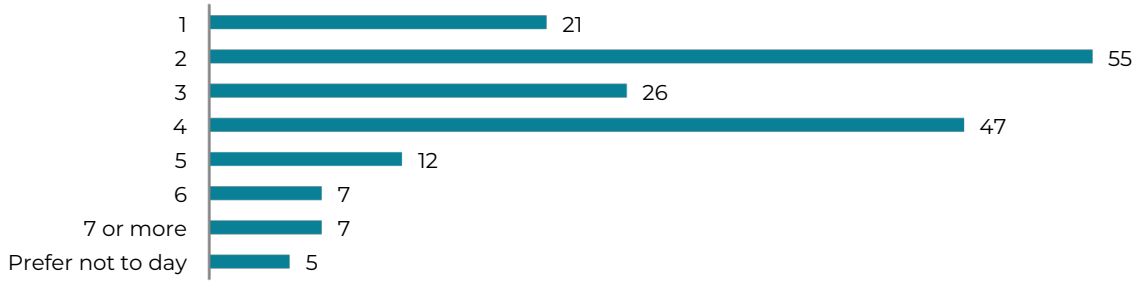
One hundred seventy-five of the 186 survey takers provided information about their income.



Household Size

One hundred eighty of the 186 survey takers provided information about their household size.

Online Survey Responses by Household Size



Area Median Income

Area Median Income was calculated based on household size compared to size. Sixty percent of AMI is widely considered as poverty level. The results in the chart below are approximated as income was presented in a range. The ranges often straddled the 60% AMI, in which case households were assumed to be above 60% AMI. AMI was calculated for 118 of the 155 survey responses.

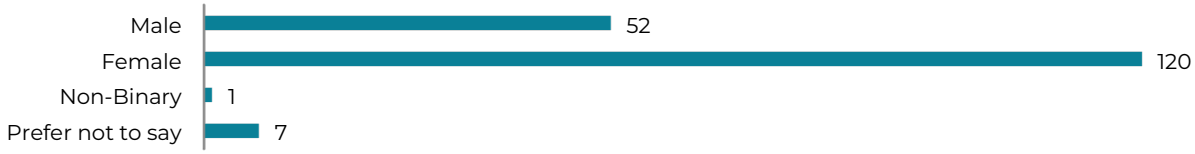
Online Survey Responses by Area Median Income Level



Gender

One hundred eighty of the 186 survey takers provided information about their gender.

Online Survey Responses by Gender



Vehicle Ownership

One hundred seventy-eight of the 186 survey takers provided information about their vehicle ownership.

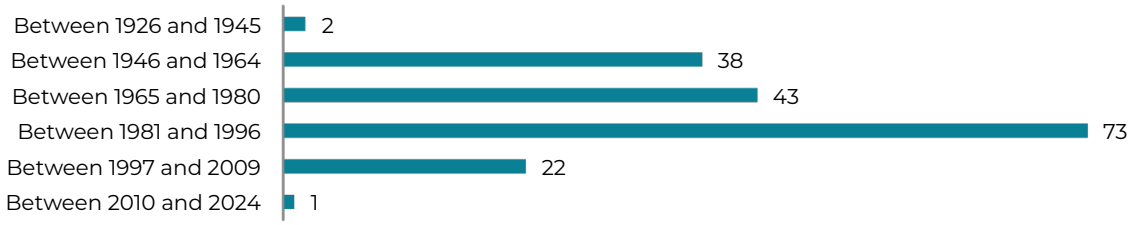
Online Survey Responses by Vehicle Ownership



Age

One hundred seventy-nine of the 186 survey takers provided information about their age.

Online Survey Responses by Year Born



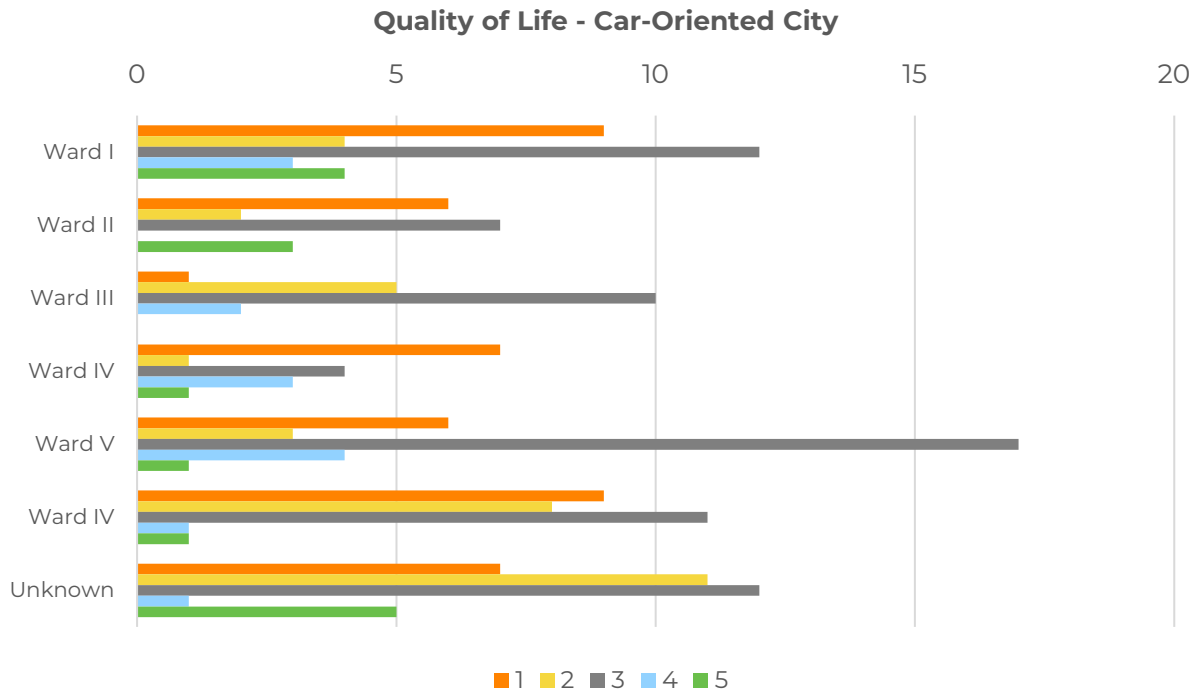
What We Heard

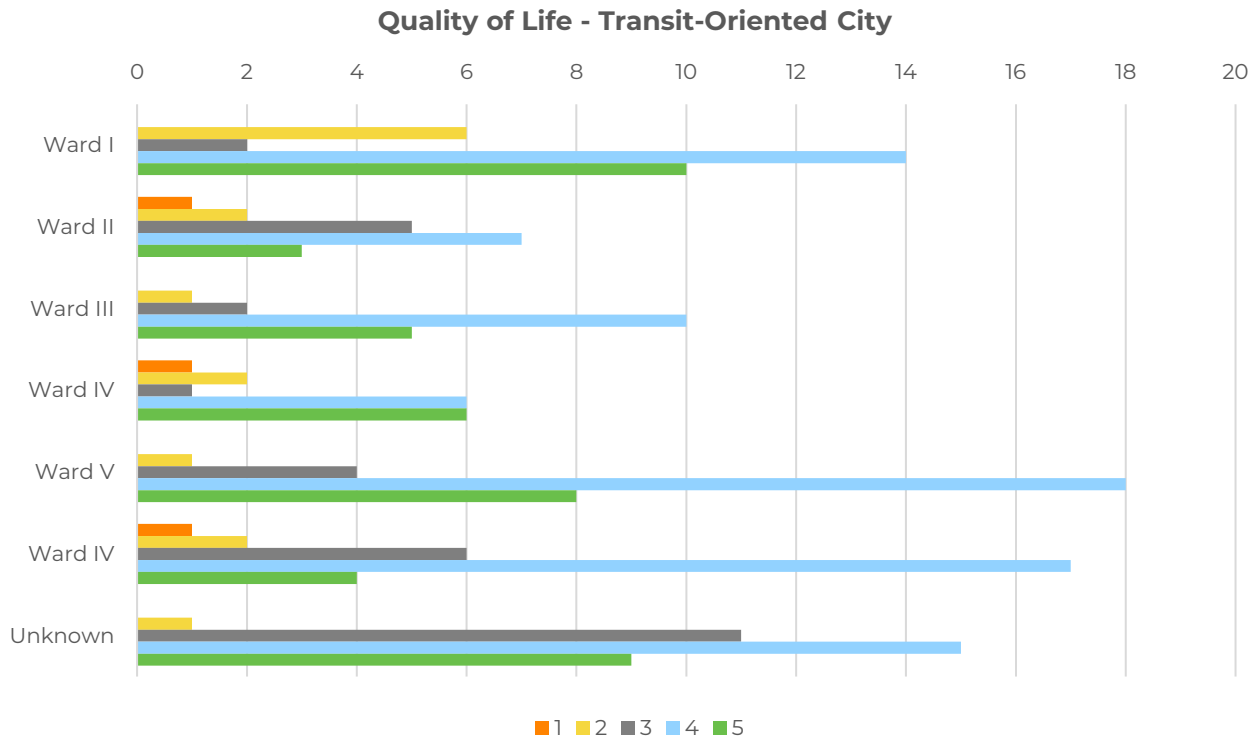
FEEDBACK BY WARDS

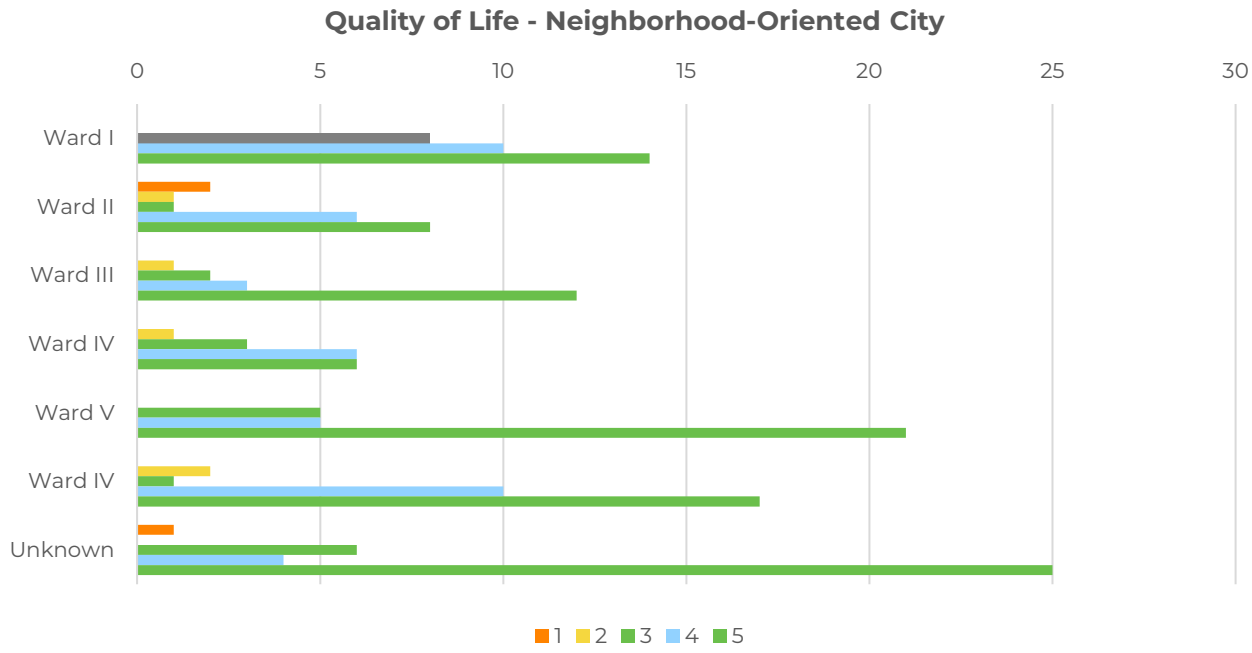
The online survey asked for information about which Wards participants lived in. The data in the following charts show's responses to the five survey questions based on Ward. Each of the five questions allowed participants to indicate if they felt like the community or indicated demographic would be better or worse for three imagined future scenarios. These three futures were Car-Oriented City (Status Quo), Transit-Oriented City and Neighborhood-Oriented City.

Quality of Life

Survey takers were asked "How do you think each of the three futures would impact your overall quality of life?" A ranking of five indicates much better with one being much worse.

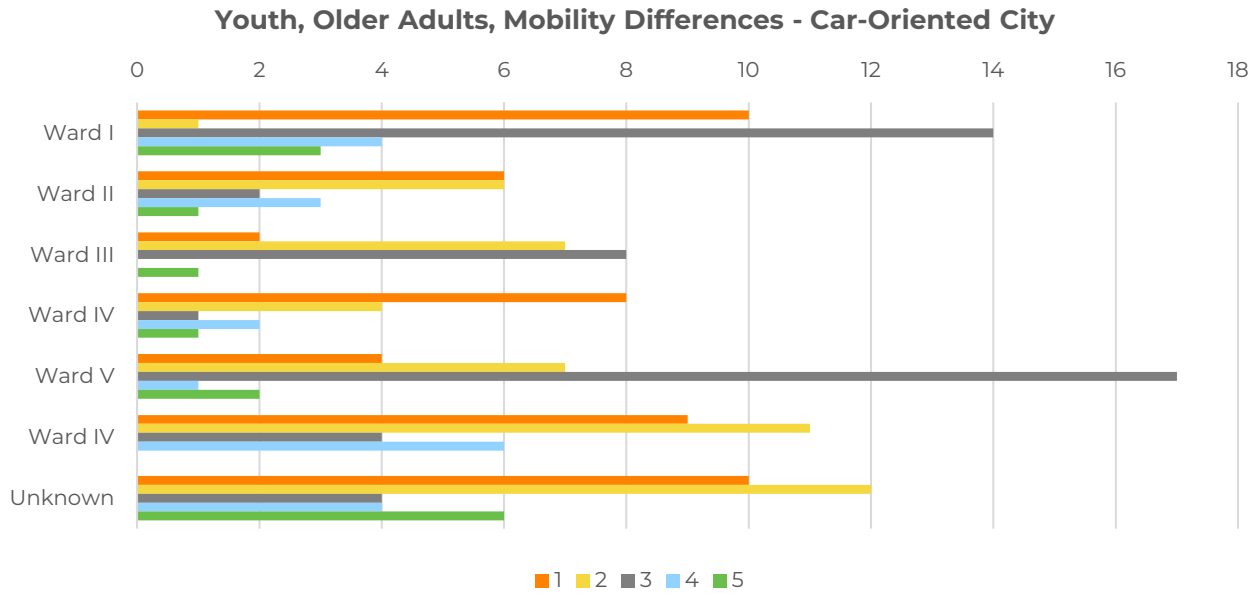

Quality of Life - Car-Oriented City
0
5
10
15
20
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
1
2
3
4
5

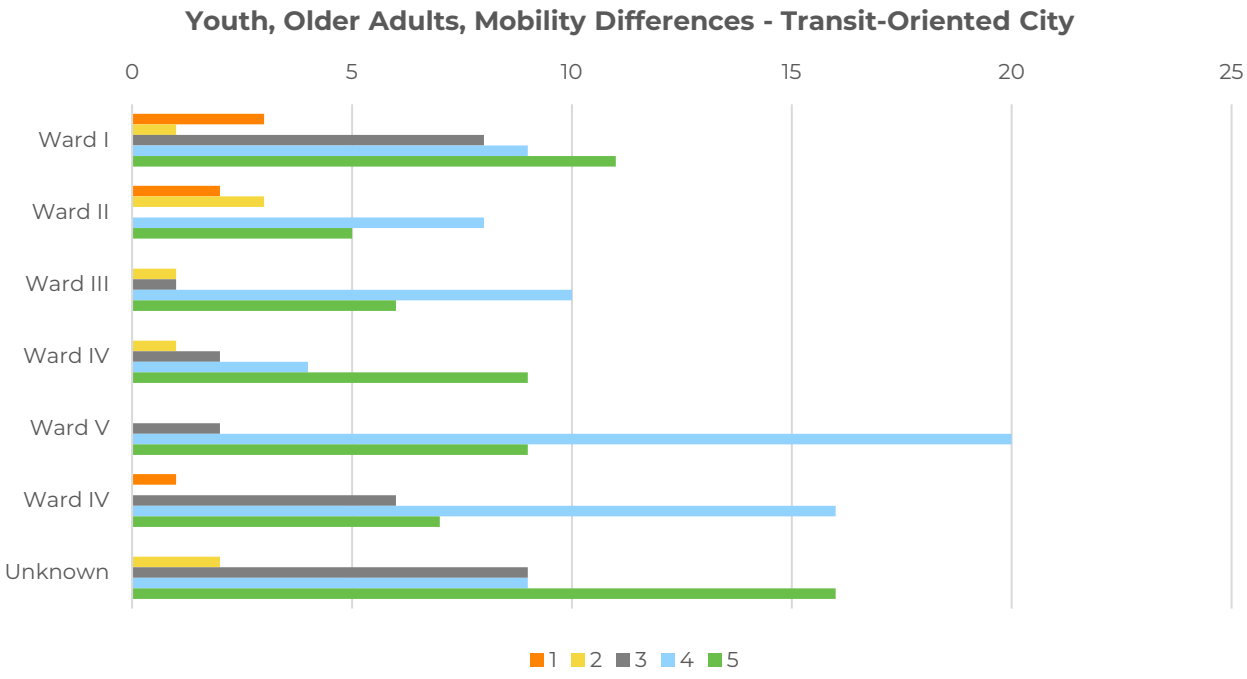

Quality of Life - Transit-Oriented City
0
2
4
6
8
10
12
14
16
18
20
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
1
2
3
4
5



Impacts to Youth, Older Adults and Residents with Mobility Differences

Survey participants were asked "How do you think each of the three futures would impact youth, older adults and residents with mobility differences?" with five being much better and one being much worse.

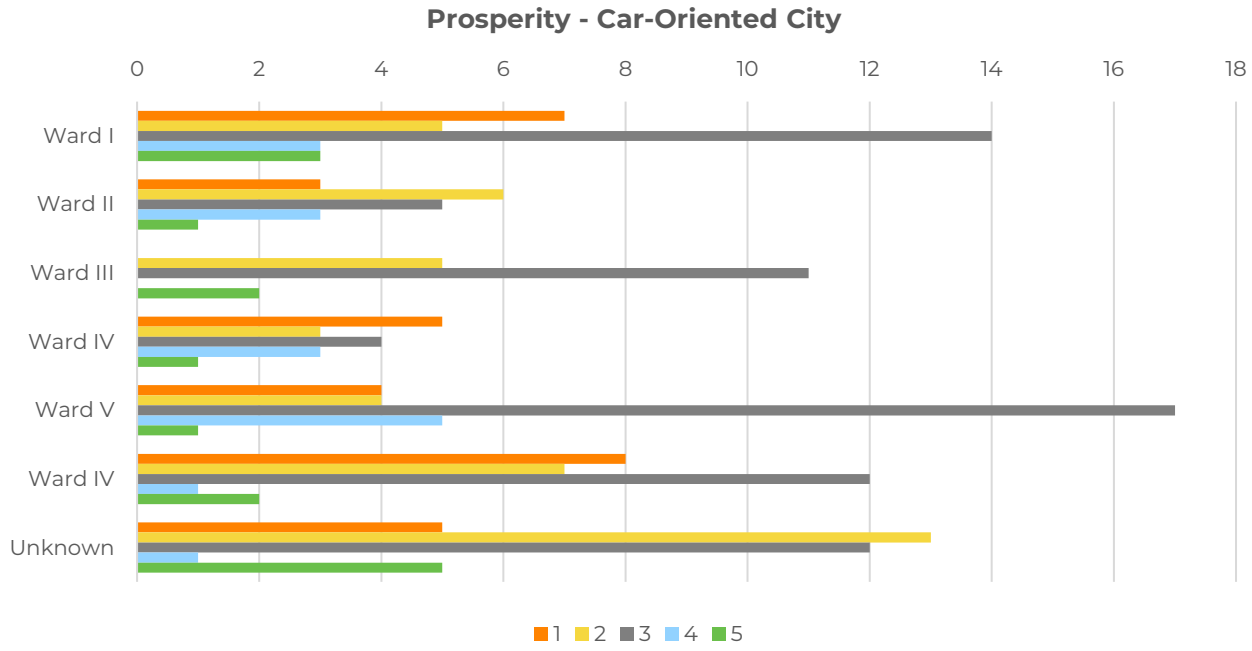


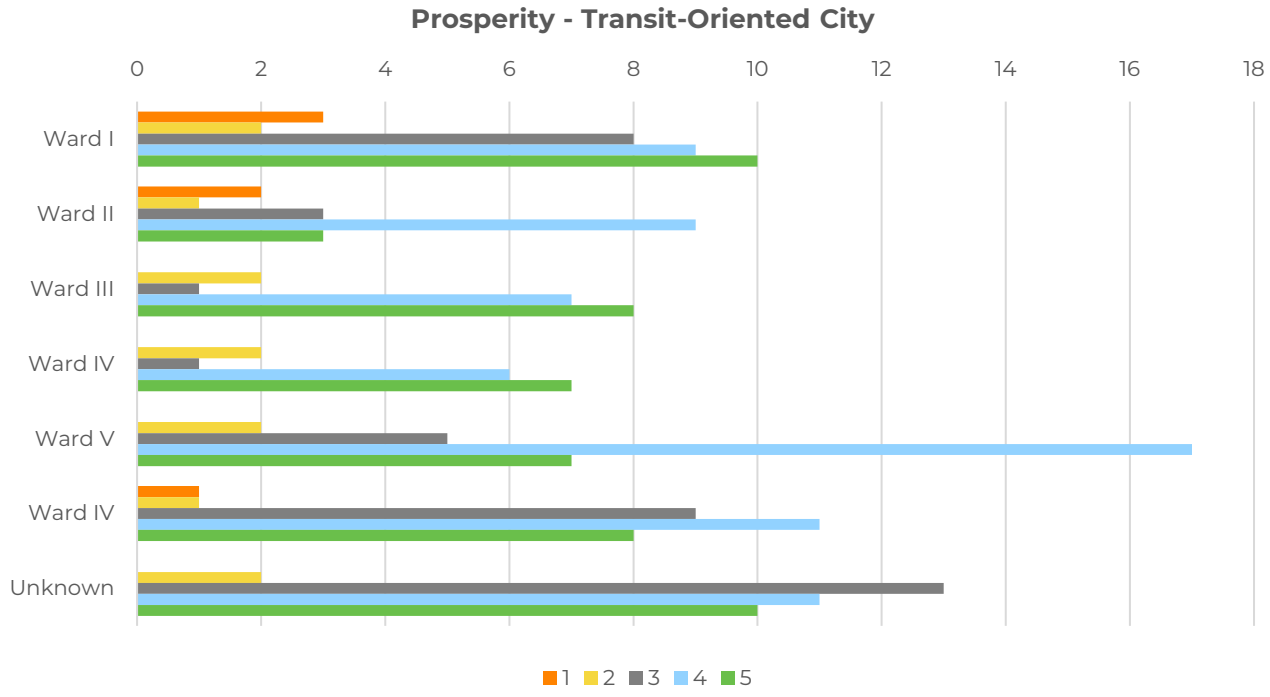

Youth, Older Adults, Mobility Differences - Transit-Oriented City
0
5
10
15
20
25
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
1
2
3
4
5

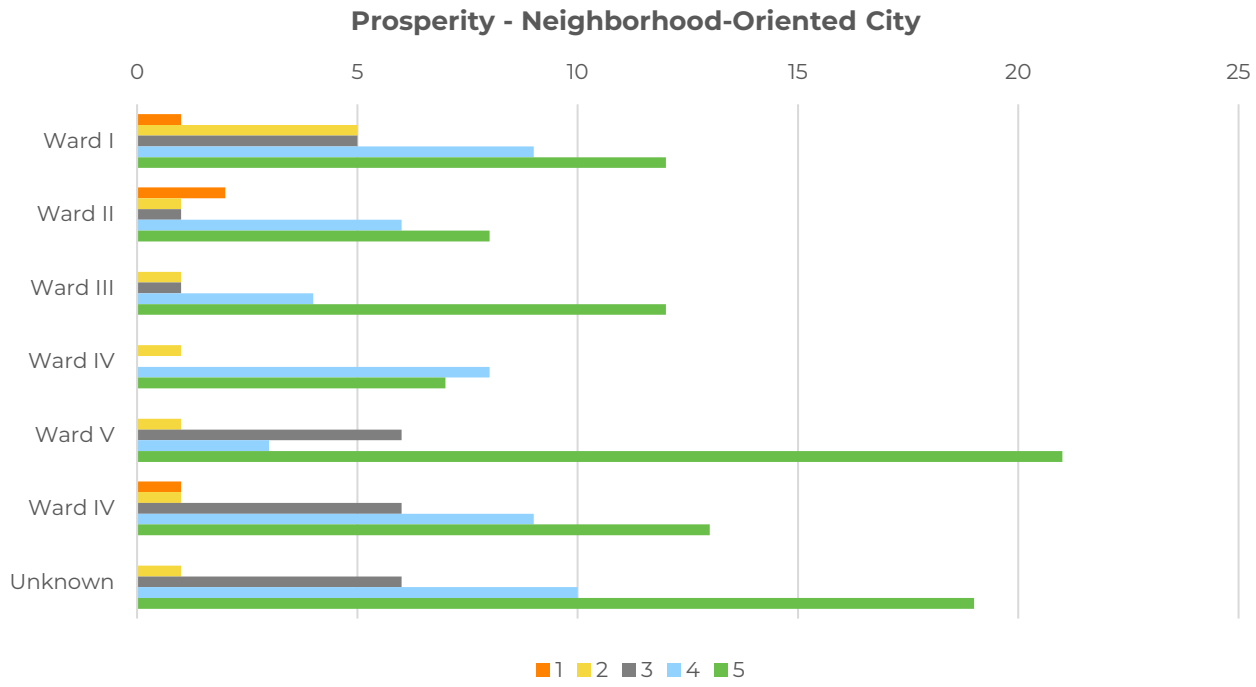

Youth, Older Adults, Mobility Differences - Neighborhood-Oriented City
0
2
4
6
8
10
12
14
16
18
20
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
1
2
3
4
5

Prosperity

Survey participants were asked "How do you think each of three futures would impact our city's prosperity?" with five being much better and one being much worse.

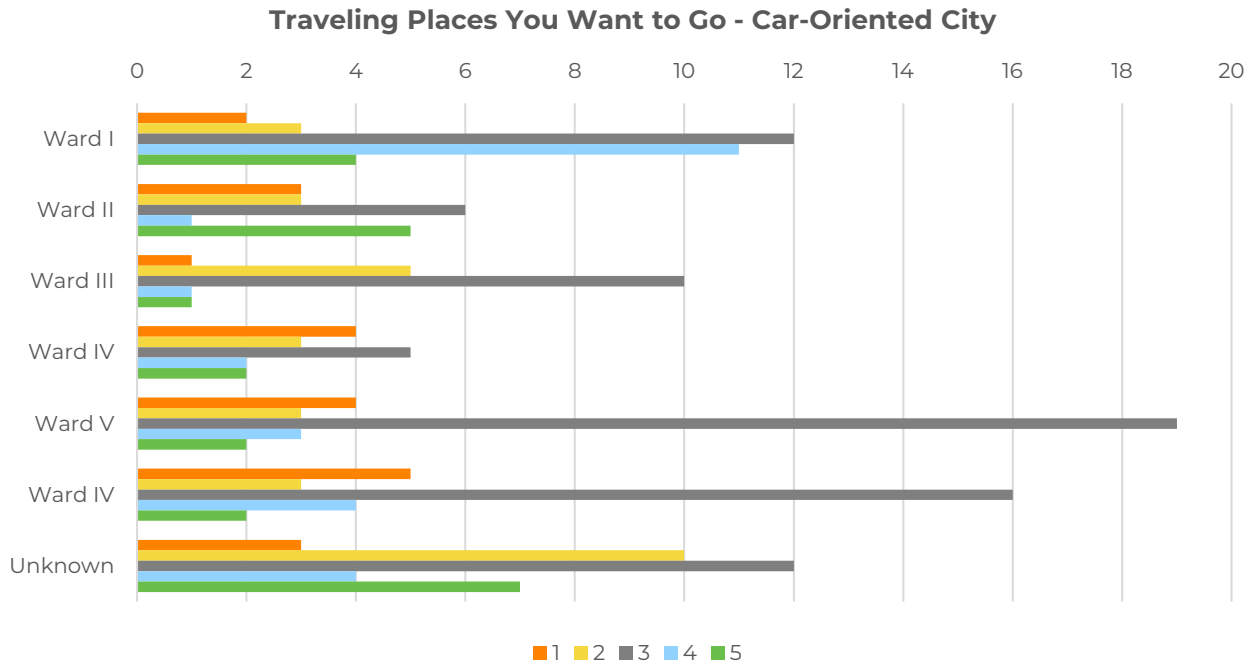


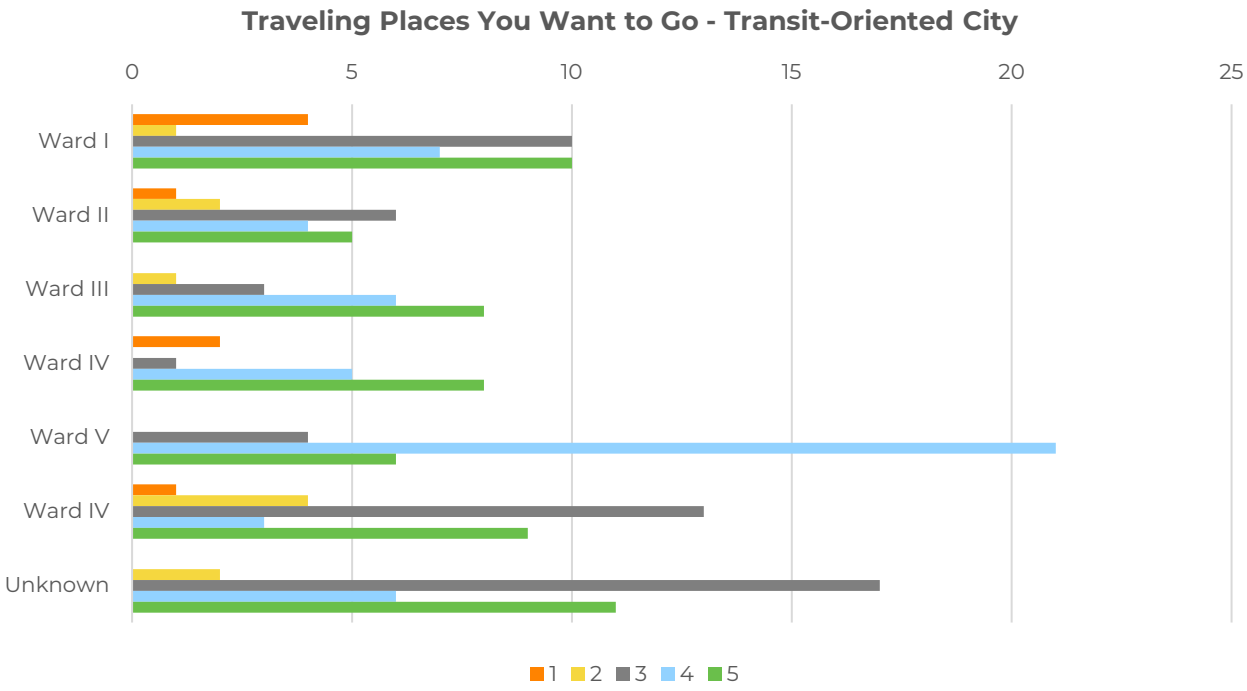


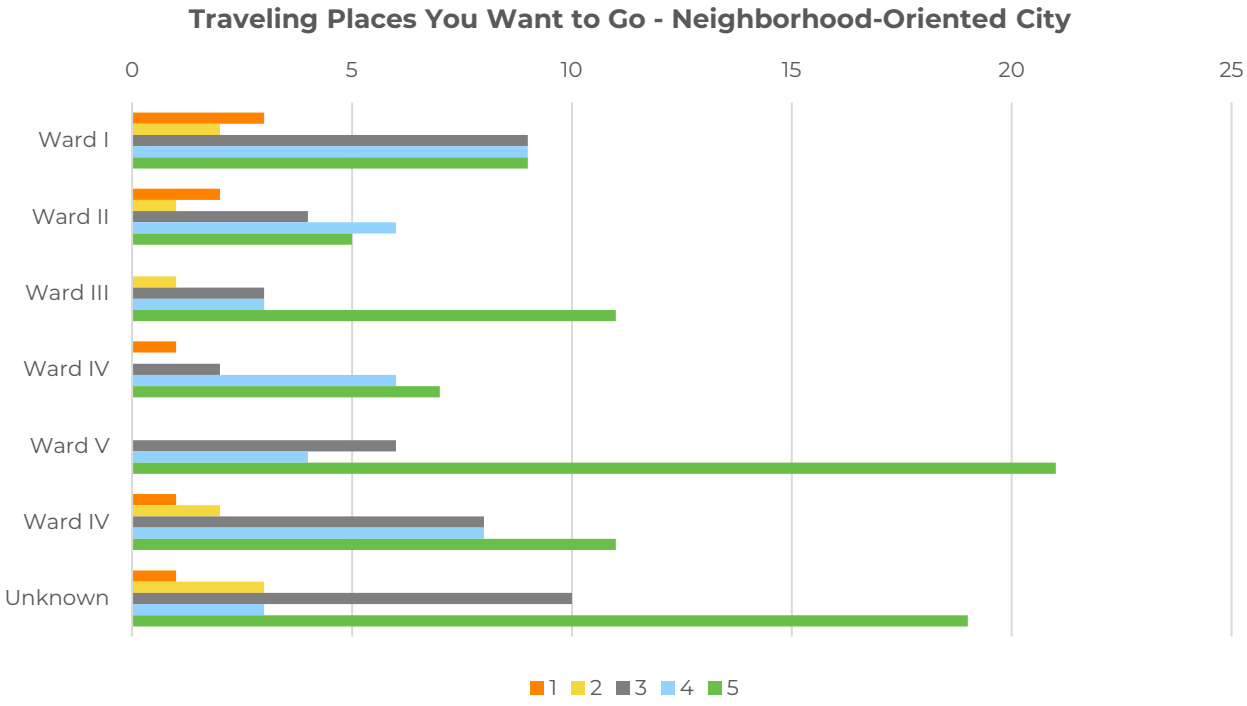


Traveling to Places You Want To Go

Survey participants were asked "How do you think each of the three futures would impact your ability to travel to the places you want to go?" with five being much better and one being much worse.

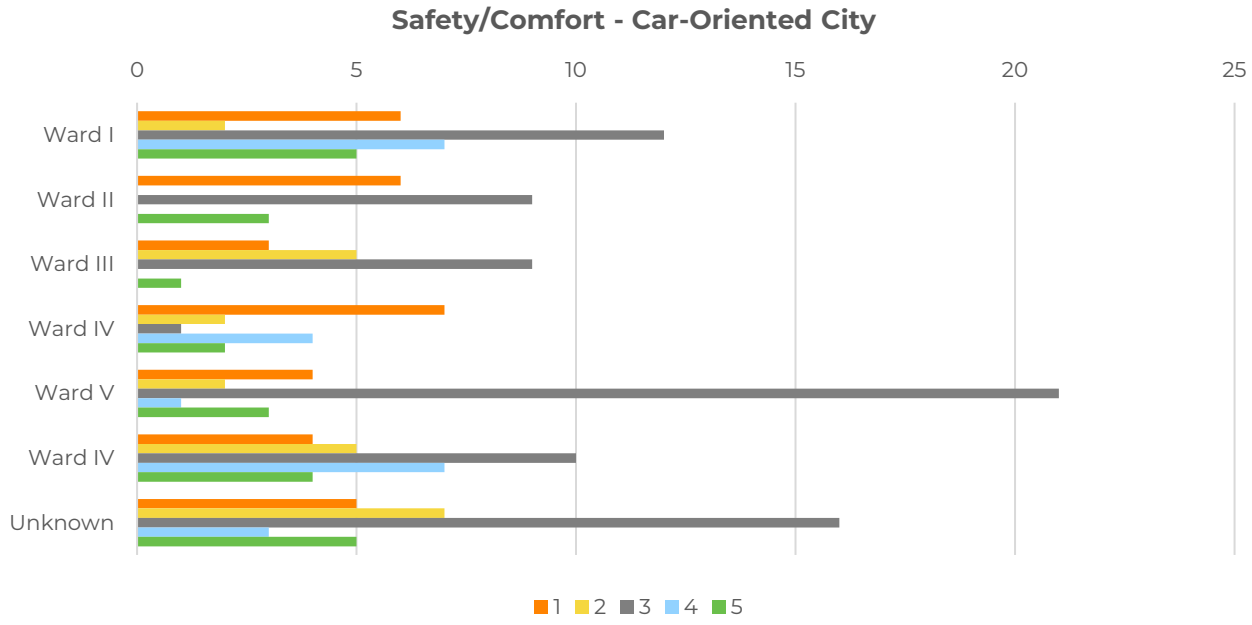


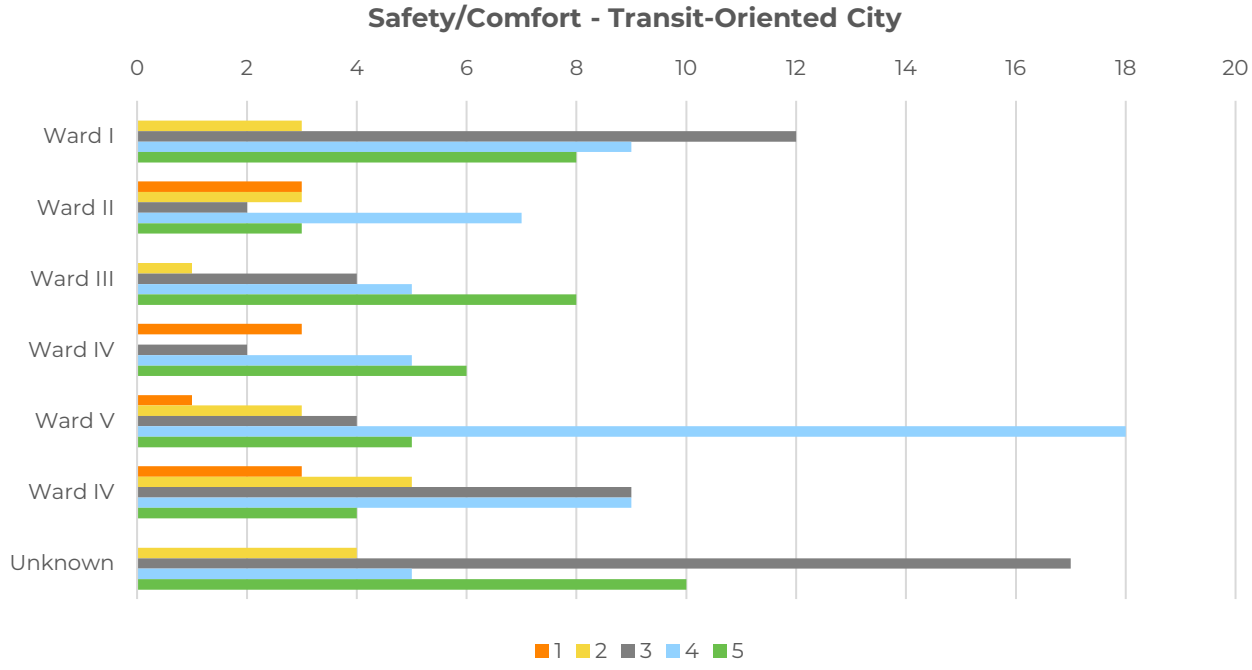

Traveling Places You Want to Go - Transit-Oriented City
0
5
10
15
20
25
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
1
2
3
4
5

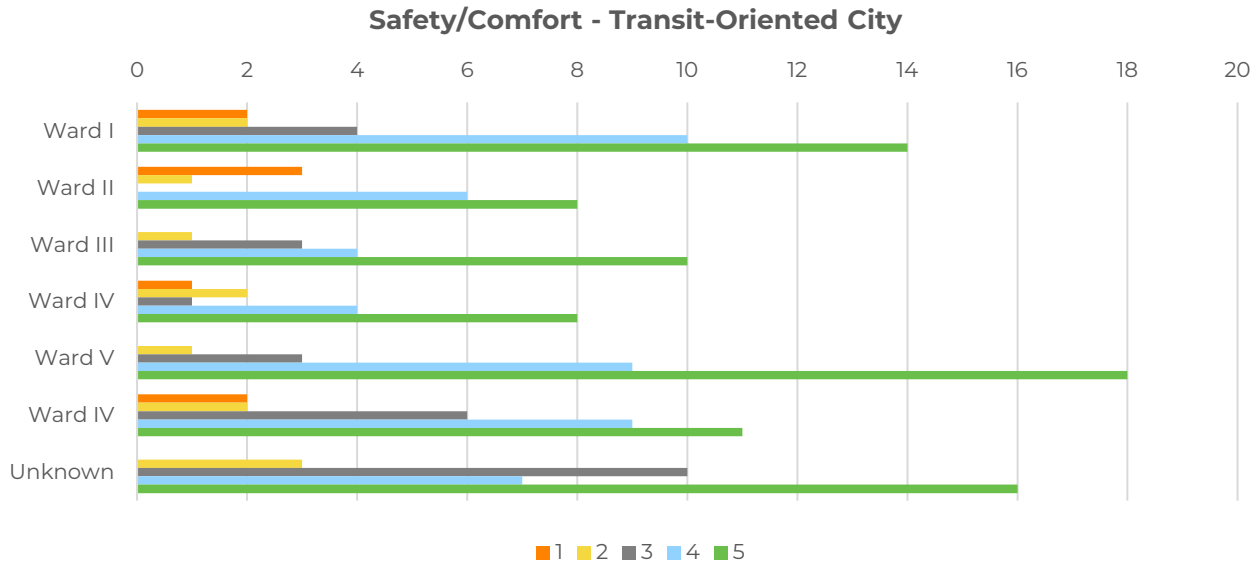

Traveling Places You Want to Go - Neighborhood-Oriented City
0
5
10
15
20
25
Ward I
Ward II
Ward III
Ward IV
Ward V
Ward IV
Unknown
1
2
3
4
5

Safety and Comfort

Survey participants were asked "How do you think each of the three futures would impact your safety and personal comfort when you travel?" with five being much better and one being much worse.





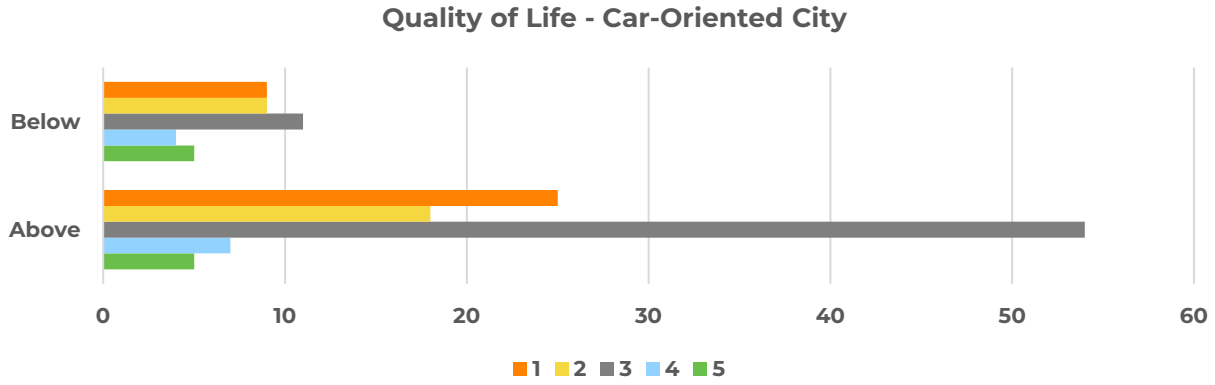


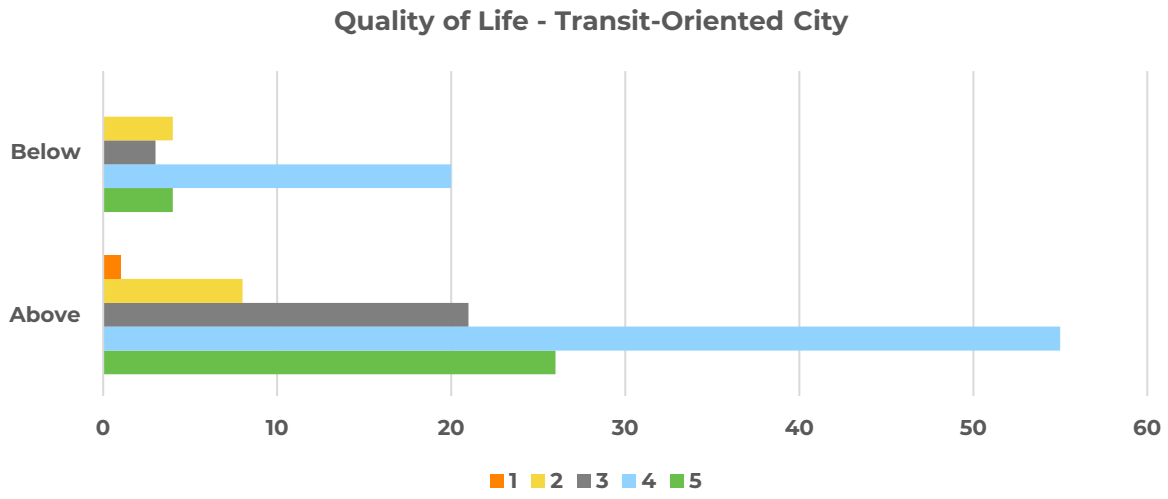
FEEDBACK BY POVERTY LEVEL

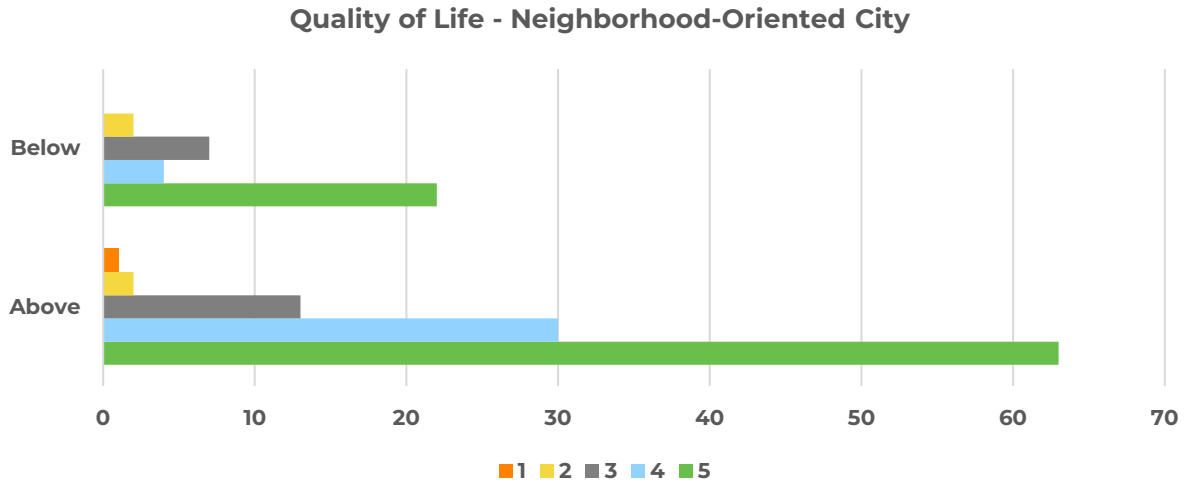
The online survey asked for information on income level and number of people per household. Based on these two questions, respondents were grouped into being either above or below 60% of the area median income. The data in the following charts show's responses to the five survey questions based on poverty level. Each of the five questions allowed participants to indicate if they felt like the community or indicated demographic would be better or worse for three imagined future scenarios. These three futures were Car-Oriented City (Status Quo), Transit-Oriented City and Neighborhood-Oriented City.

Quality of Life

Survey takers were asked "How do you think each of the three futures would impact your overall quality of life?" A ranking of five indicates much better with one being much worse. Generally, participants in both income groups thought a transit-oriented or neighborhood-oriented city would improve their quality of life.

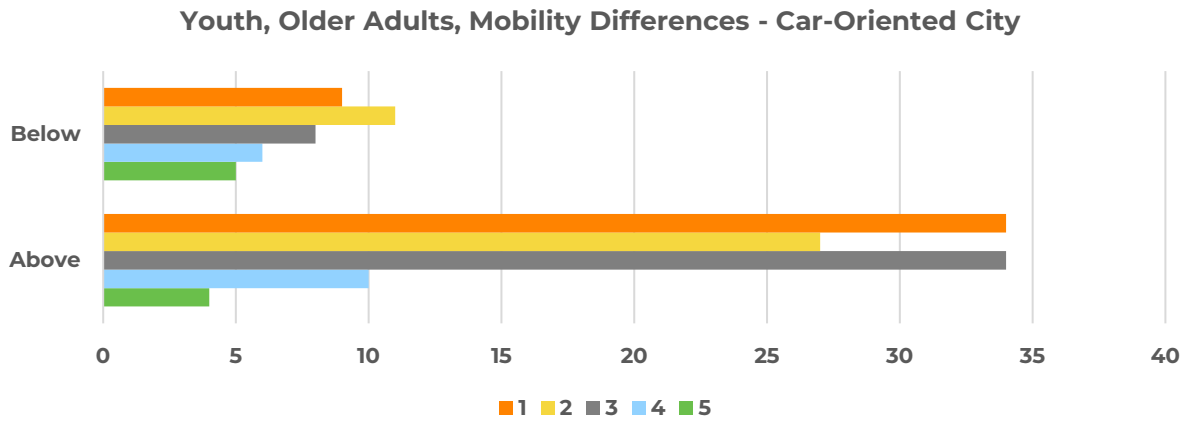


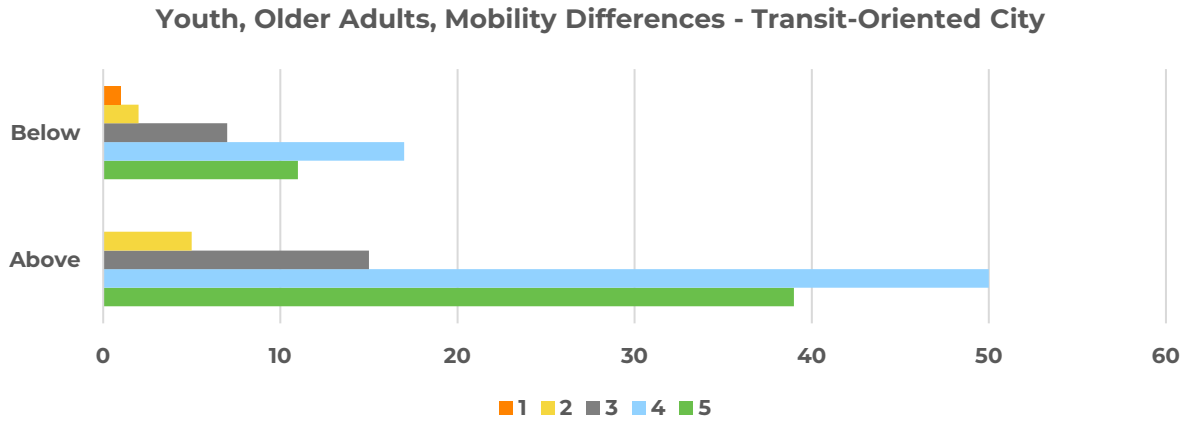


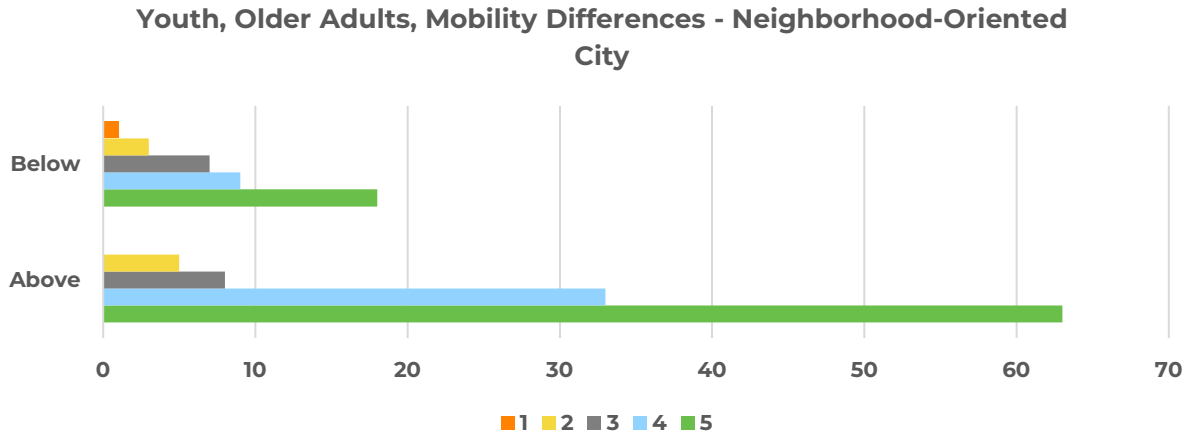


Impacts to Youth, Older Adults and Residents with Mobility Differences

Survey participants were asked "How do you think each of the three futures would impact youth, older adults and residents with mobility differences?" with five being much better and one being much worse. Generally, participants in both income groups thought a transit-oriented or neighborhood-oriented city would improve conditions for youth, older adults, and residents with mobility differences.



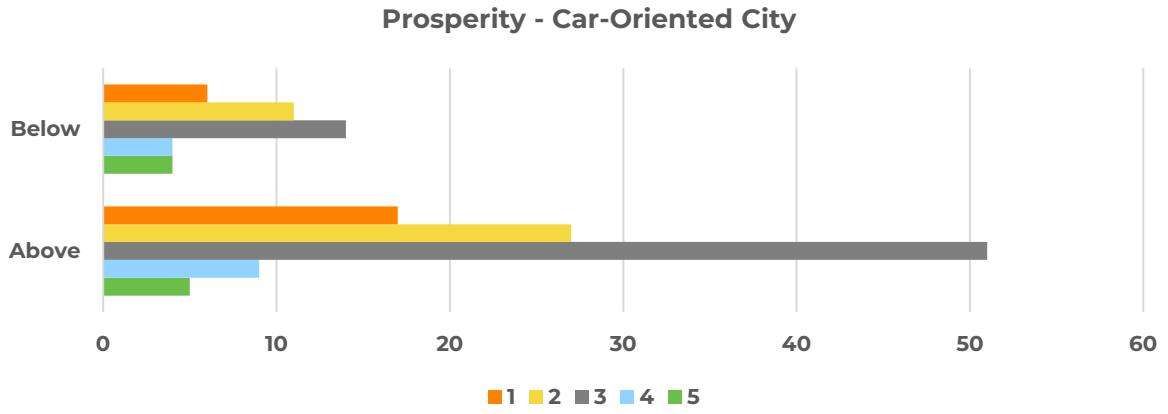


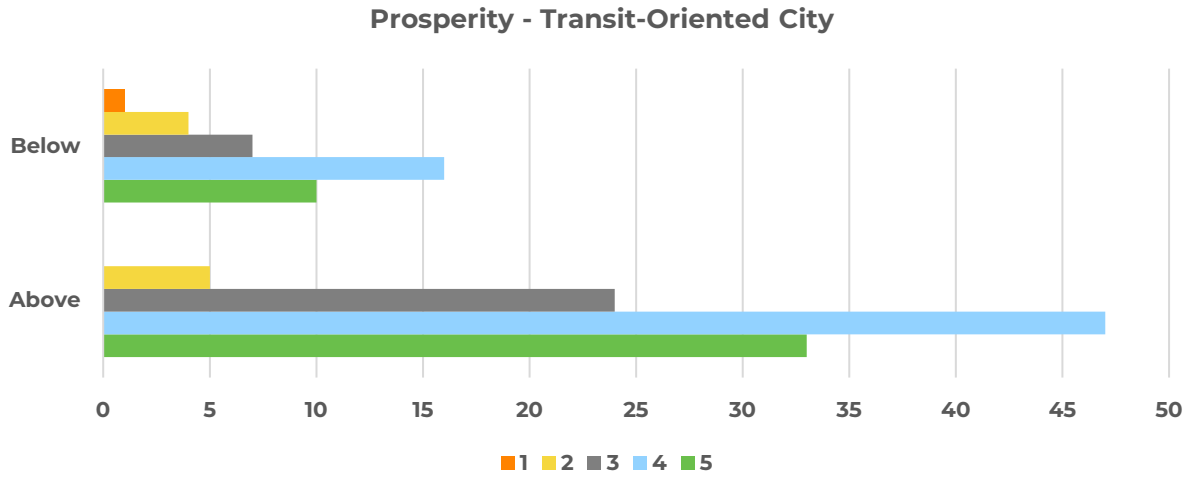


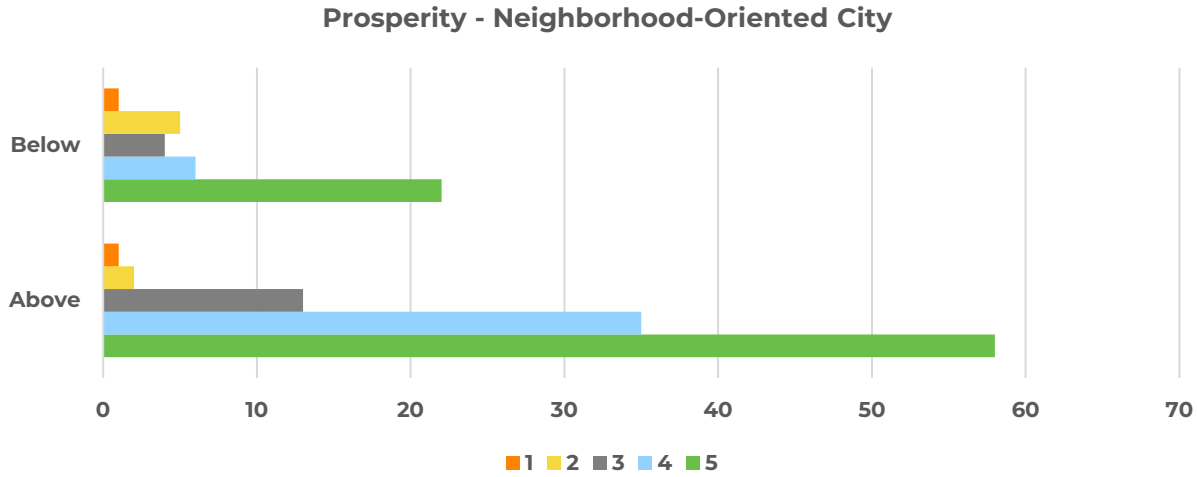
Prosperity

Survey participants were asked “How do you think each of three futures would impact our city’s prosperity?” with five being much better and one being much worse. Generally, participants in both

income groups thought a transit-oriented or neighborhood-oriented city would improve the city's prosperity.

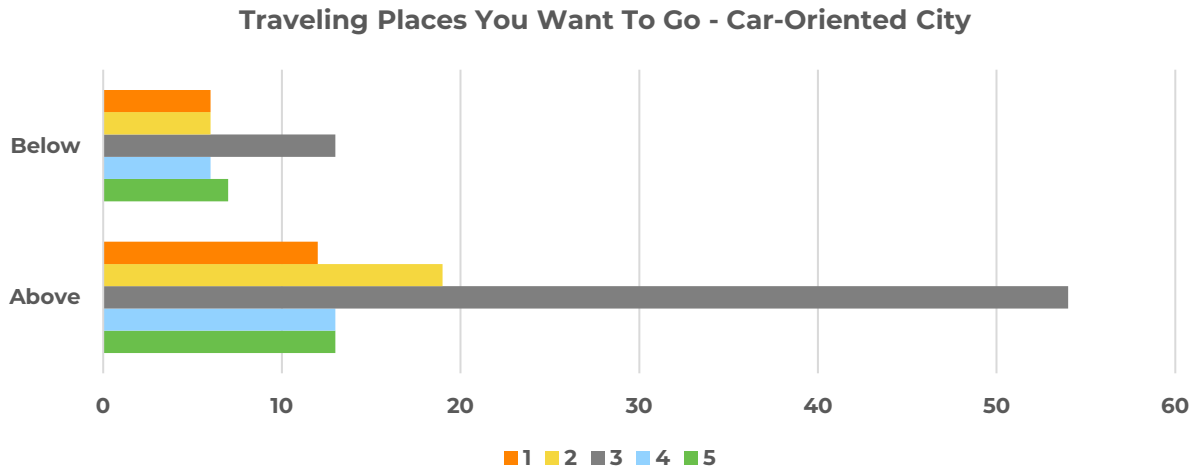


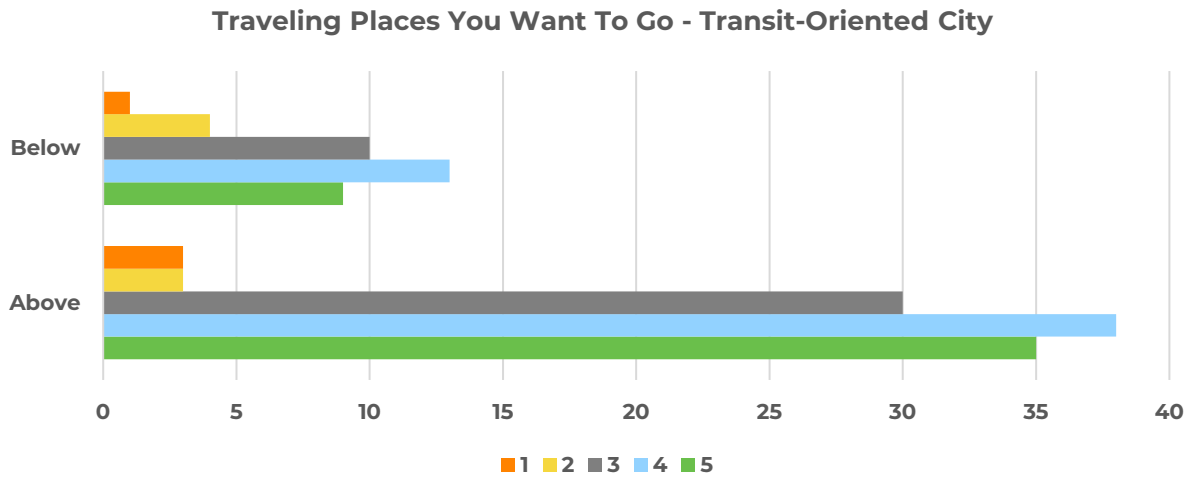


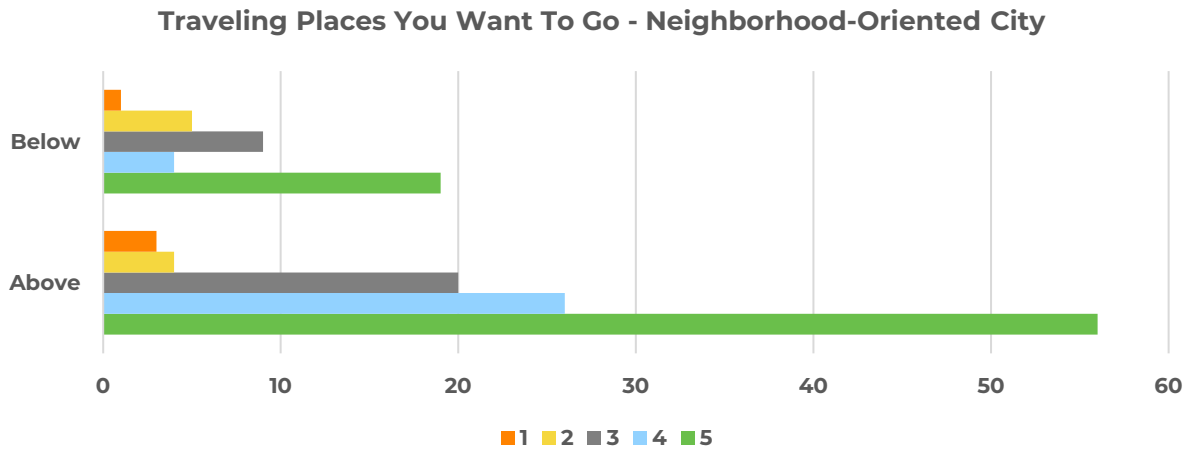


Traveling to Places You Want To Go

Survey participants were asked “How do you think each of the three futures would impact your ability to travel to the places you want to go?” with five being much better and one being much worse. Generally, participants in both income groups thought a transit-oriented or neighborhood-oriented city would improve their ability to travel to the places they want to go.

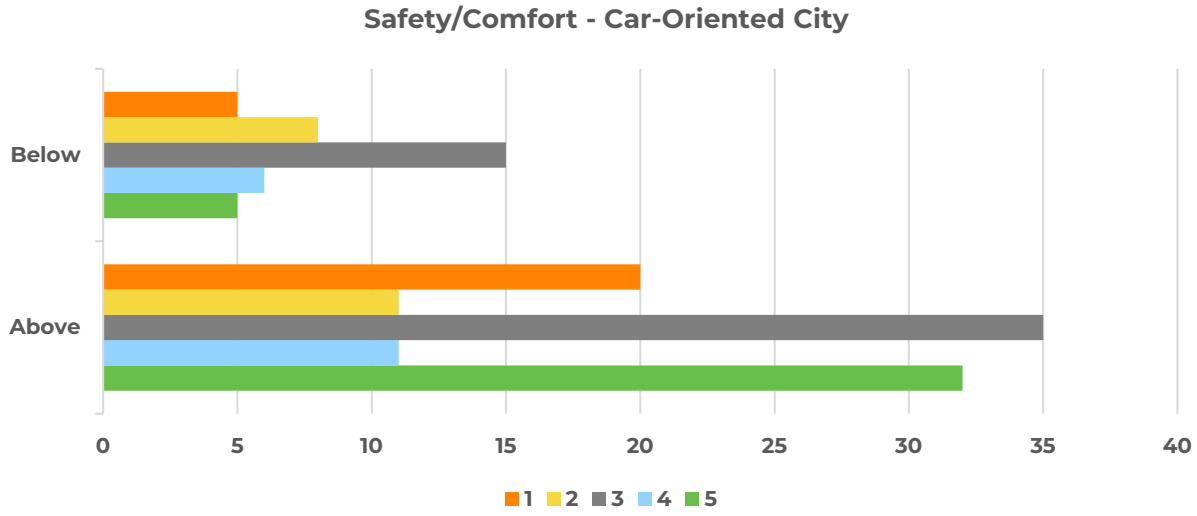


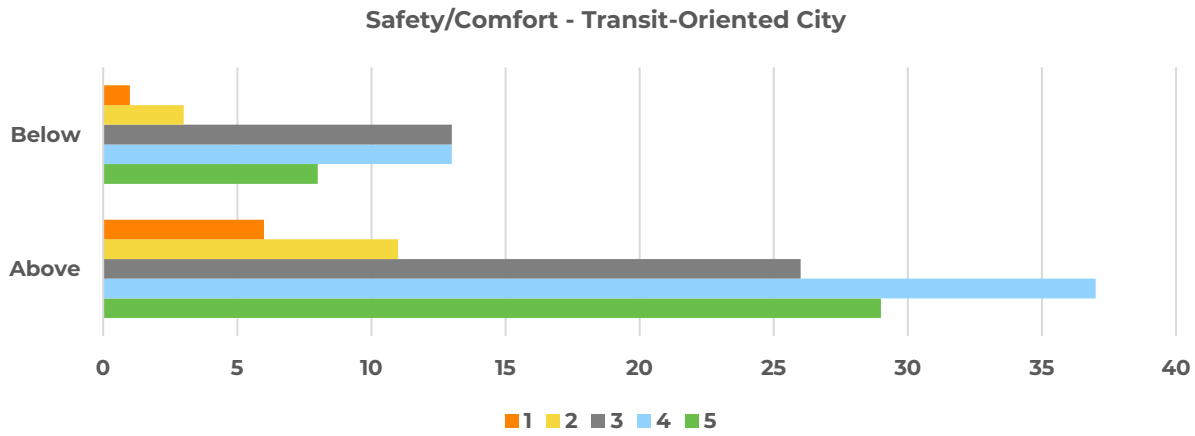


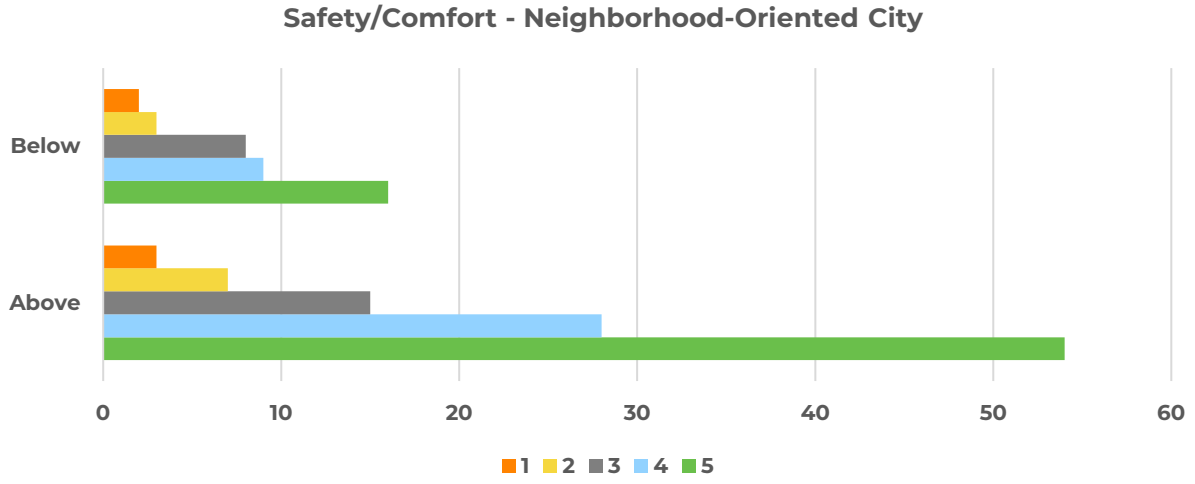


Safety and Comfort

Survey participants were asked “How do you think each of the three futures would impact your safety and personal comfort when you travel?” with five being much better and one being much worse. Generally, participants in both income groups thought a transit-oriented or neighborhood-oriented city would improve their safety and comfort.





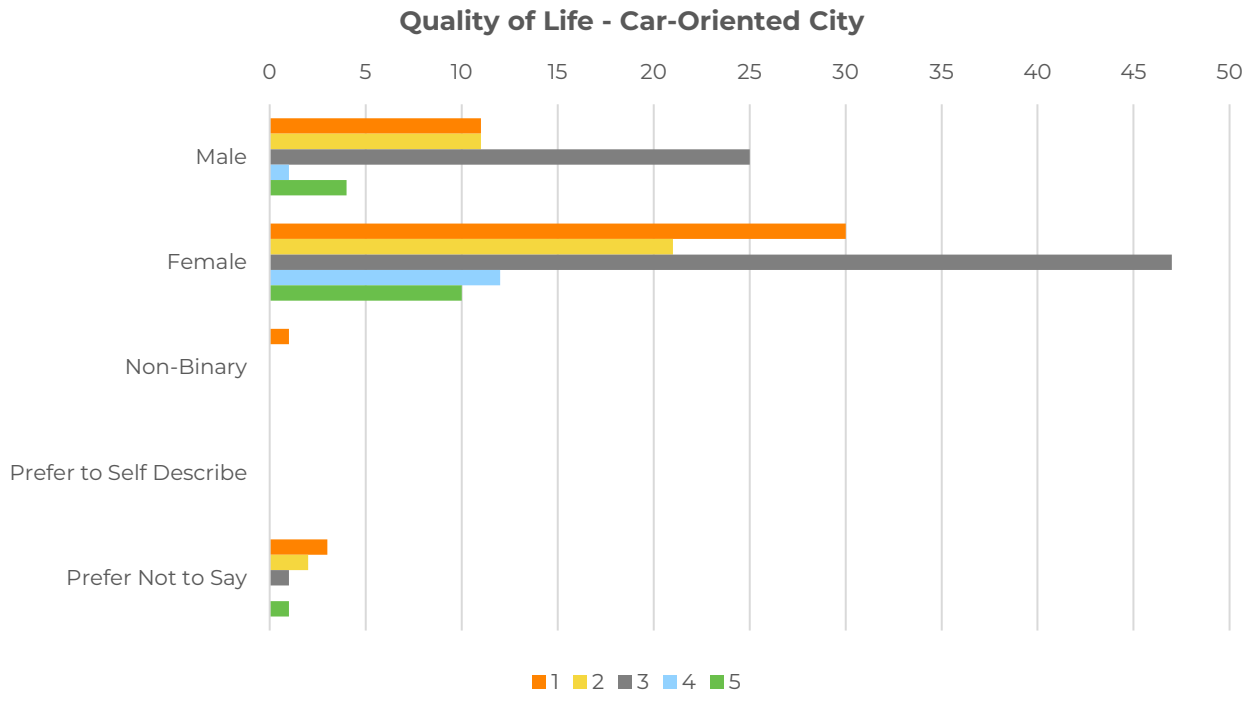


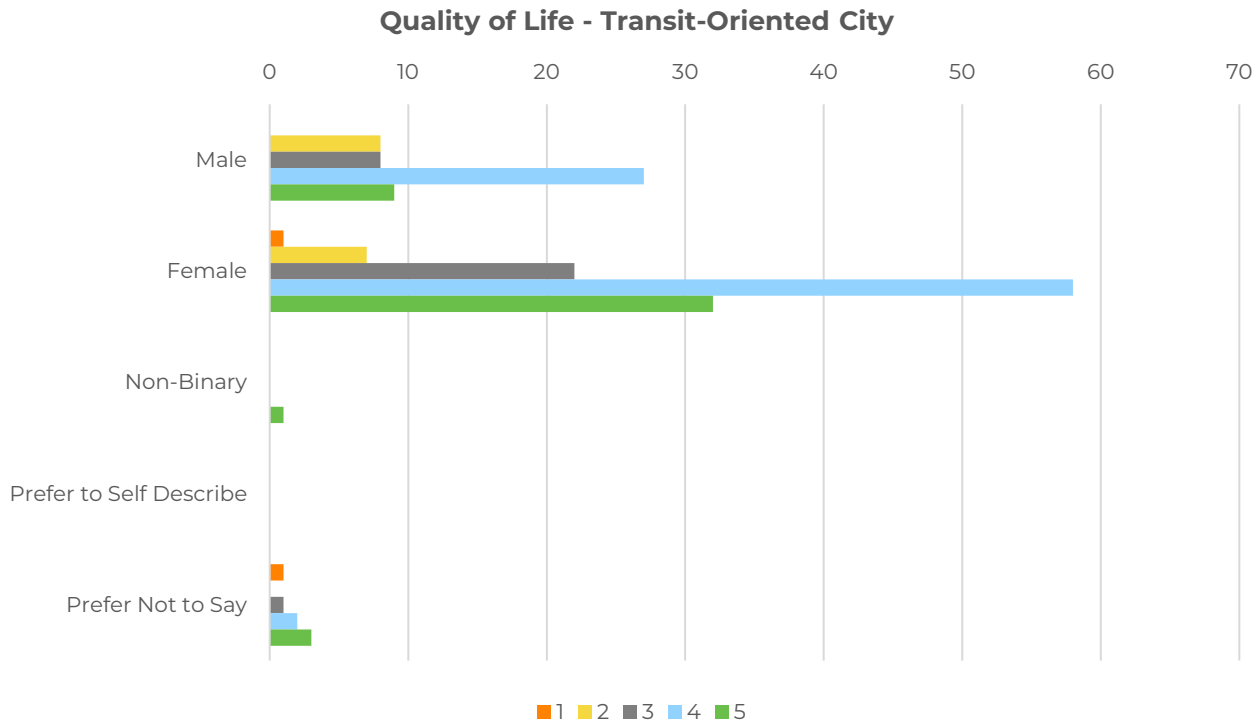
FEEDBACK BY GENDER

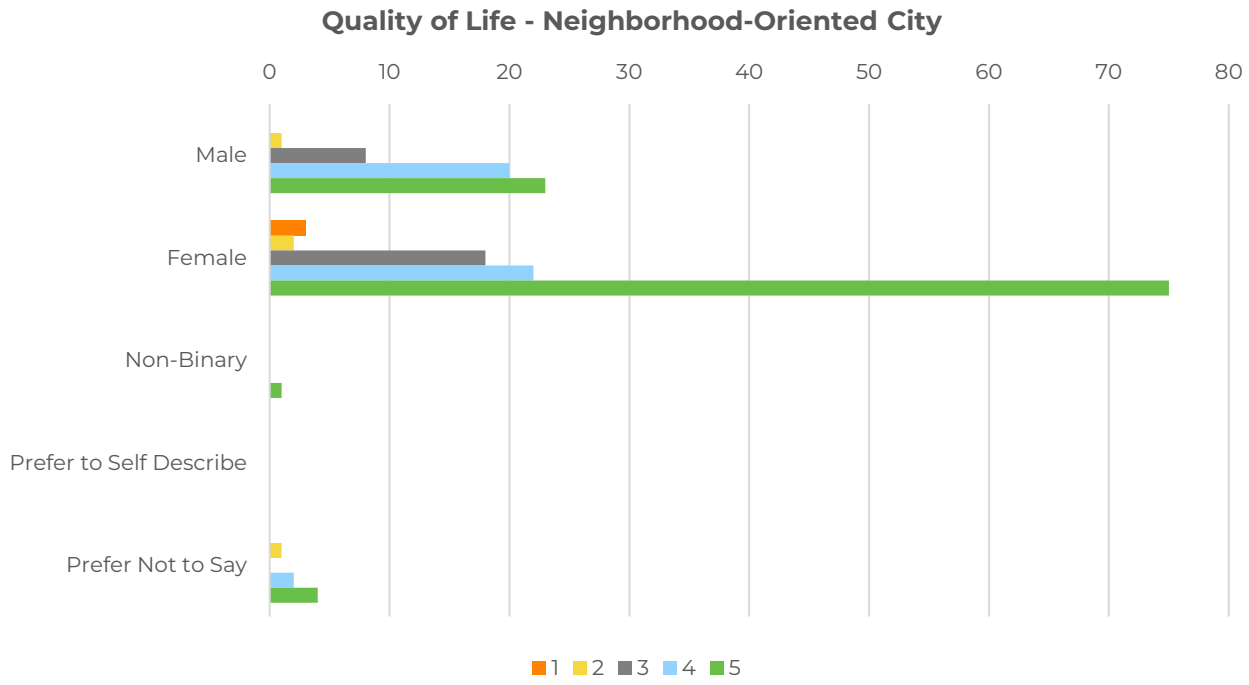
The online survey asked participants to signify their gender. The data in the following charts show's responses to the five survey questions based on gender. Each of the five questions allowed participants to indicate if they felt like the community or indicated demographic would be better or worse for three imagined future scenarios. These three futures were Car-Oriented City (Status Quo), Transit-Oriented City and Neighborhood-Oriented City.

Quality of Life

Survey takers were asked "How do you think each of the three futures would impact your overall quality of life?" A ranking of five indicates much better with one being much worse. Generally, participants of all genders thought a transit-oriented or neighborhood-oriented city would improve their quality of life.

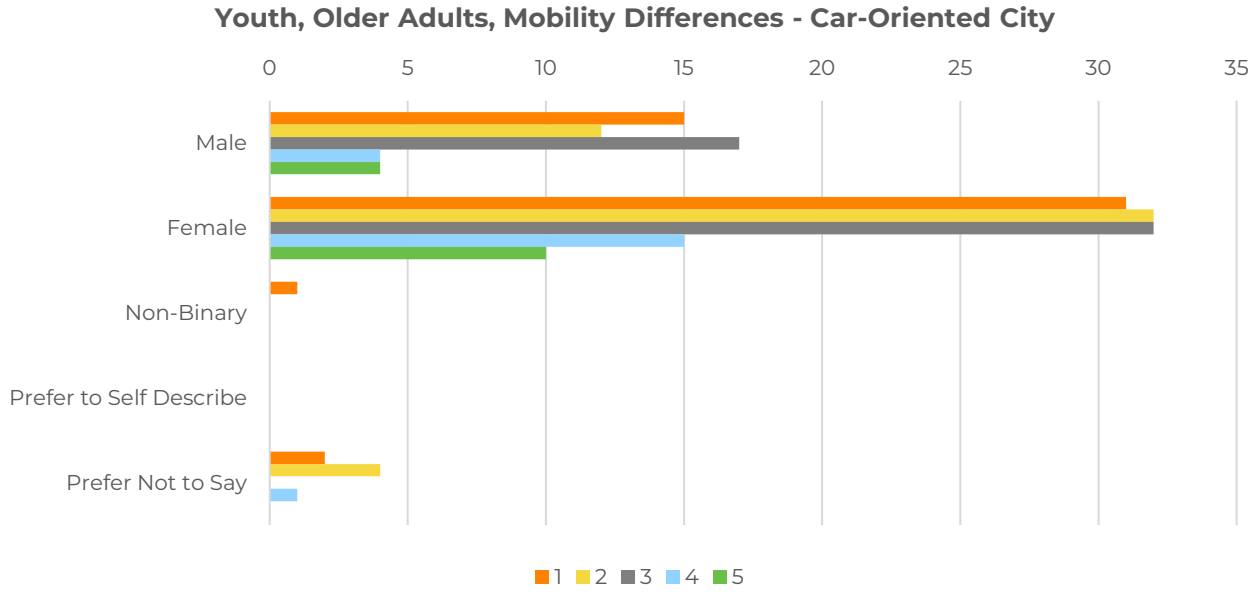

Quality of Life - Car-Oriented City
0
5
10
15
20
25
30
35
40
45
50
Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
1
2
3
4
5

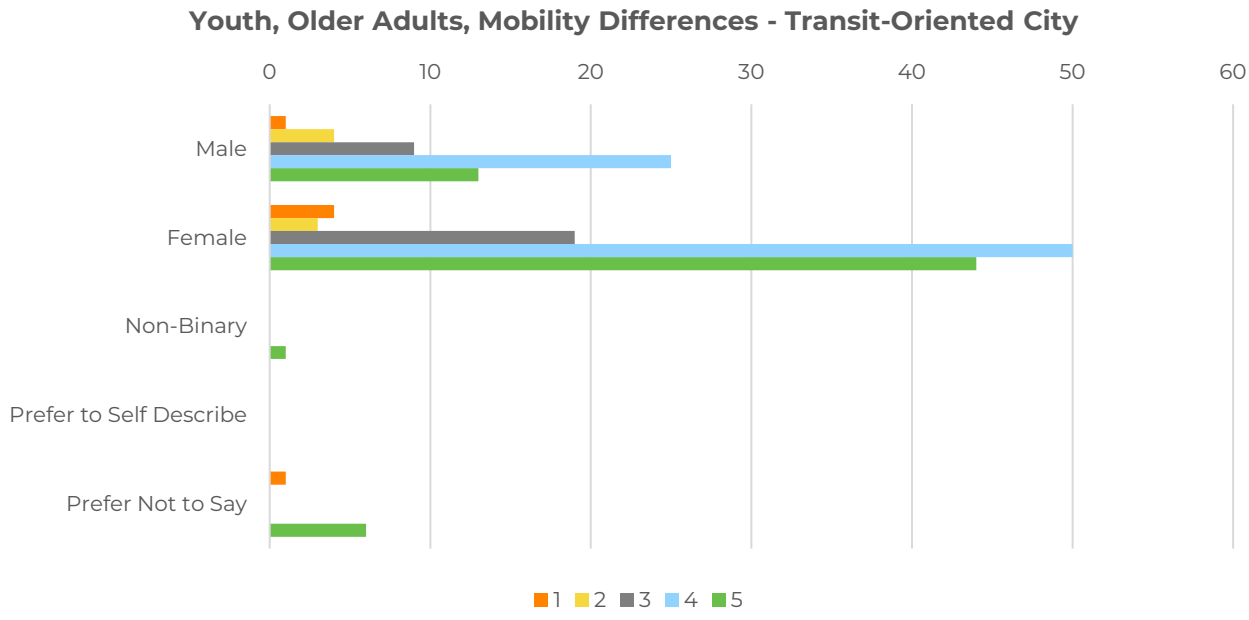

Quality of Life - Transit-Oriented City
0
10
20
30
40
50
60
70
Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
1
2
3
4
5

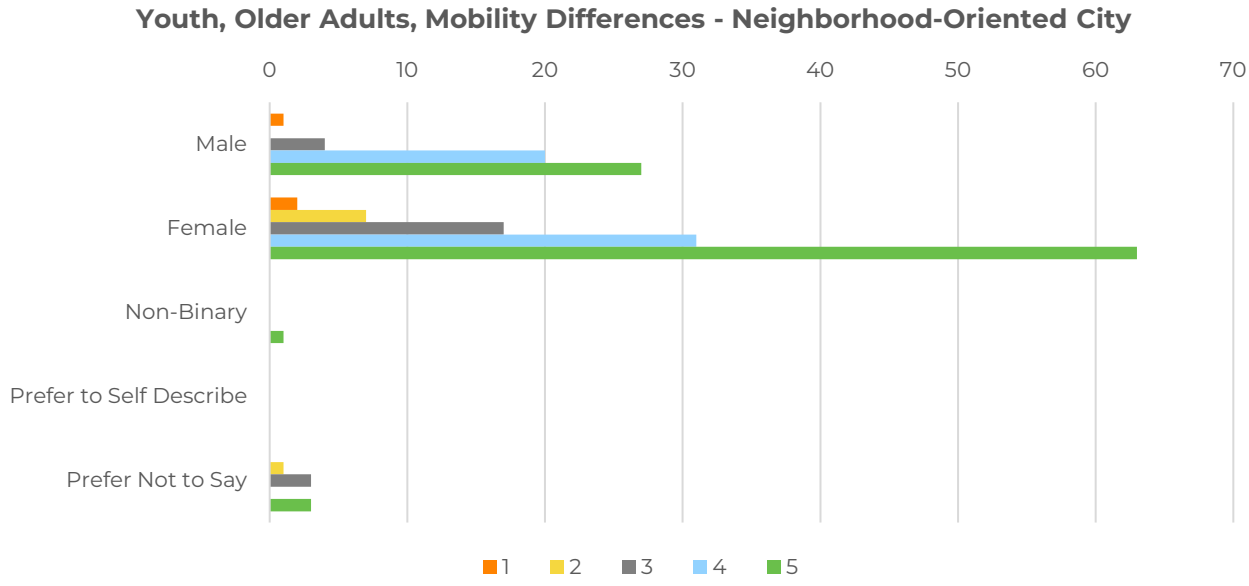


Impacts to Youth, Older Adults and Residents with Mobility Differences

Survey participants were asked "How do you think each of the three futures would impact youth, older adults and residents with mobility differences?" with five being much better and one being much worse. Generally, participants of all genders thought a transit-oriented or neighborhood-oriented city would improve conditions for youth, older adults and residents with mobility differences.

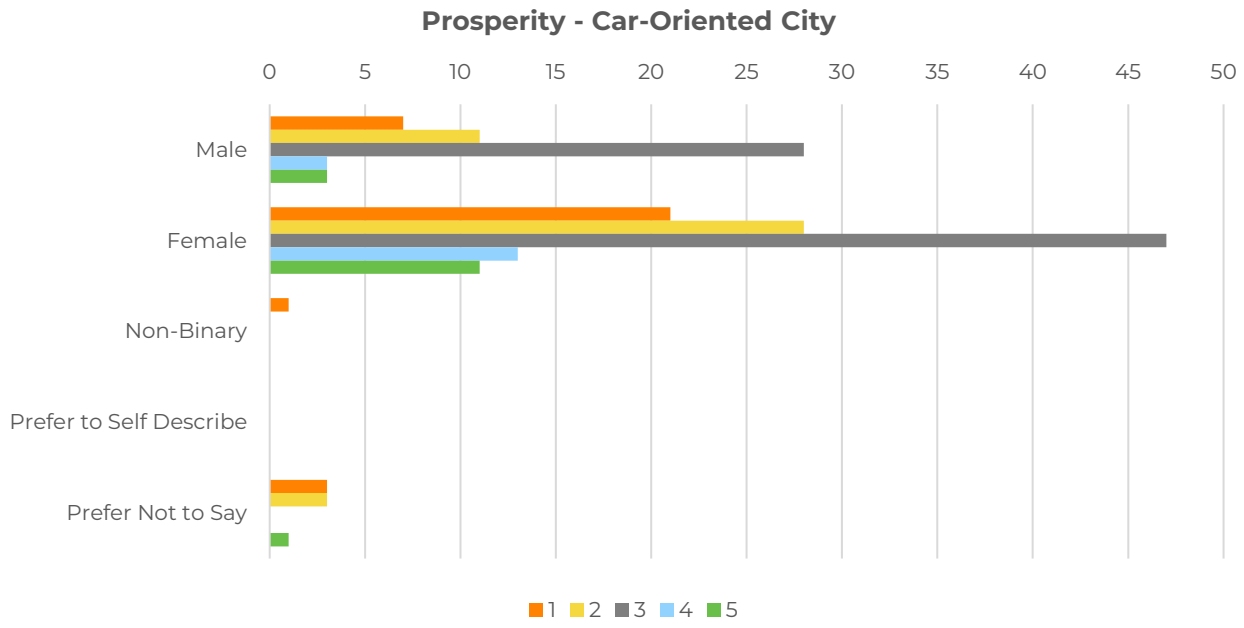


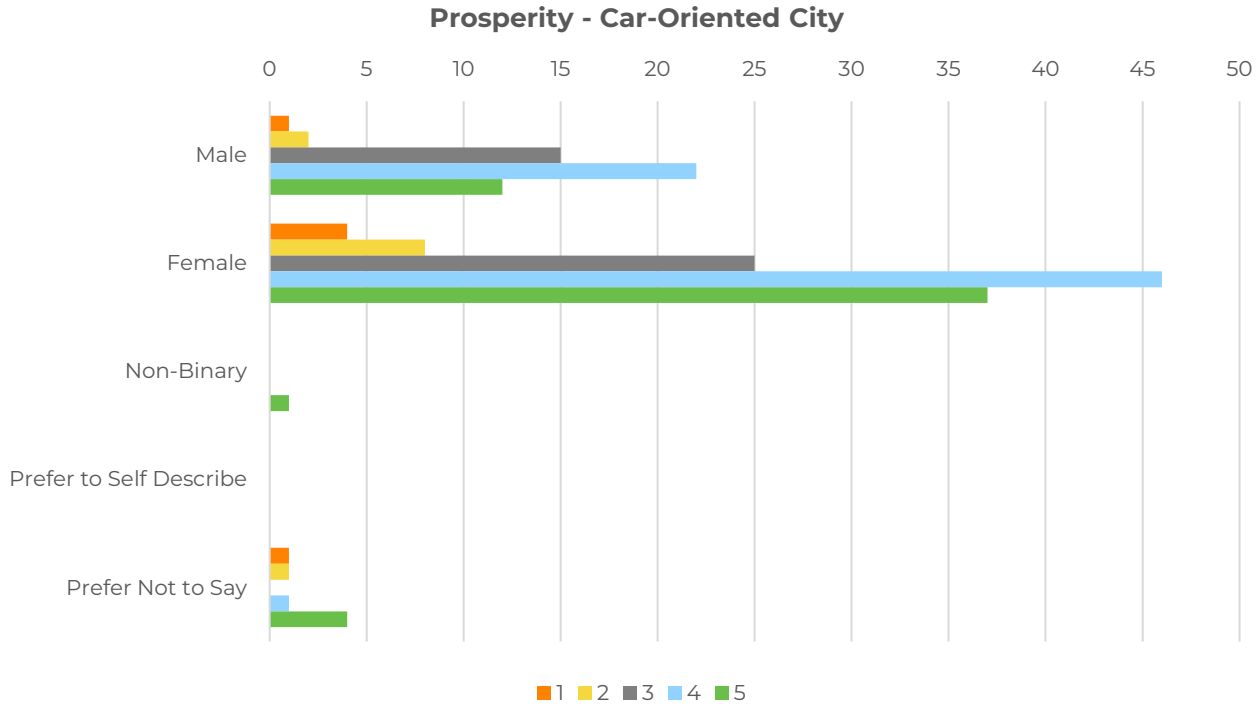


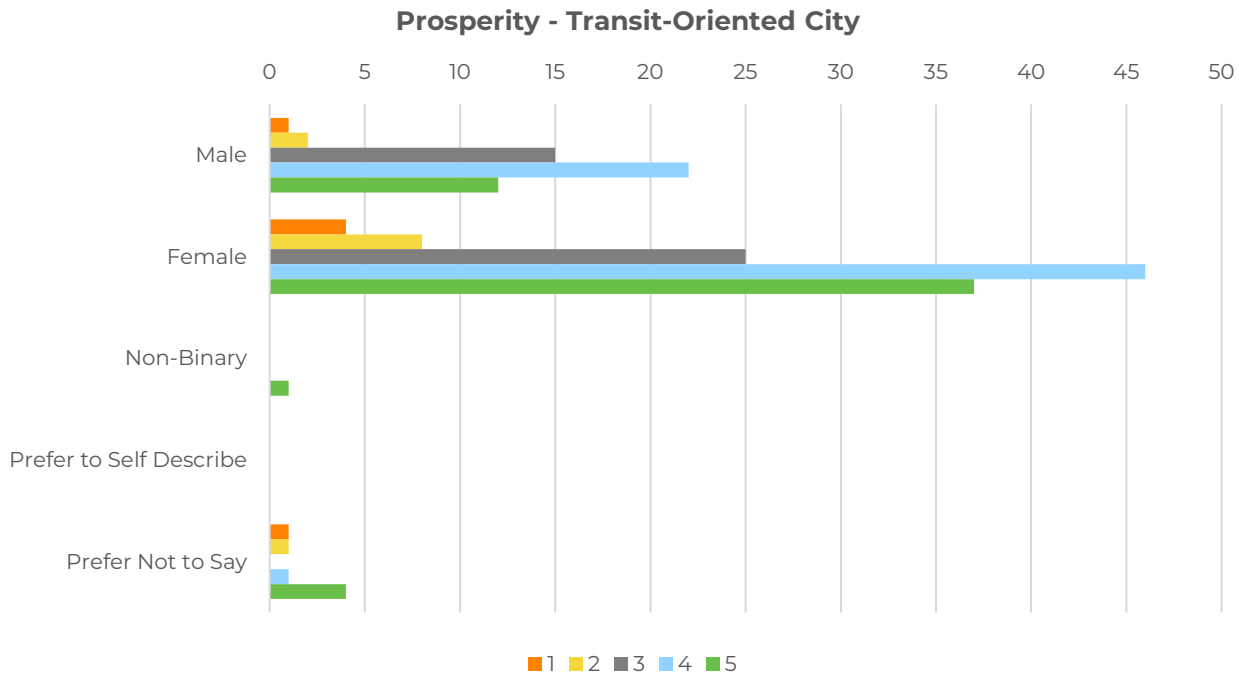


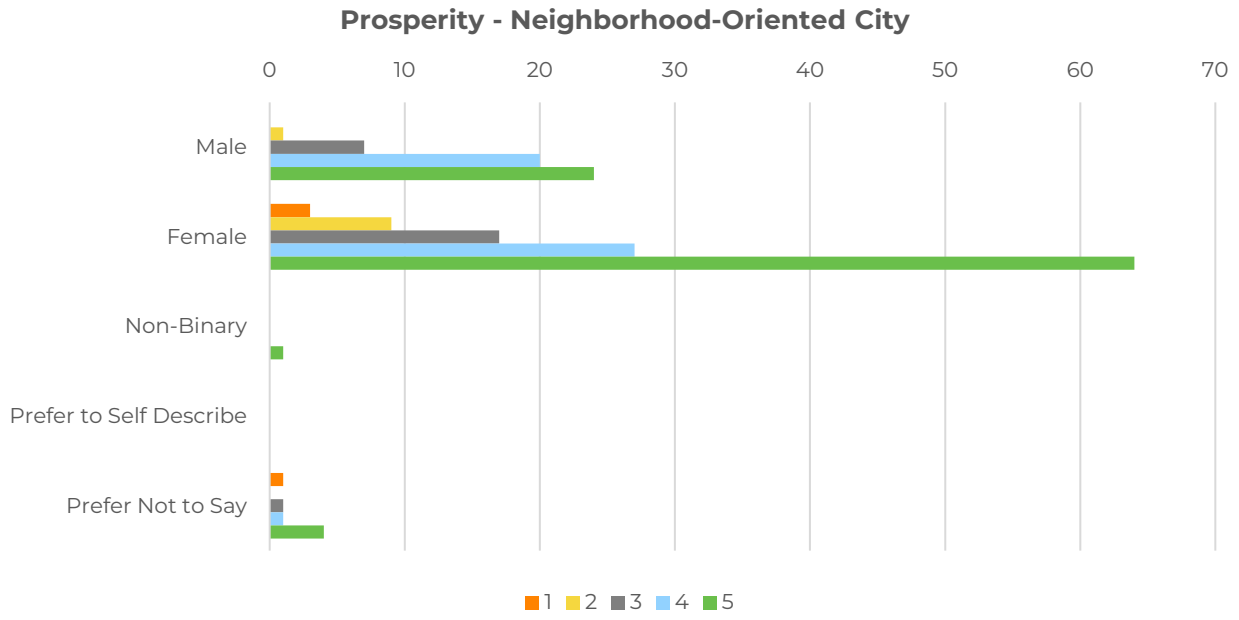
Prosperity

Survey participants were asked “How do you think each of three futures would impact our city’s prosperity?” with five being much better and one being much worse. Generally, participants of all genders thought a transit-oriented or neighborhood-oriented city would improve the city’s prosperity.


Prosperity - Car-Oriented City
0
5
10
15
20
25
30
35
40
45
50
Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
1
2
3
4
5

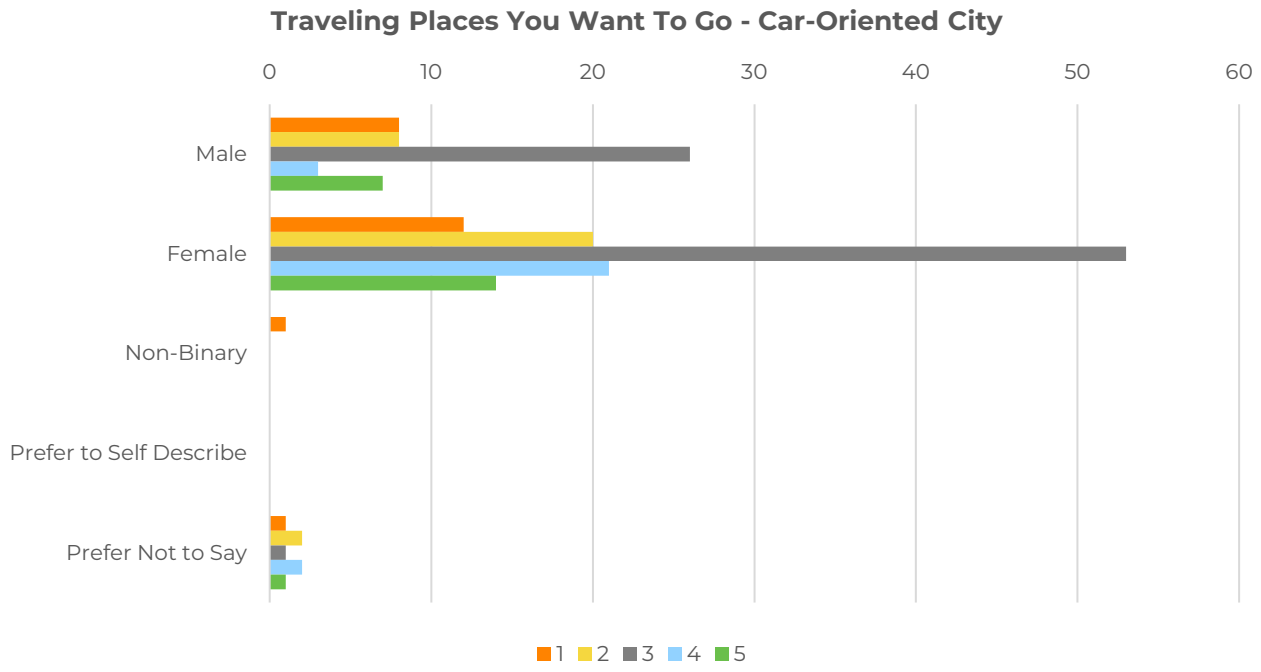

Prosperity - Car-Oriented City
0
5
10
15
20
25
30
35
40
45
50
Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
1
2
3
4
5

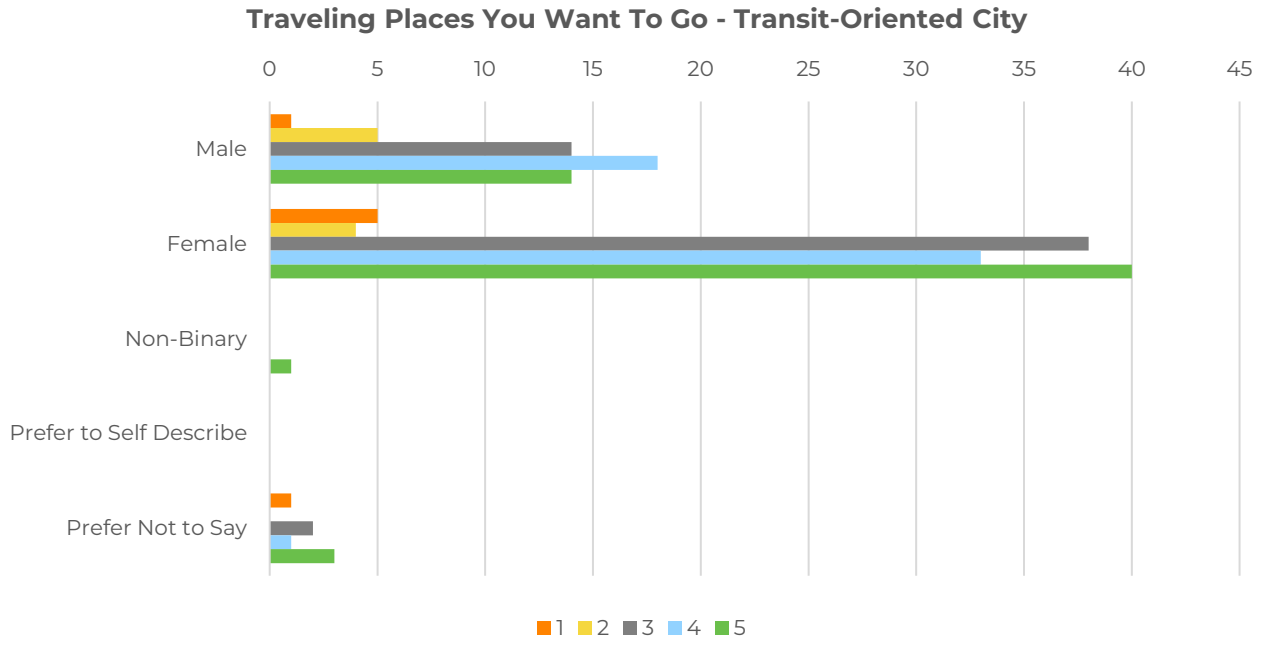


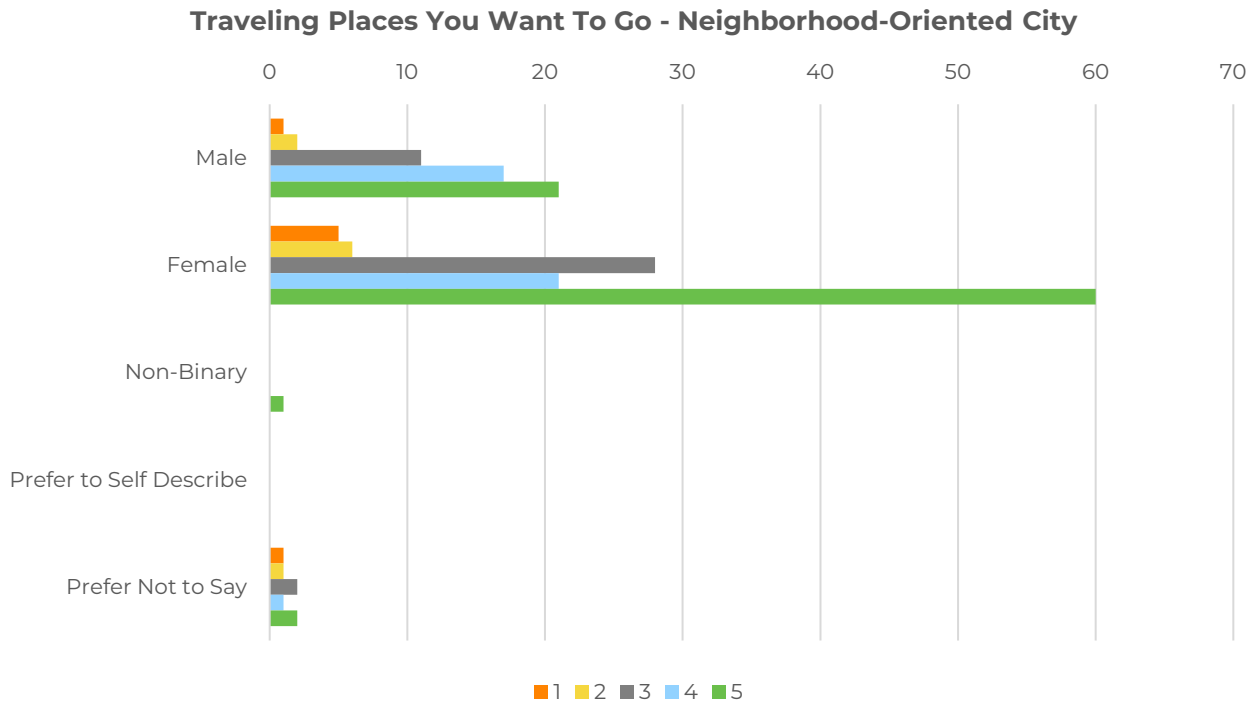


Traveling to Places You Want To Go

Survey participants were asked “How do you think each of the three futures would impact your ability to travel to the places you want to go?” with five being much better and one being much worse. Generally, participants of all genders thought a transit-oriented or neighborhood-oriented city would improve their ability to travel to the places they want to go.

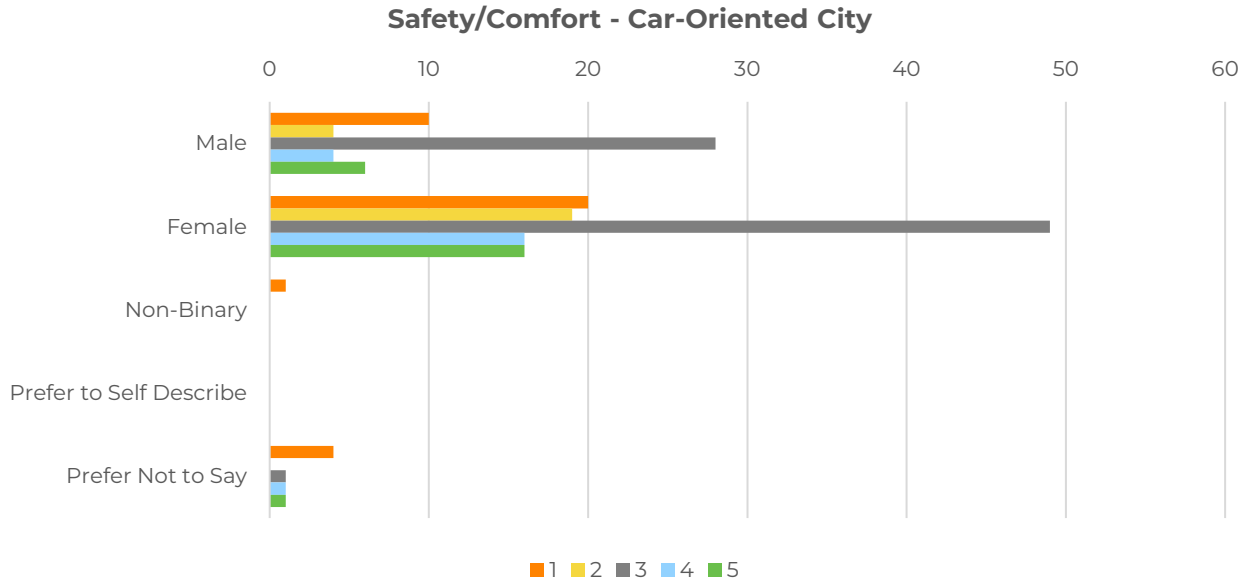

Traveling Places You Want To Go - Car-Oriented City
0
10
20
30
40
50
60
Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
1
2
3
4
5

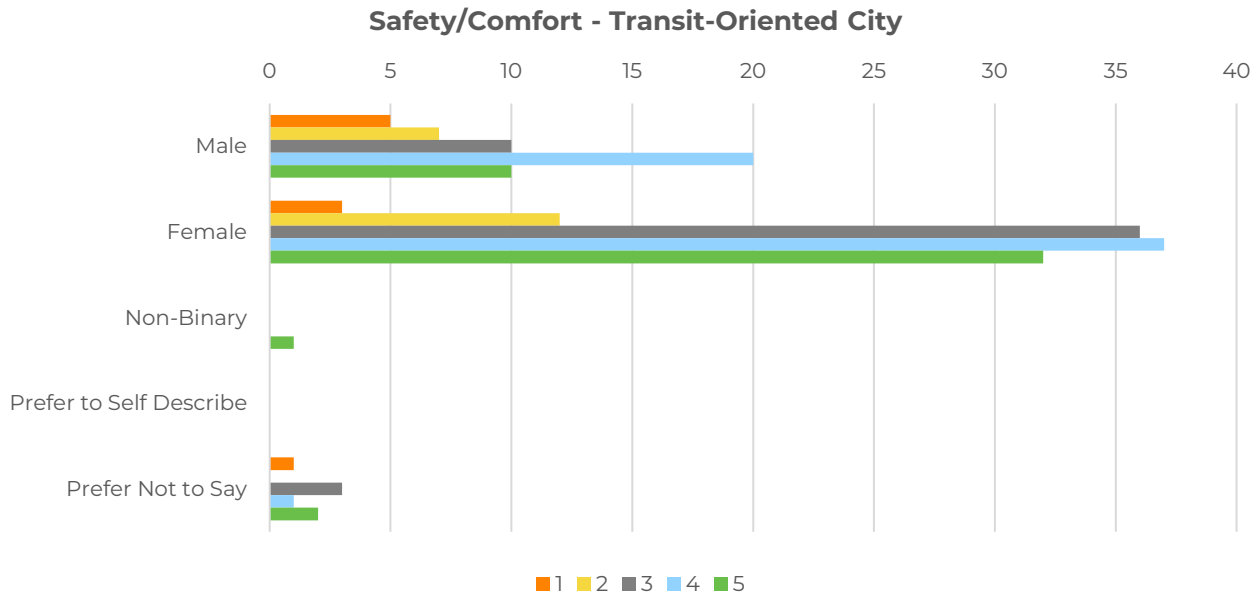

Traveling Places You Want To Go - Transit-Oriented City
0
5
10
15
20
25
30
35
40
45
Male
Female
Non-Binary
Prefer to Self Describe
Prefer Not to Say
1
2
3
4
5

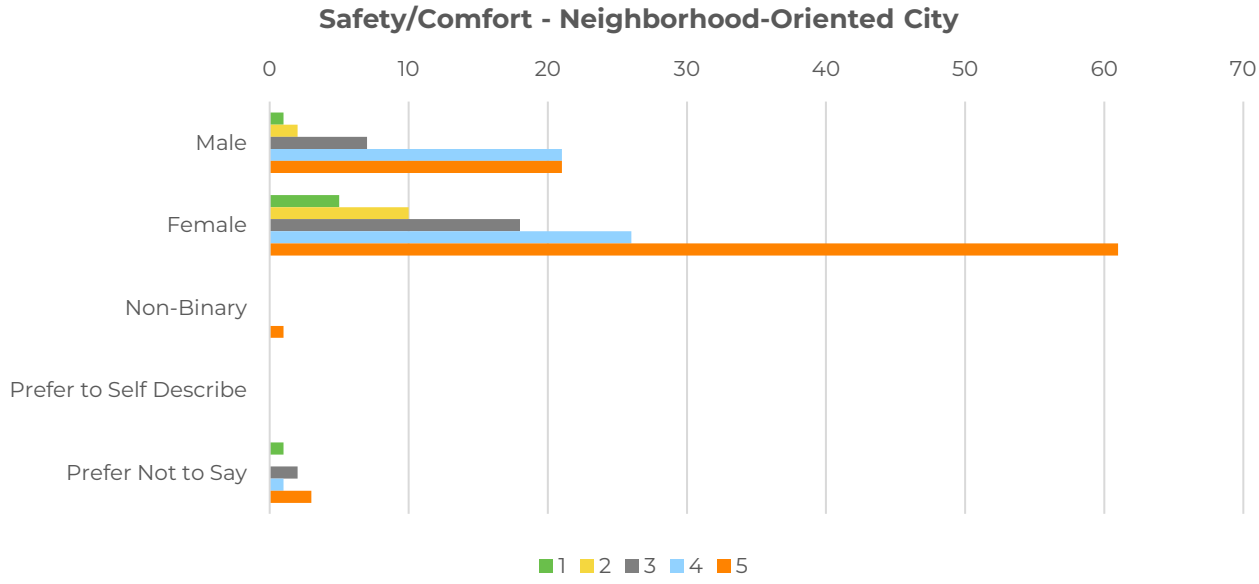


Safety and Comfort

Survey participants were asked "How do you think each of the three futures would impact your safety and personal comfort when you travel?" with five being much better and one being much worse. Generally, participants of all genders thought a transit-oriented or neighborhood-oriented city would improve their safety and comfort.







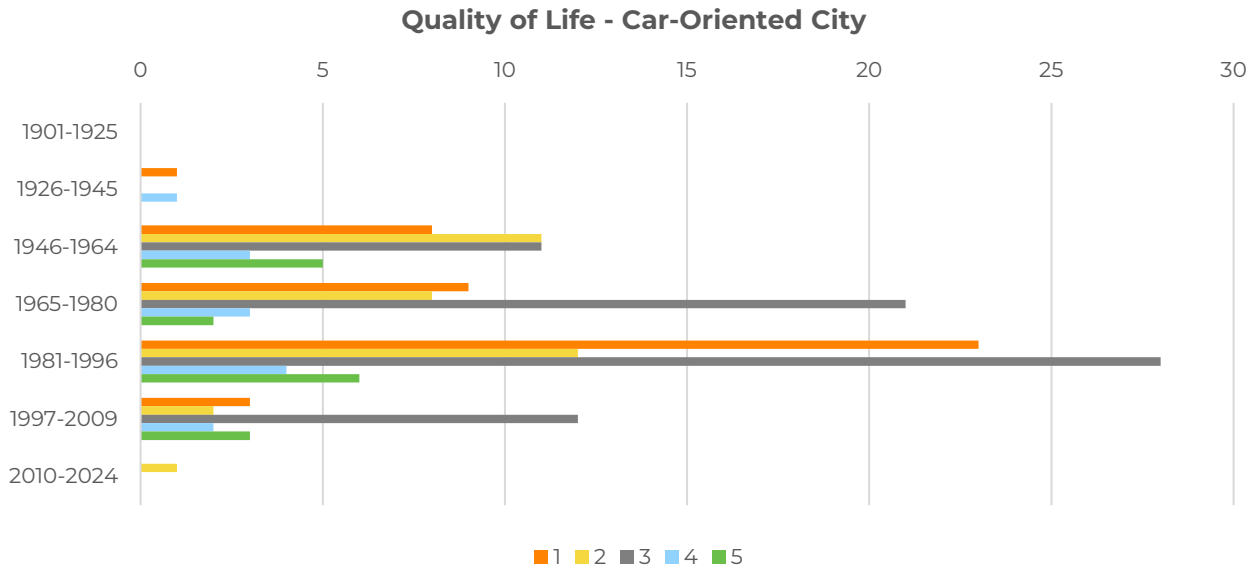
FEEDBACK BY AGE

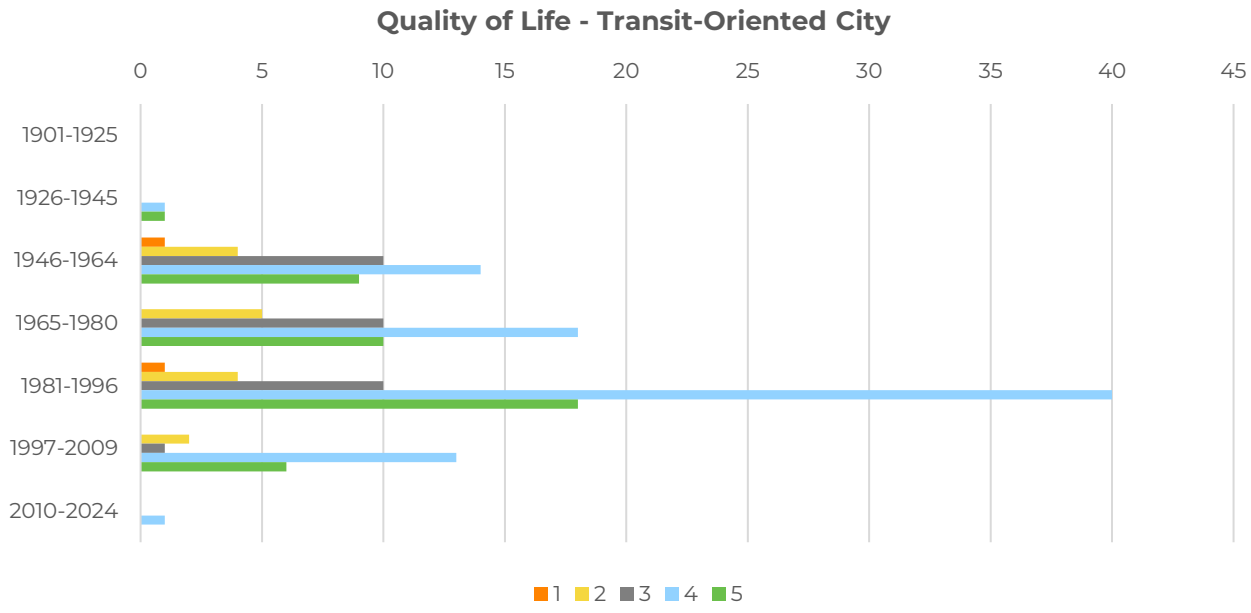
The online survey asked for information about which year participants were born in. The data in the following charts show's responses to the five survey questions based on age. Each of the five questions allowed participants to indicate if they felt like the community or indicated demographic would be

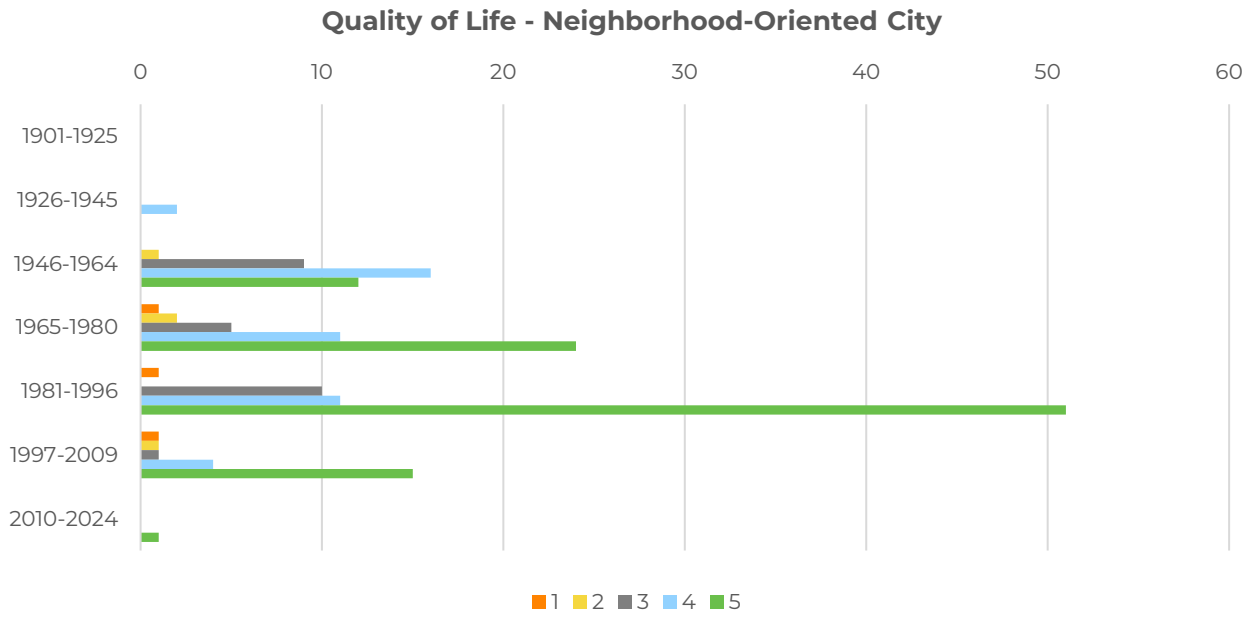
better or worse for three imagined future scenarios. These three futures were Car-Oriented City (Status Quo), Transit-Oriented City and Neighborhood-Oriented City.

Quality of Life

Survey takers were asked "How do you think each of the three futures would impact your overall quality of life?" A ranking of five indicates much better with one being much worse. Generally, participants of all ages thought a transit-oriented or neighborhood-oriented city would improve their quality of life.

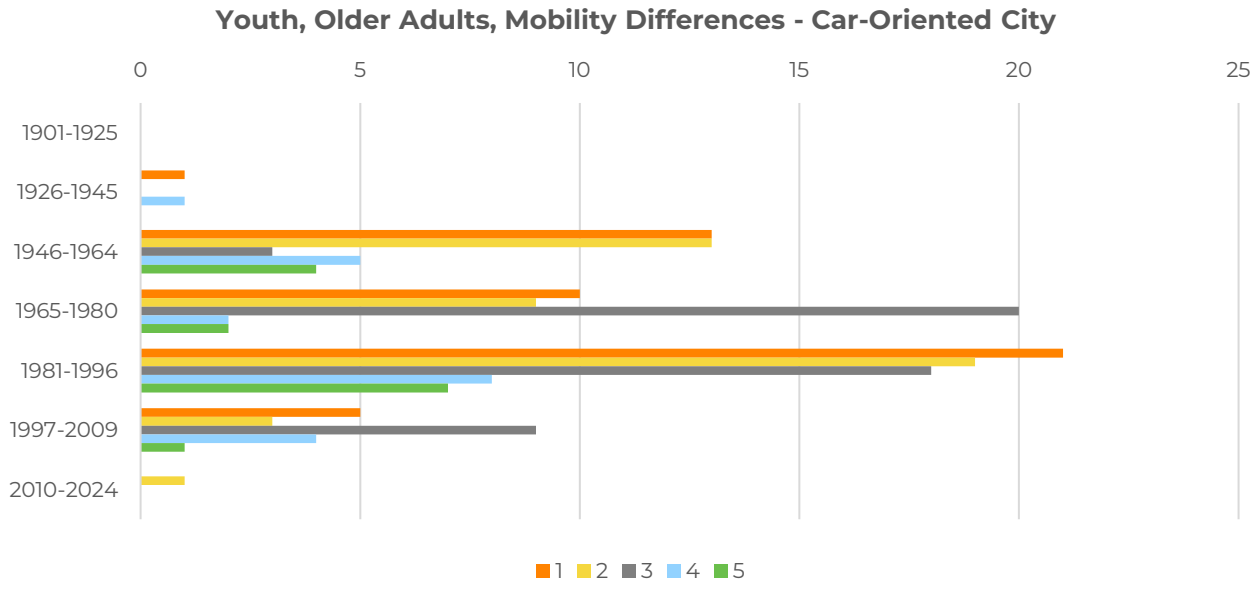


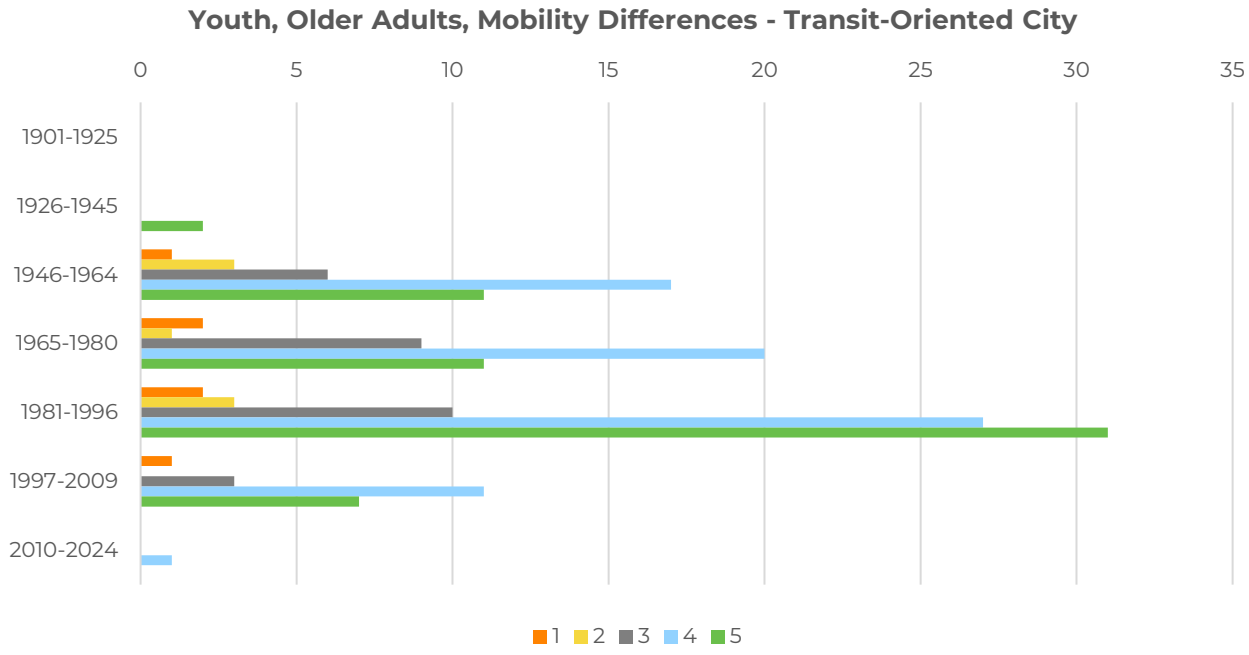


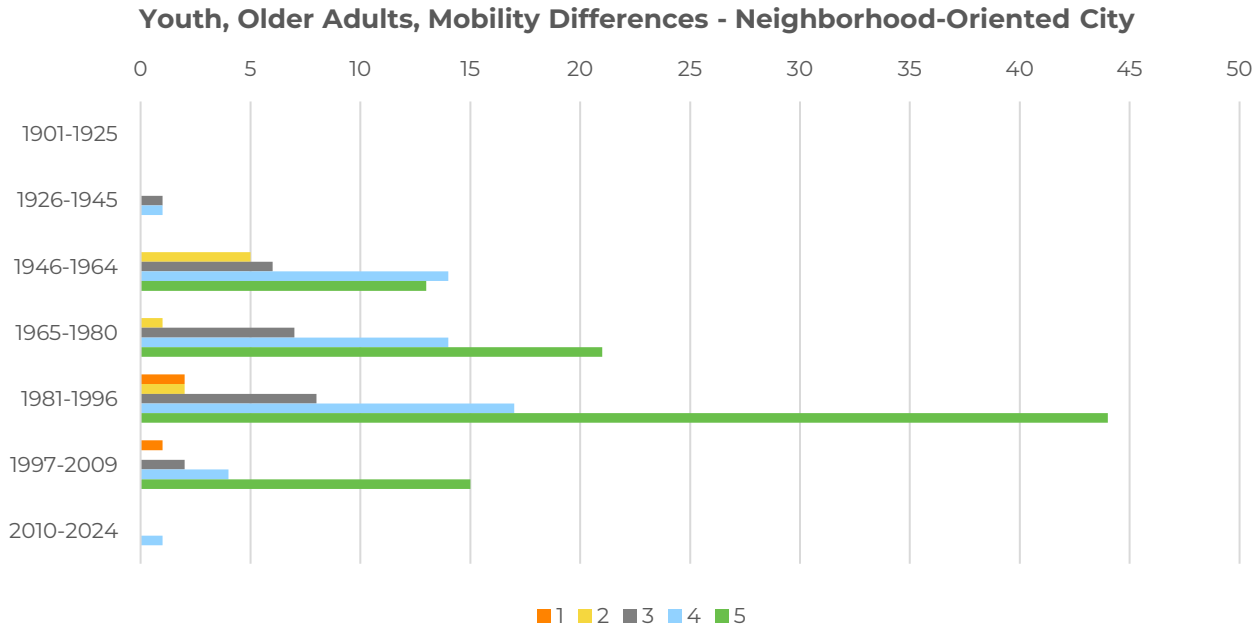


Impacts to Youth, Older Adults and Residents with Mobility Differences

Survey participants were asked "How do you think each of the three futures would impact youth, older adults and residents with mobility differences?" with five being much better and one being much worse. Generally, participants of all ages thought a transit-oriented or neighborhood-oriented city would improve conditions for youth, older adults and residents with mobility differences.

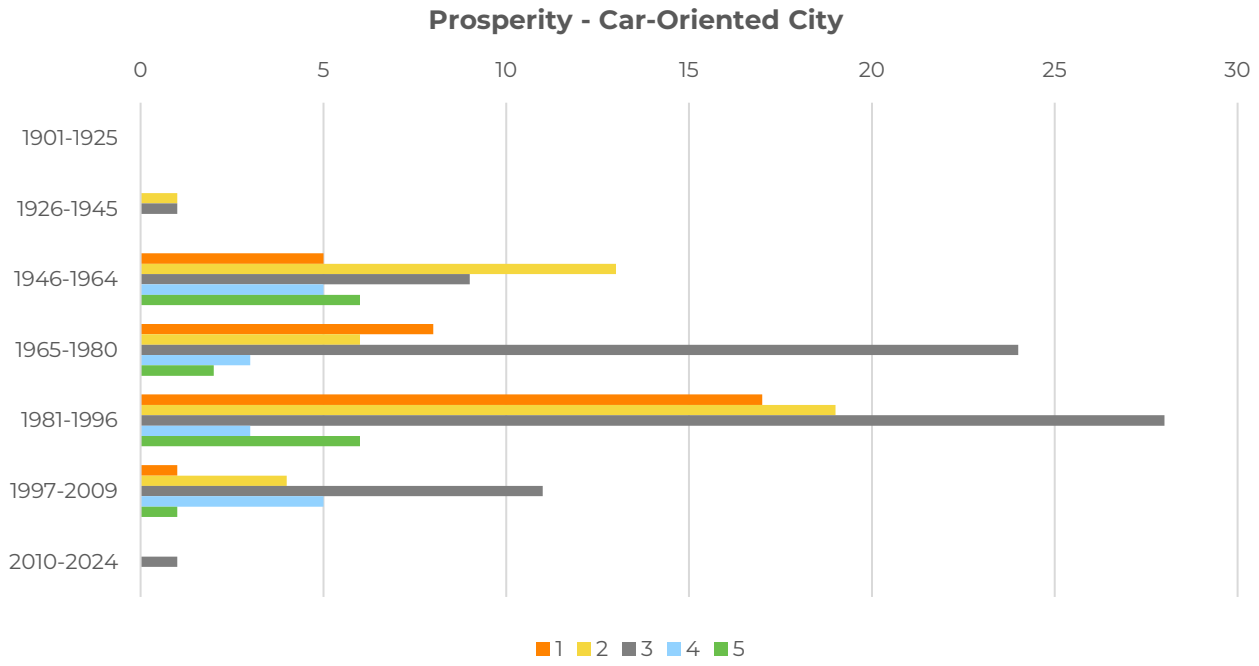


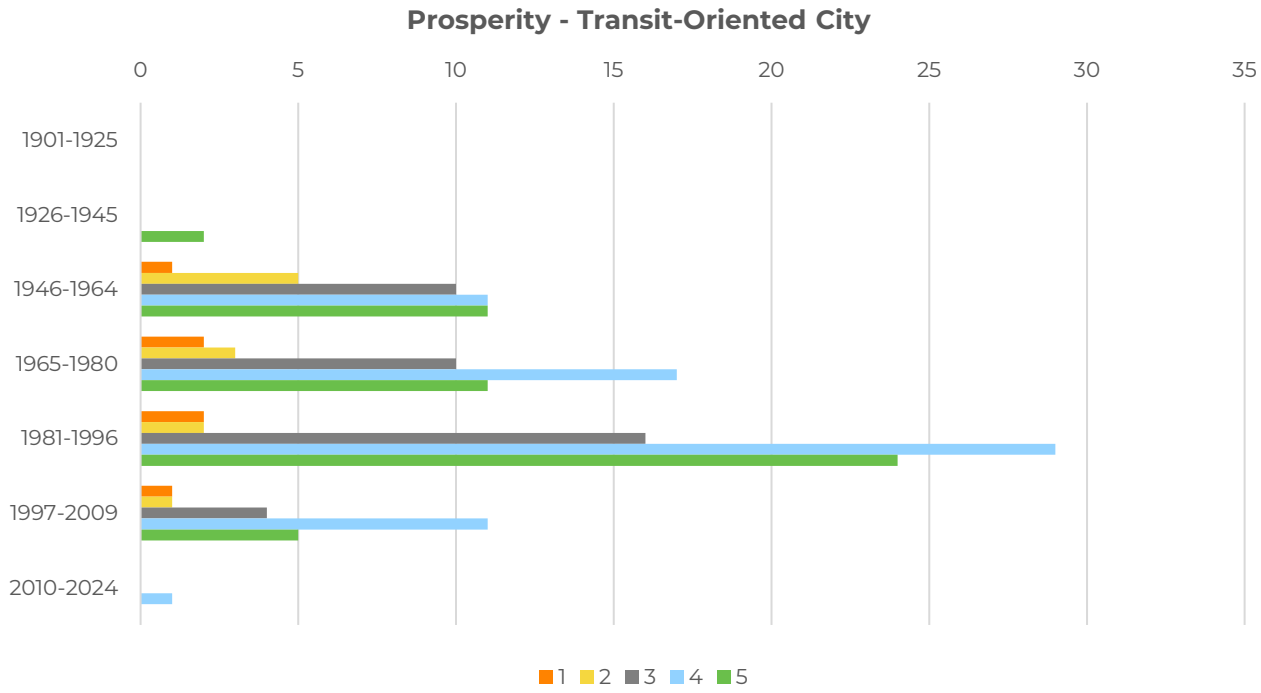

Youth, Older Adults, Mobility Differences - Transit-Oriented City
0
5
10
15
20
25
30
35
1901-1925
1926-1945
1946-1964
1965-1980
1981-1996
1997-2009
2010-2024
1
2
3
4
5

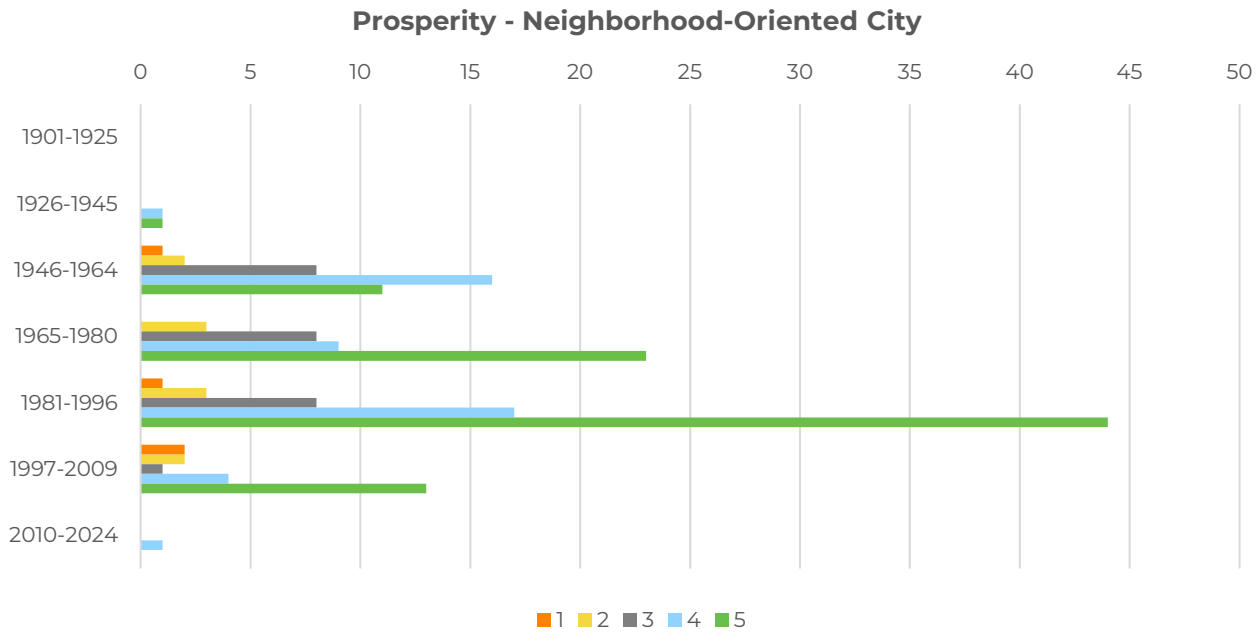

Youth, Older Adults, Mobility Differences - Neighborhood-Oriented City
0
5
10
15
20
25
30
35
40
45
50
1901-1925
1926-1945
1946-1964
1965-1980
1981-1996
1997-2009
2010-2024
1
2
3
4
5

Prosperity

Survey participants were asked "How do you think each of three futures would impact our city's prosperity?" with five being much better and one being much worse. Generally, participants of all ages thought a transit-oriented or neighborhood-oriented city would improve the city's prosperity.

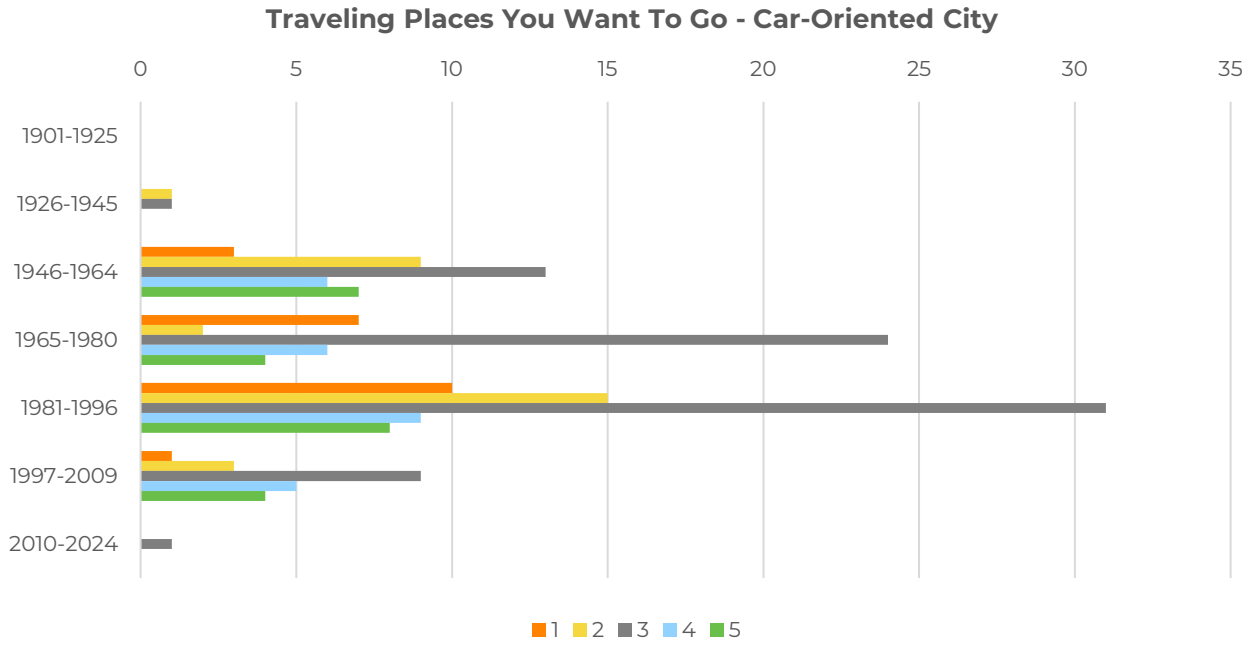


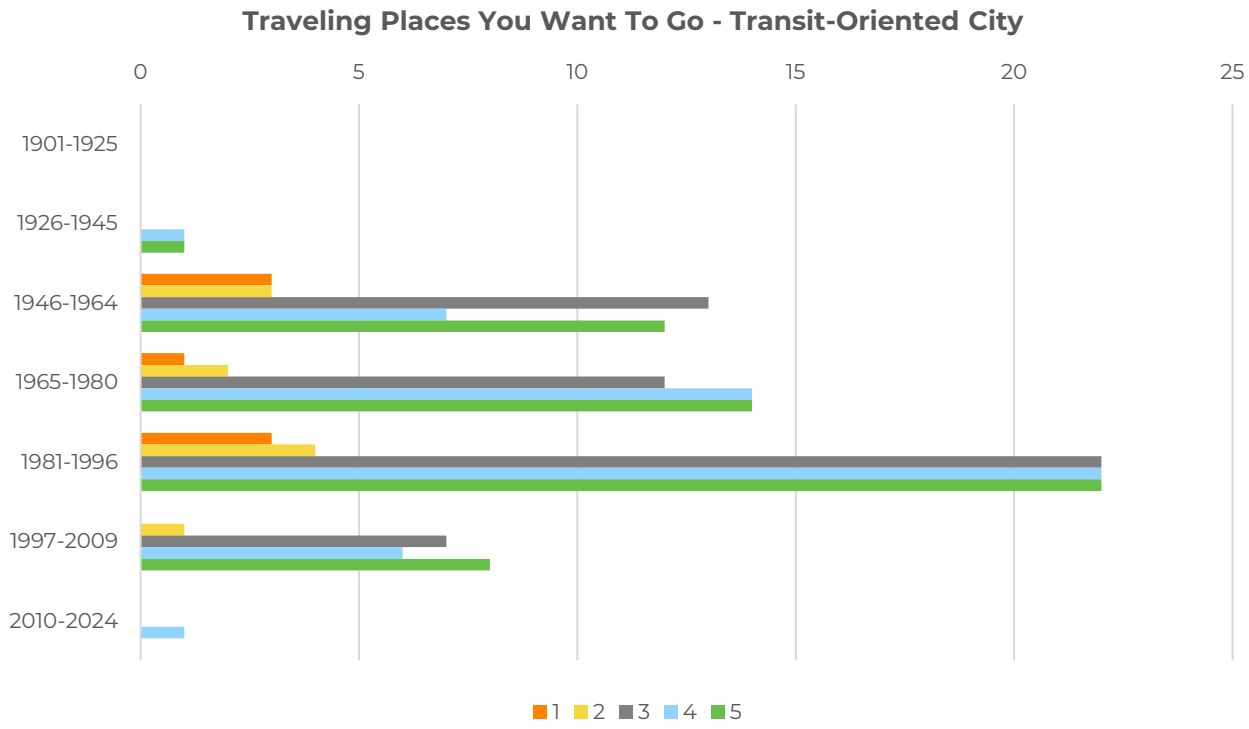


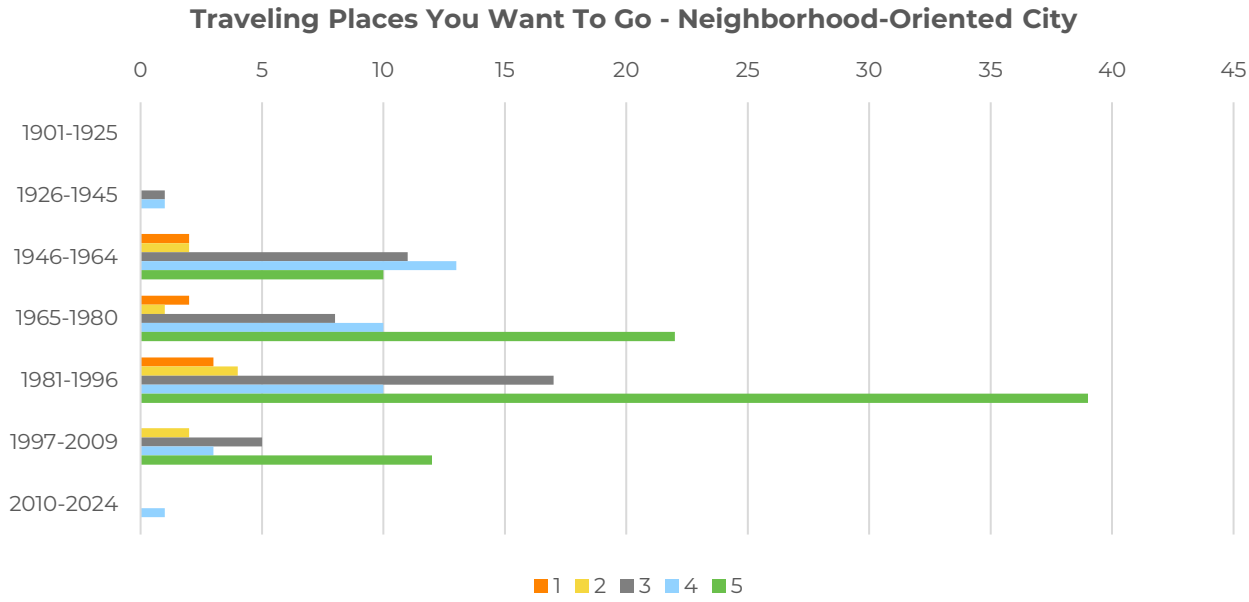


Traveling to Places You Want To Go

Survey participants were asked “How do you think each of the three futures would impact your ability to travel to the places you want to go?” with five being much better and one being much worse. Generally, participants of all ages thought a transit-oriented or neighborhood-oriented city would improve their ability to travel to the places they want to go.

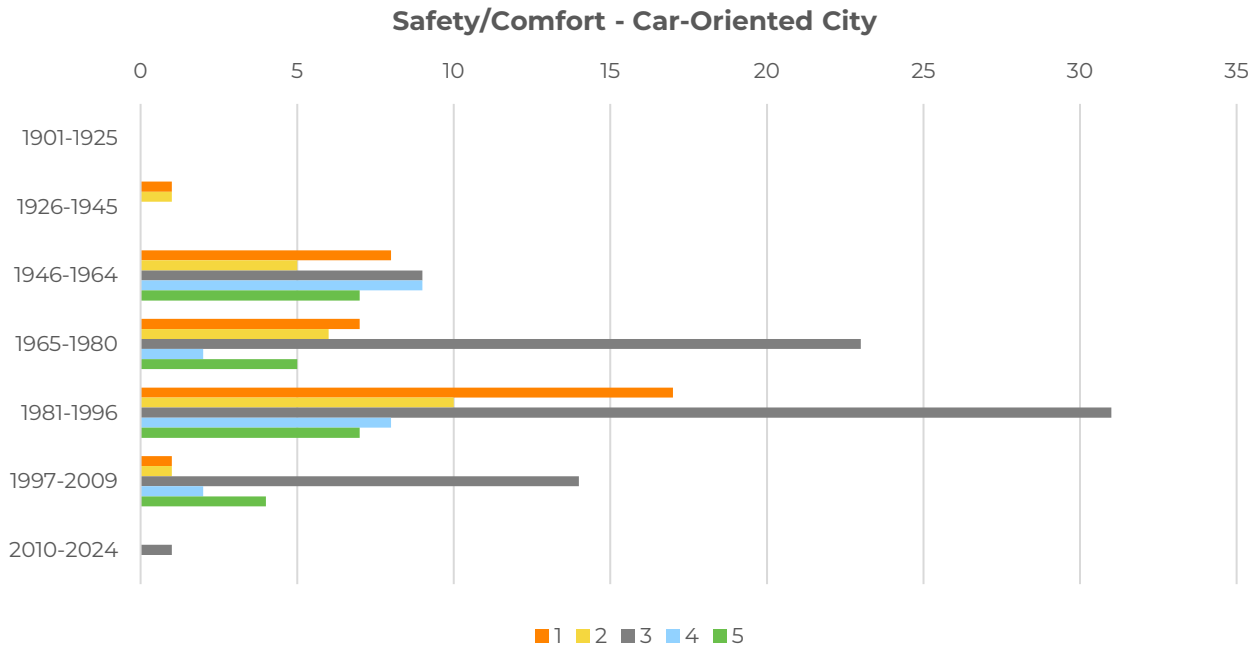


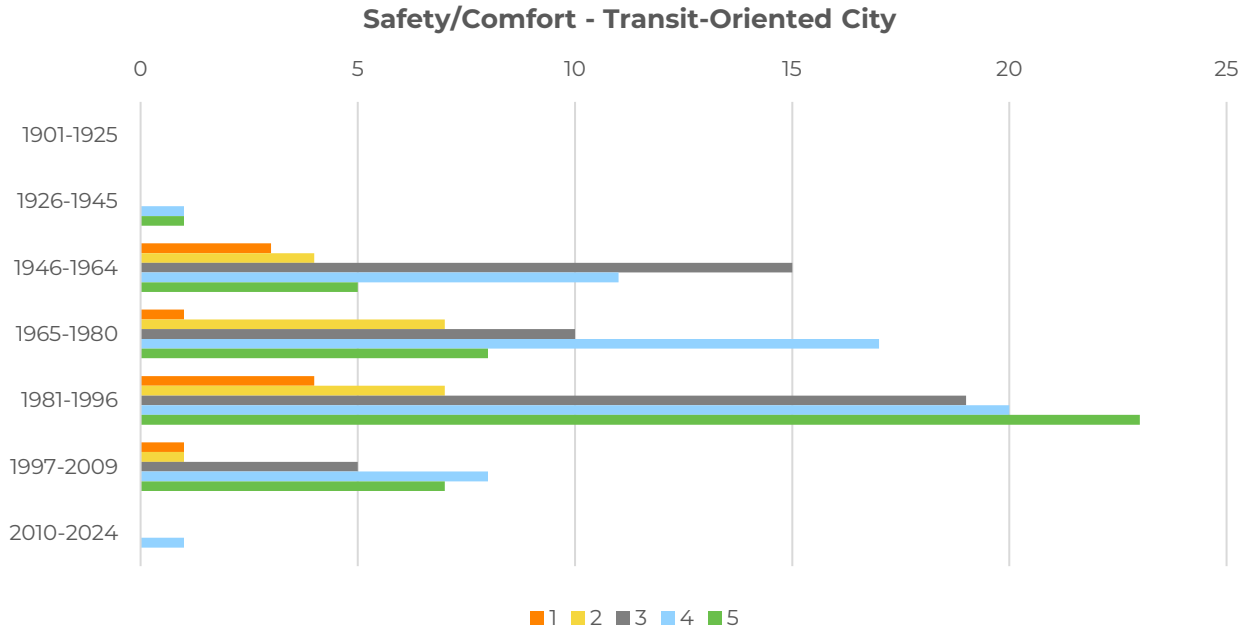

Traveling Places You Want To Go - Transit-Oriented City
0
5
10
15
20
25
1901-1925
1926-1945
1946-1964
1965-1980
1981-1996
1997-2009
2010-2024
1
2
3
4
5

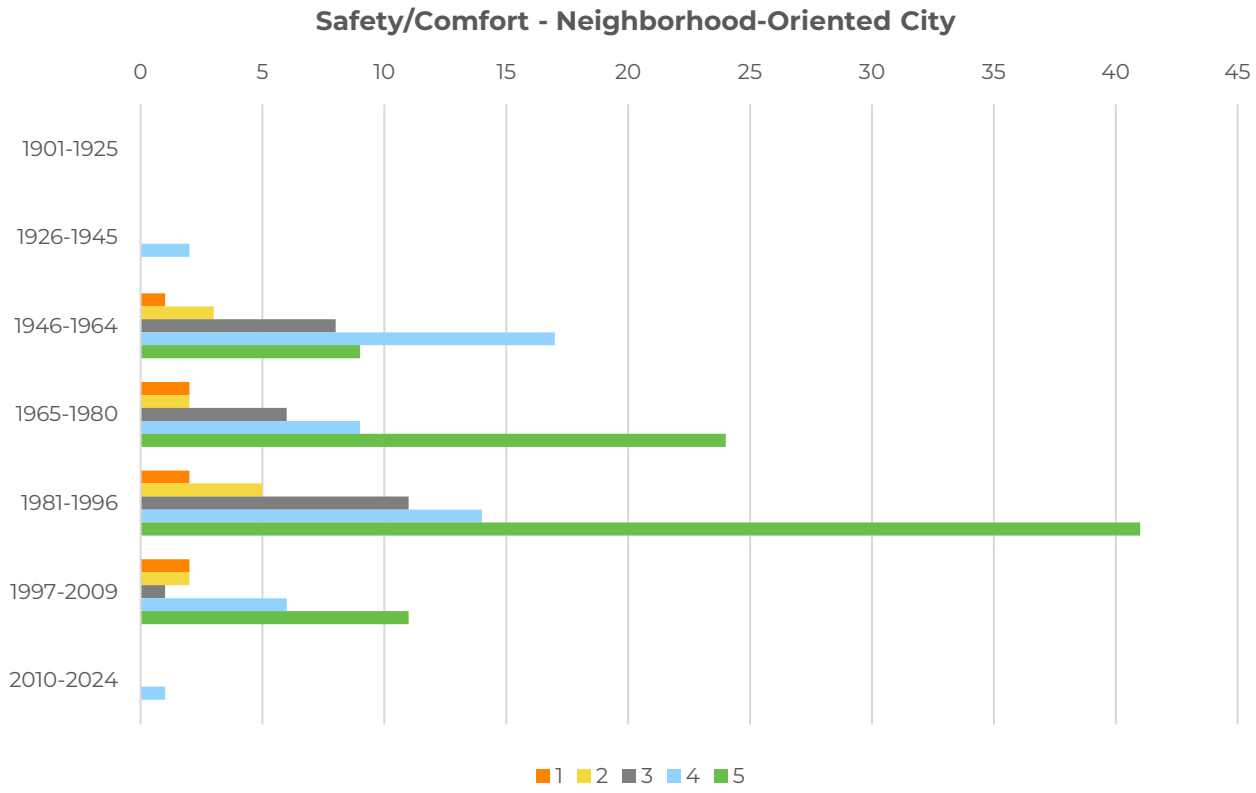

Traveling Places You Want To Go - Neighborhood-Oriented City
0
5
10
15
20
25
30
35
40
45
1901-1925
1926-1945
1946-1964
1965-1980
1981-1996
1997-2009
2010-2024
1
2
3
4
5

Safety and Comfort

Survey participants were asked “How do you think each of the three futures would impact your safety and personal comfort when you travel?” with five being much better and one being much worse. Generally, participants born between 1965 and 2010 thought a transit-oriented or neighborhood-oriented city would improve their safety and comfort, while participants born between 1946 and 1964 preferred a car-oriented or neighborhood-oriented city to a transit-oriented city.







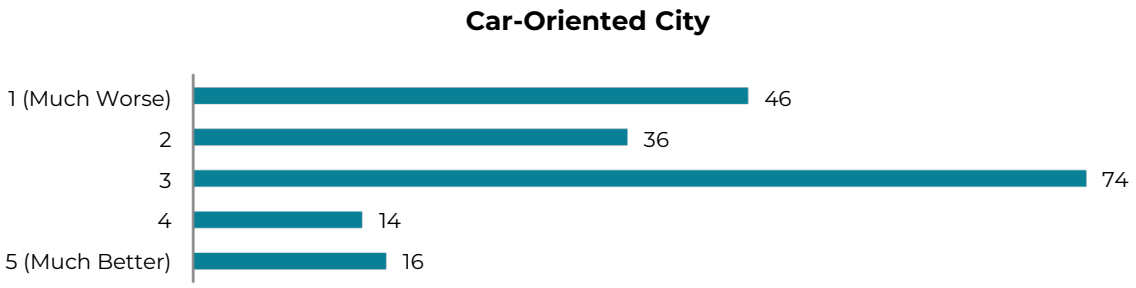
ONLINE SURVEY RESPONSES OVERALL

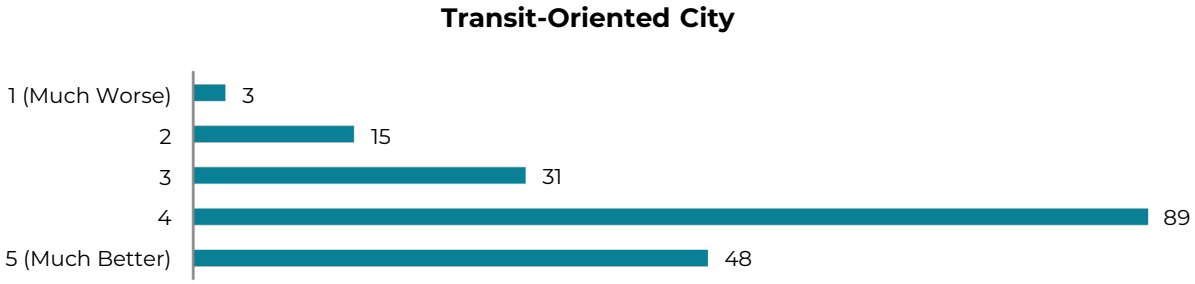
Throughout the course of Milestone 2, community members were invited to take a survey to gauge public opinion on the impacts of each imagined future. The survey was available online on Engage Aurora, as well as in paper form at the open houses. The survey consisted of five demographic questions and five questions about each scenario, focusing on quality of life, accessibility, prosperity, mobility, and safety.

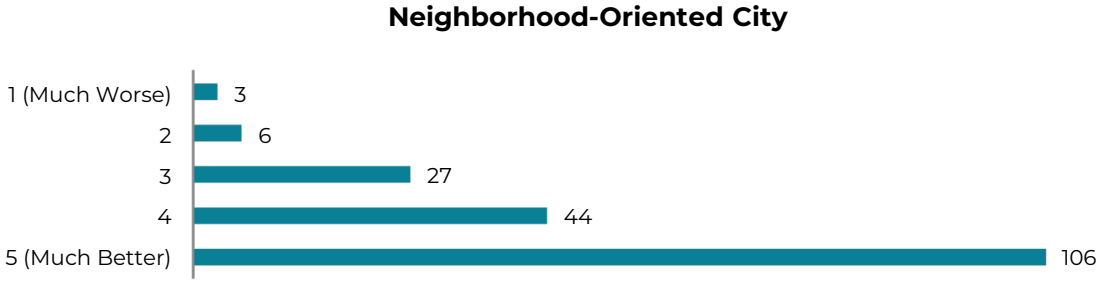
As seen in the breakdown of each question below, a neighborhood-oriented city was most favored by respondents in improving quality of life, accessibility, prosperity, mobility, and safety. A car-oriented city, on the other hand, was consistently seen to either not have any impact or to worsen conditions.

Quality of Life

How do you think each of the three futures would impact your overall quality of life?

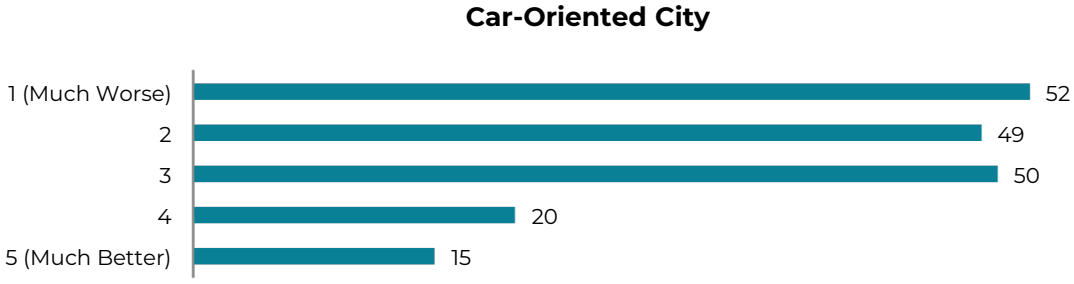




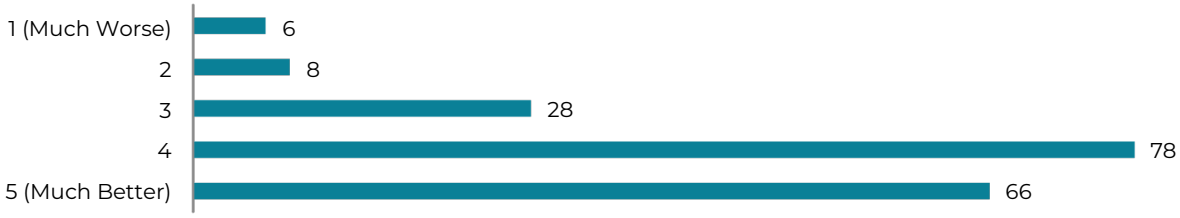


Impacts to Youth, Older Adults and Residents with Mobility Differences

How do you think each of the three futures would impact youth, older adults and residents with mobility differences?



Transit-Oriented City



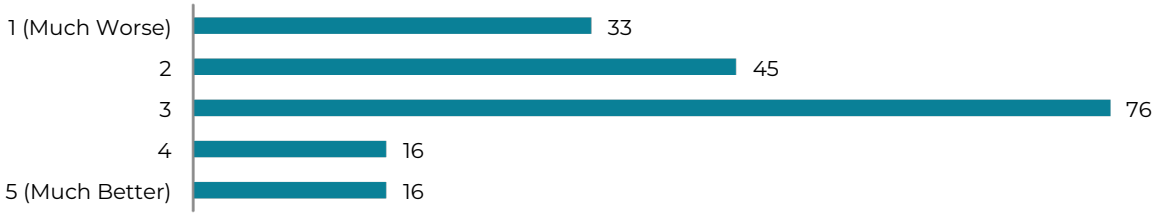
Neighborhood-Oriented City



Prosperity

How do you think each of three futures would impact our city's prosperity?

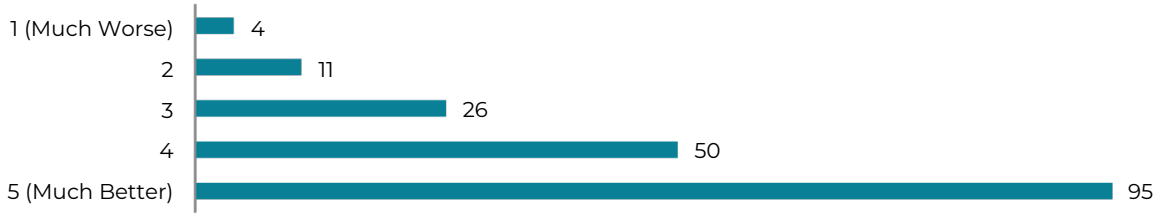
Car-Oriented City



Transit-Oriented City



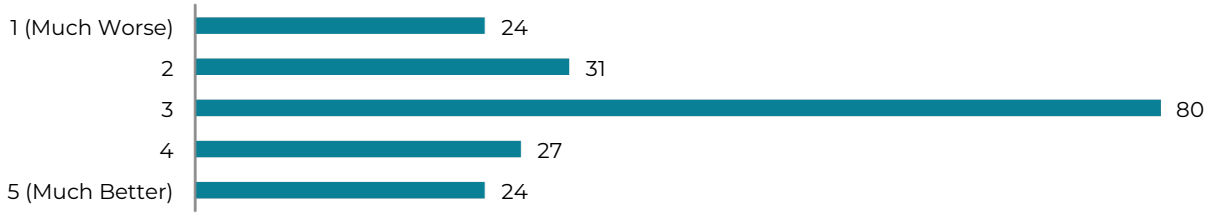
Neighborhood-Oriented City



Traveling to Places You Want To Go

How do you think each of the three futures would impact your ability to travel to the places you want to go?

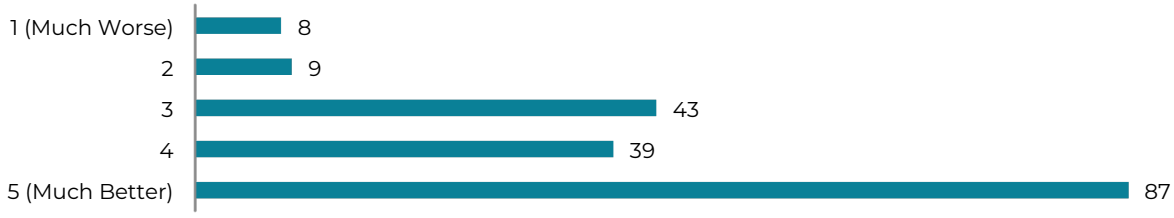
Car-Oriented City



Transit-Oriented City



Neighborhood-Oriented City



Safety/Comfort

How do you think each of the three futures would impact your safety and personal comfort when you travel?

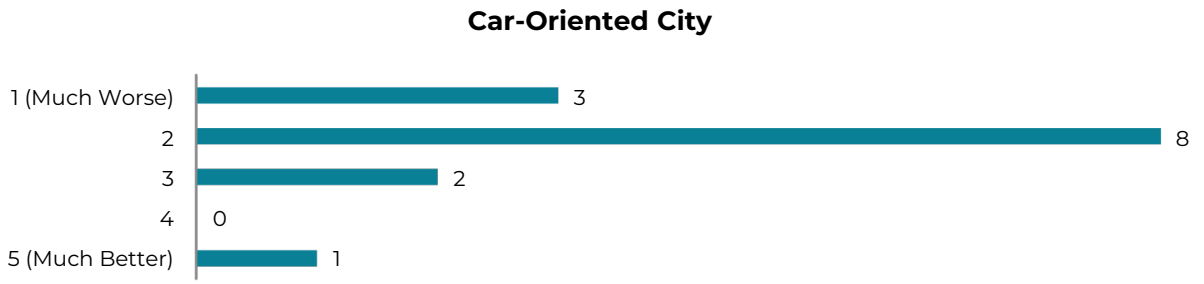


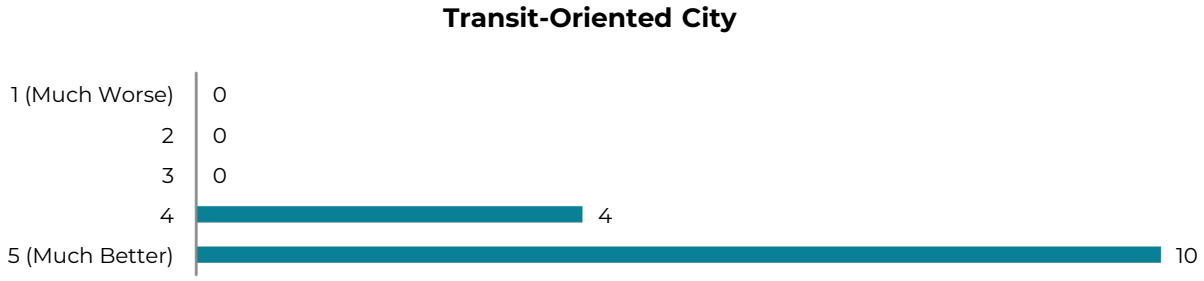
OPEN HOUSE #1 – CRAWFORD ELEMENTARY

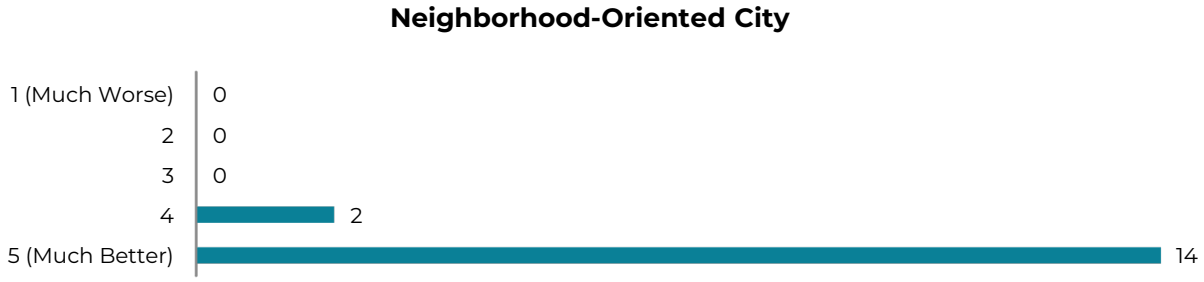
After learning more about each imagined future, open house attendees were invited to share their feedback by placing dots on a board to reflect how each scenario would impact their overall quality of life. Out of the 22 attendees, 14 participated in the dot board activity. As seen in the graphs below, the majority of participants were in favor of a transit-oriented or neighborhood-oriented city in relation to improved quality of life.

Quality of Life

How do you think each of the three futures would impact your overall quality of life?





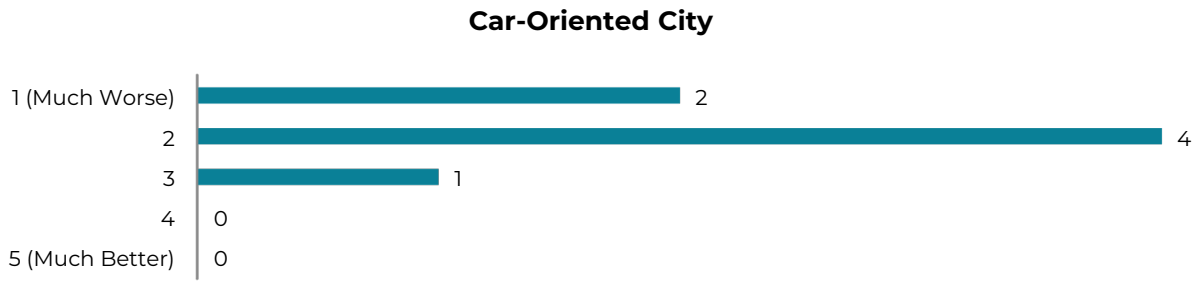


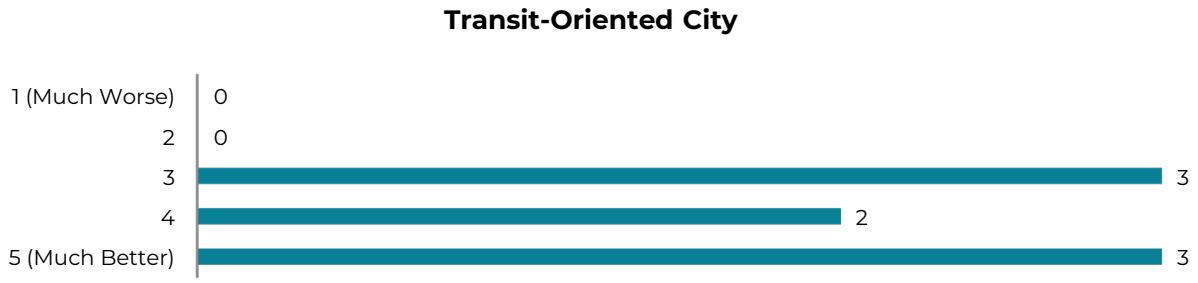
OPEN HOUSE #2 – AURORA HIGHLANDS P-8

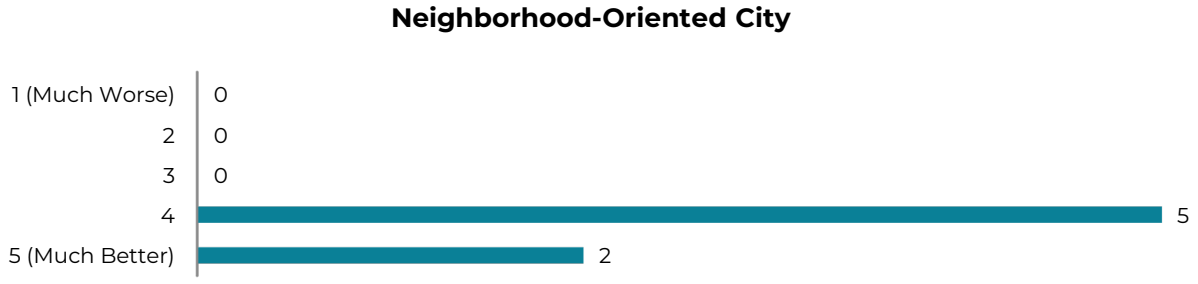
After learning more about each imagined future, open house attendees were invited to share their feedback by placing dots on a board to reflect how each scenario would impact their overall quality of life. Out of the 18 attendees, 7 participated in the dot board activity. As seen in the graphs below, the majority of participants were in favor of a transit-oriented or neighborhood-oriented city in relation to improved quality of life.

Quality of Life

How do you think each of the three futures would impact your overall quality of life?







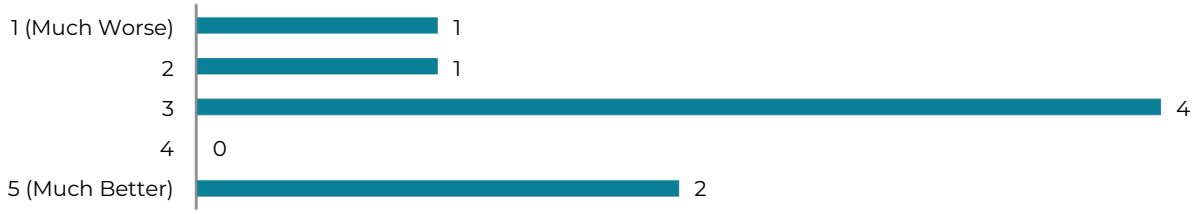
VIRTUAL TOWN HALL

Following the presentation during the virtual town hall, attendees were asked to participate in five polls. These polling questions were identical to the questions asked in the Milestone 2 survey. The town hall had a total of 37 attendees, and each poll question averaged around 13 respondents. As seen in the graphs below, the respondents during the virtual town hall showed more support for a car-oriented city than most other respondents at in-person events. Even so, transit-oriented and neighborhood-oriented cities also had positive support in this group.

Quality of Life

How do you think each of the three futures would impact your overall quality of life?

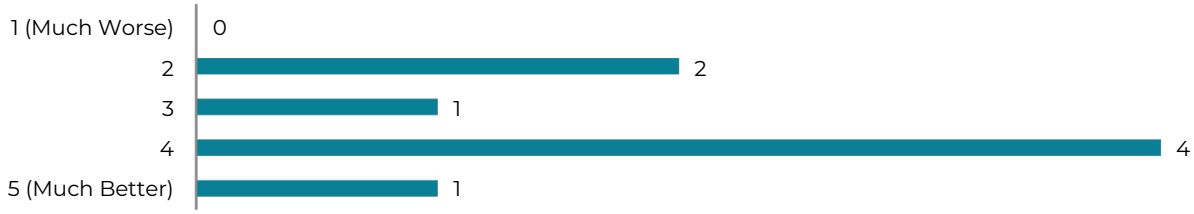
Car-Oriented City



Transit-Oriented City



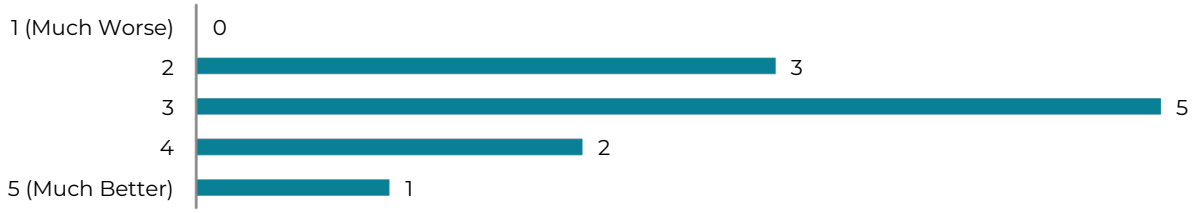
Neighborhood-Oriented City



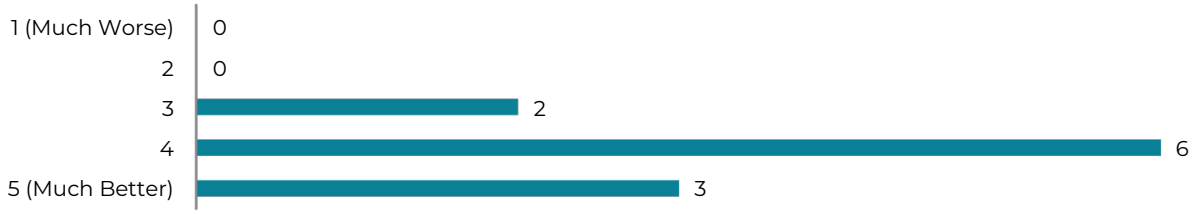
Impacts to Youth, Older Adults and Residents with Mobility Differences

How do you think each of the three futures would impact youth, older adults and residents with mobility differences?

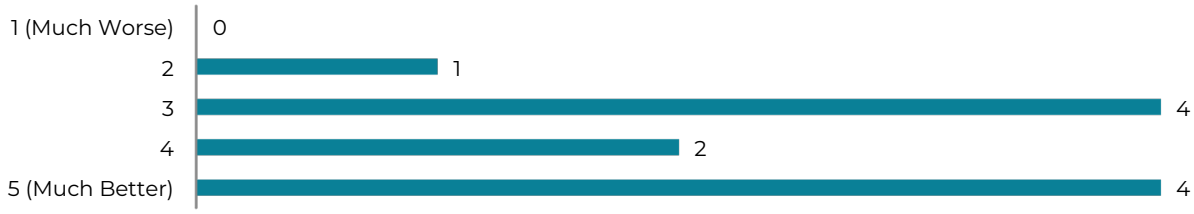
Car-Oriented City



Transit-Oriented City



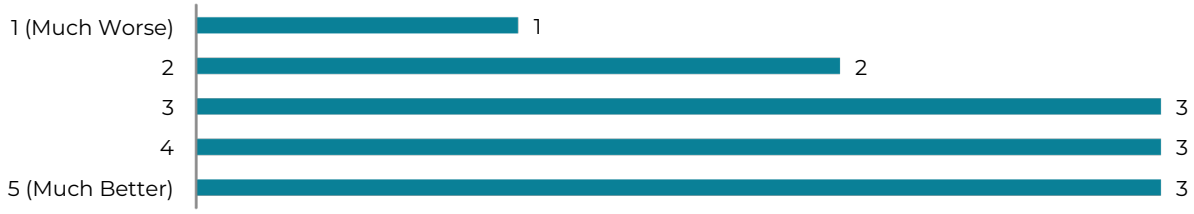
Neighborhood-Oriented City



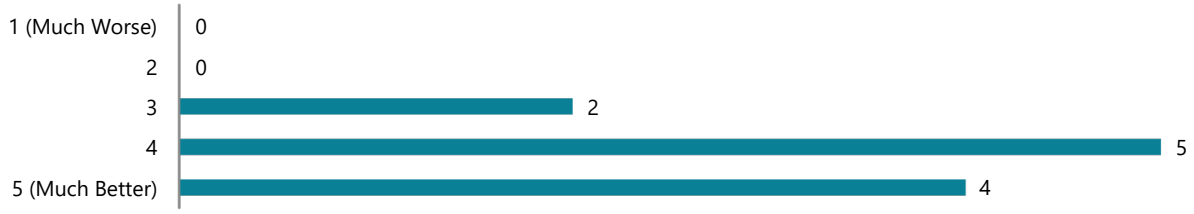
Prosperity

How do you think each of three futures would impact our city's prosperity?

Car-Oriented City



Transit-Oriented City



Neighborhood-Oriented City



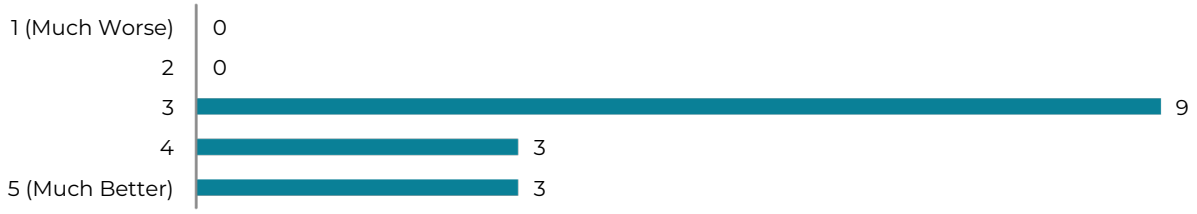
Traveling to Places You Want To Go

How do you think each of the three futures would impact your ability to travel to the places you want to go?

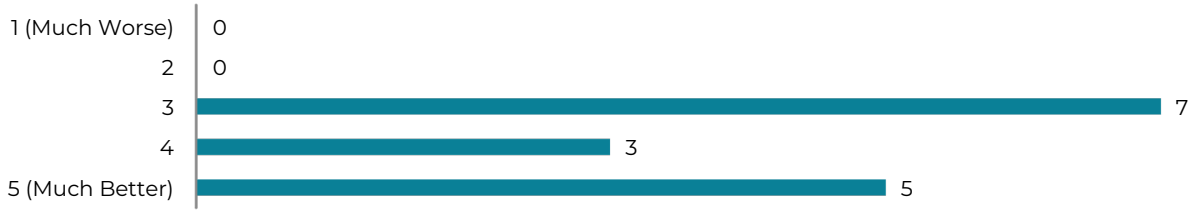
Car-Oriented City



Transit-Oriented City

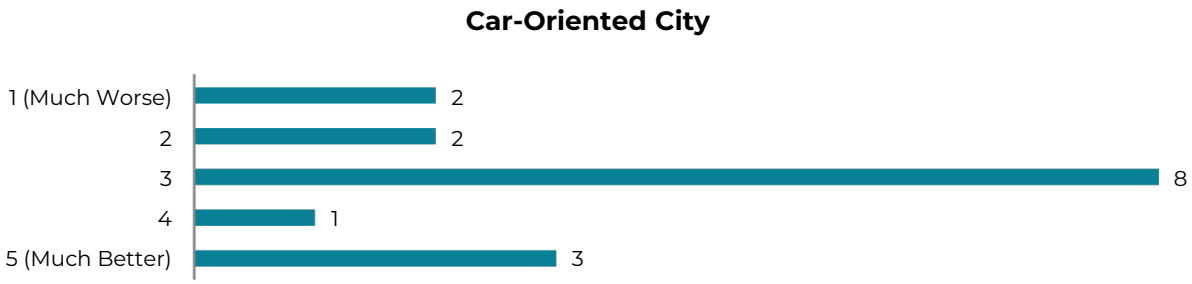


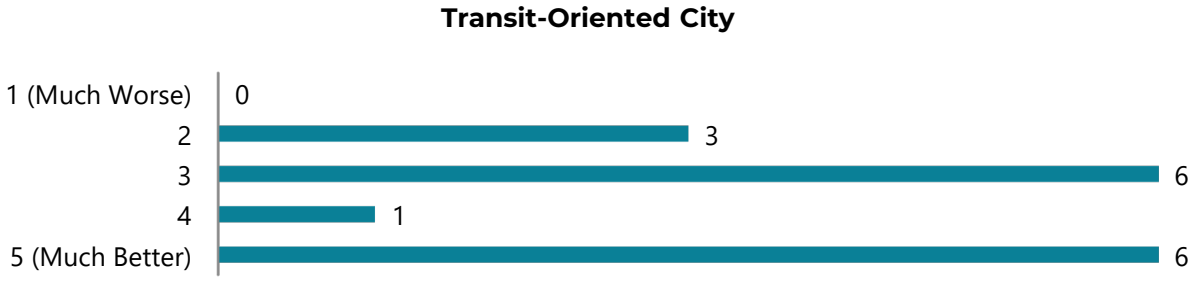
Neighborhood-Oriented City

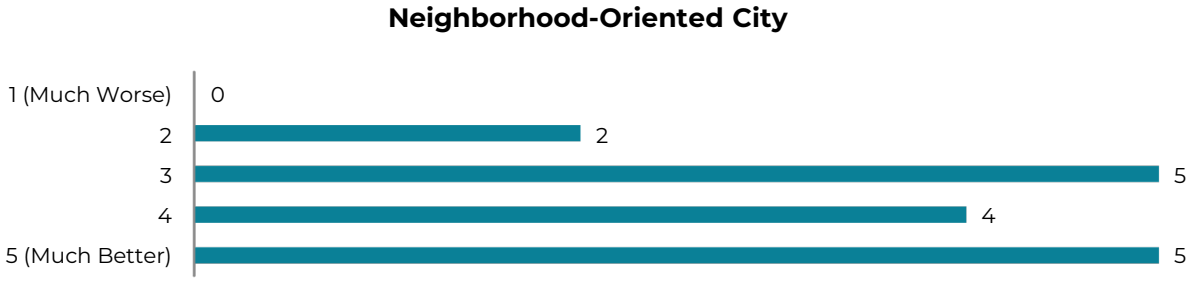


Safety/Comfort

How do you think each of the three futures would impact your safety and personal comfort when you travel?







ROUNDTABLE DISCUSSION

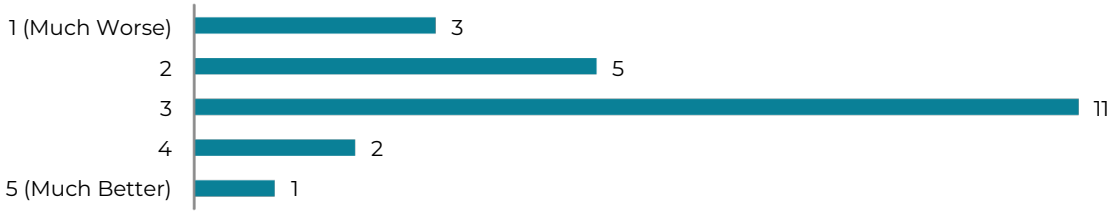
To make up for an open house cancellation due to inclement weather, the Project Team hosted a roundtable discussion, inviting members of all City of Aurora boards and commissions. The evening was also open to the general public. Following a presentation and small group discussions, attendees were asked to answer five polls. The polling questions were identical to the questions in the Milestone 2 survey. Of the 50 attendees, 22 answered the polls.

Based on the evening's discussions and the polling results shown below, attendees showed a general support for moving toward a transit or neighborhood-oriented future. In the group discussions, they did, however, have concerns about accessibility, land use/zoning, political will, public buy-in, and safety when it comes to taking action to shift away from a car-oriented city. A complete transcript of the notes from the small group discussion can be found in Appendix C: Roundtable Small Group Discussion Notes.

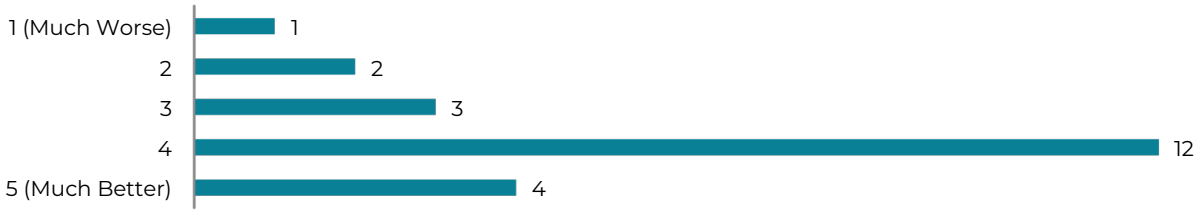
Quality of Life

How do you think each of the three futures would impact your overall quality of life?

Car-Oriented City



Transit-Oriented City



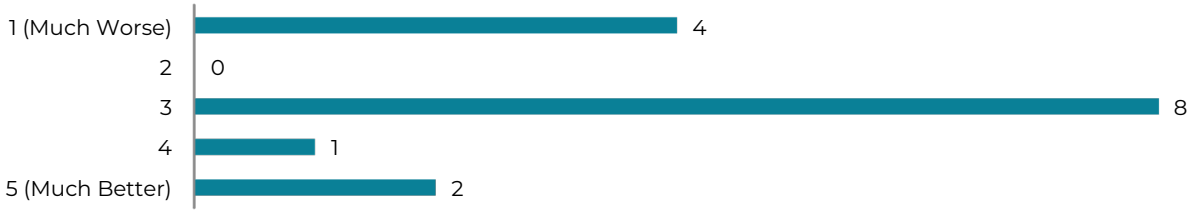
Neighborhood-Oriented City



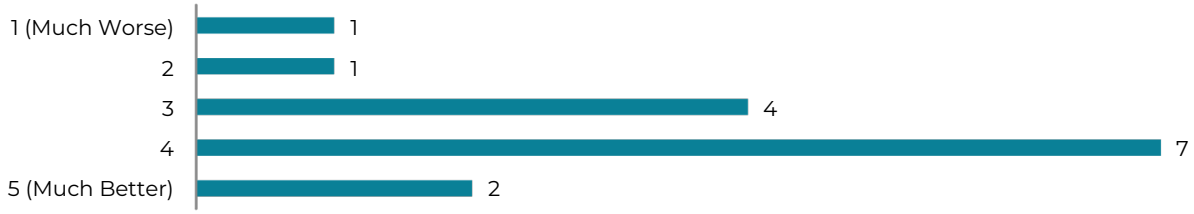
Impacts to Youth, Older Adults and Residents with Mobility Differences

How do you think each of the three futures would impact youth, older adults and residents with mobility differences?

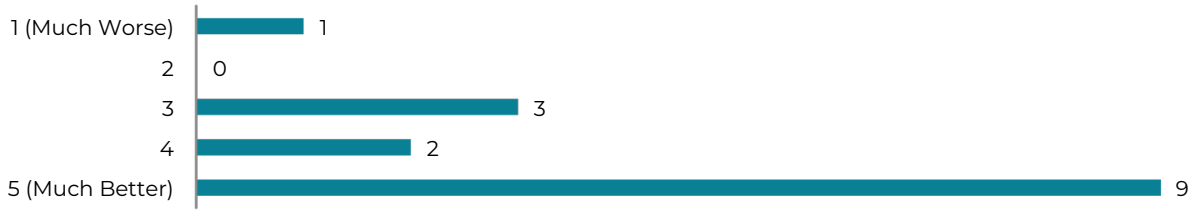
Car-Oriented City



Transit-Oriented City



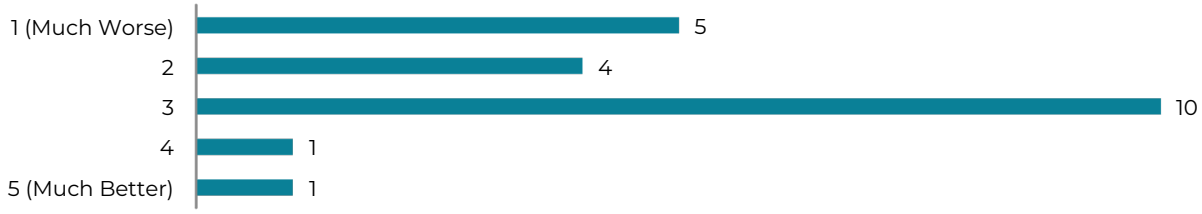
Neighborhood-Oriented City



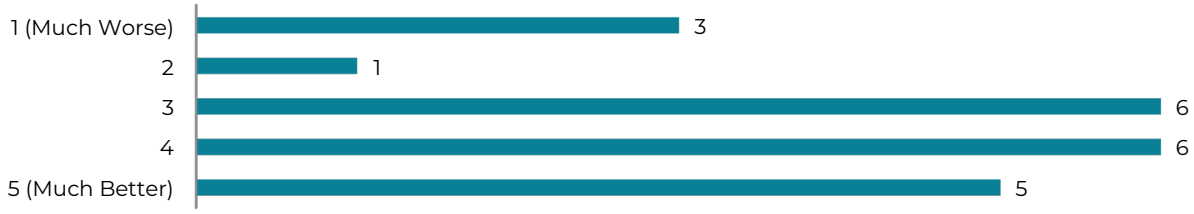
Prosperity

How do you think each of three futures would impact our city's prosperity?

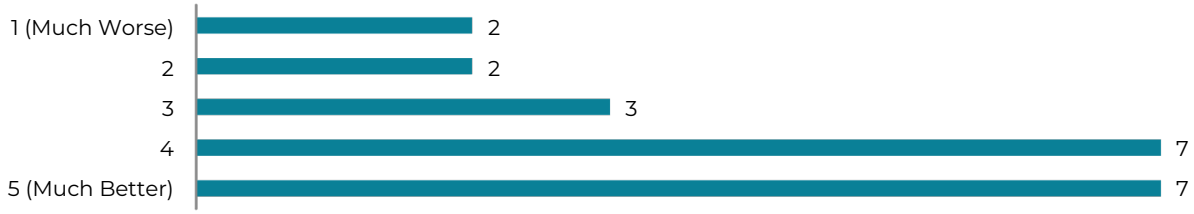
Car-Oriented City



Transit-Oriented City



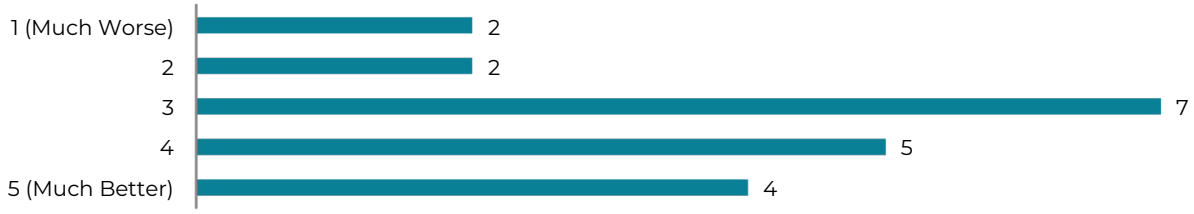
Neighborhood-Oriented City



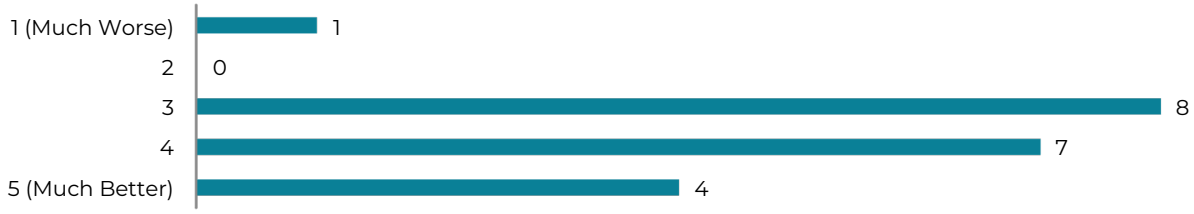
Traveling to Places You Want To Go

How do you think each of the three futures would impact your ability to travel to the places you want to go?

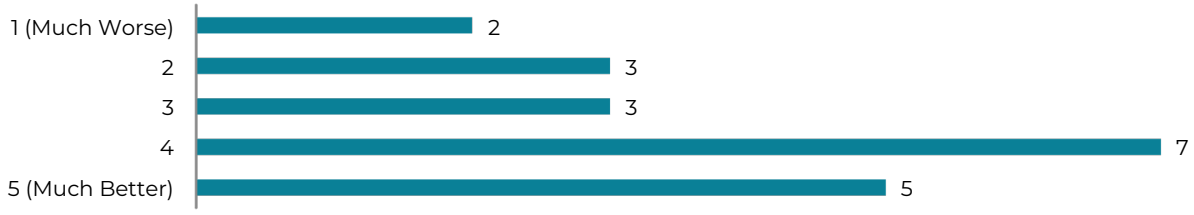
Car-Oriented City



Transit-Oriented City

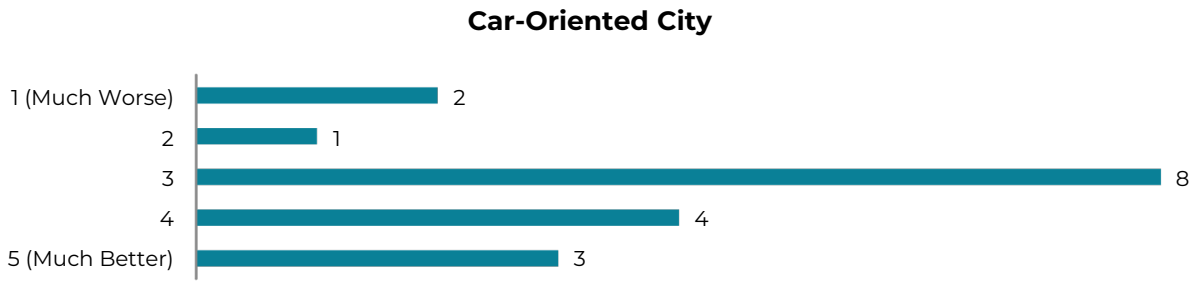


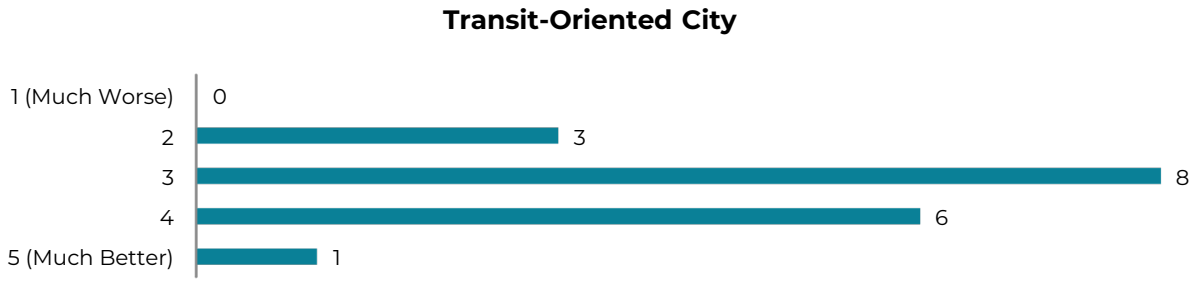
Neighborhood-Oriented City

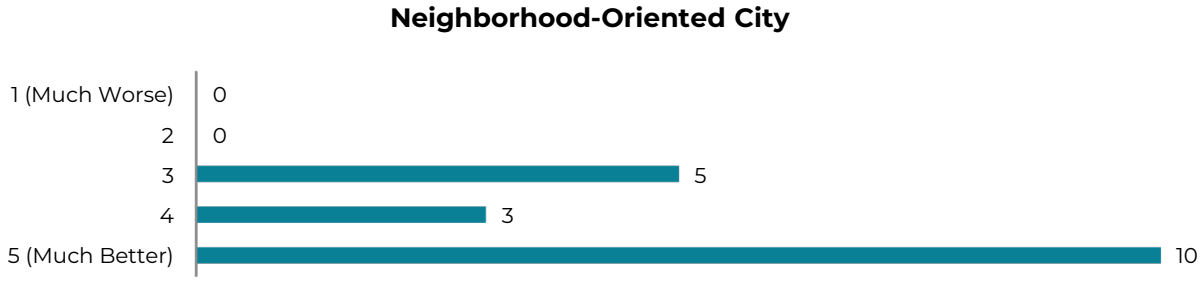


Safety/Comfort

How do you think each of the three futures would impact your safety and personal comfort when you travel?





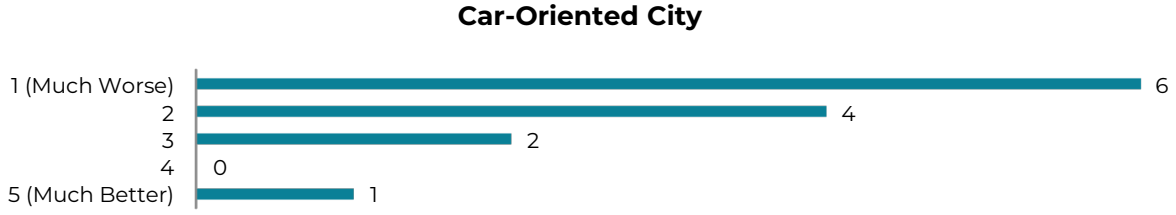


STAKEHOLDER MEETING

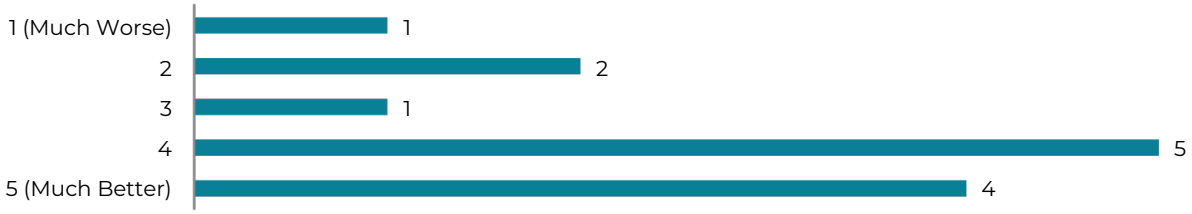
The Project Team hosted a virtual stakeholder meeting to discuss Milestone 2. Following a presentation on the project thus far and potential imagined futures, stakeholders were asked to respond to five polls. The polling questions were identical to the questions asked in the Milestone 2 survey. Overall, stakeholders tended to favor the transit-oriented and neighborhood-oriented futures.

Quality of Life

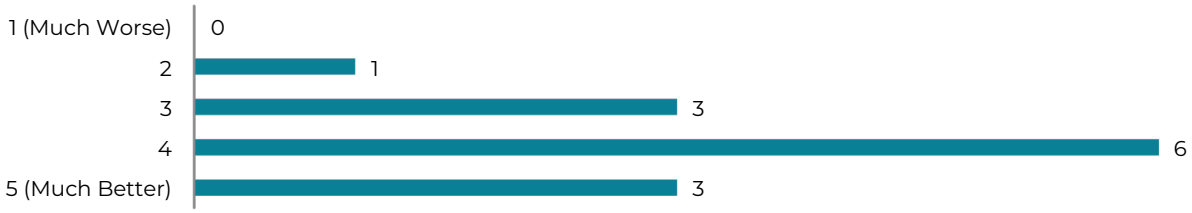
How do you think each of the three futures would impact your overall quality of life?



Transit-Oriented City



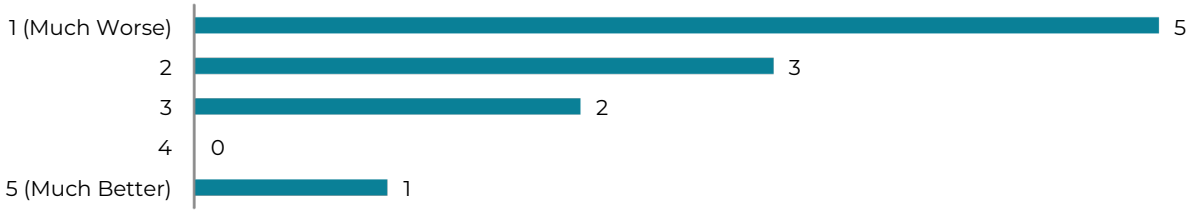
Neighborhood-Oriented City



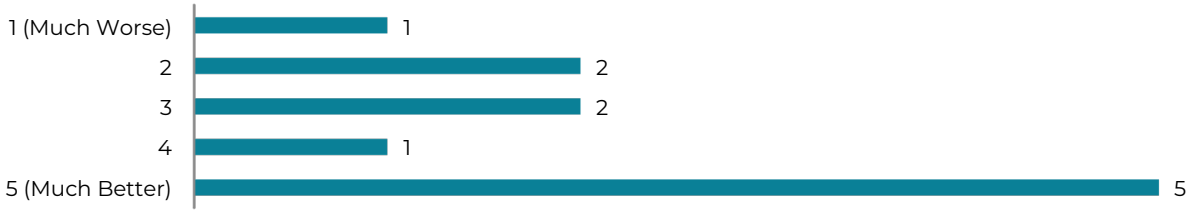
Impacts to Youth, Older Adults and Residents with Mobility Differences

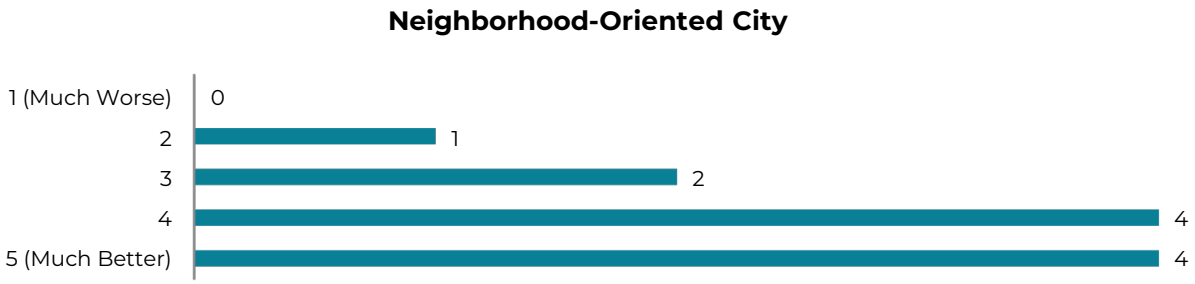
How do you think each of the three futures would impact youth, older adults and residents with mobility differences?

Car-Oriented City



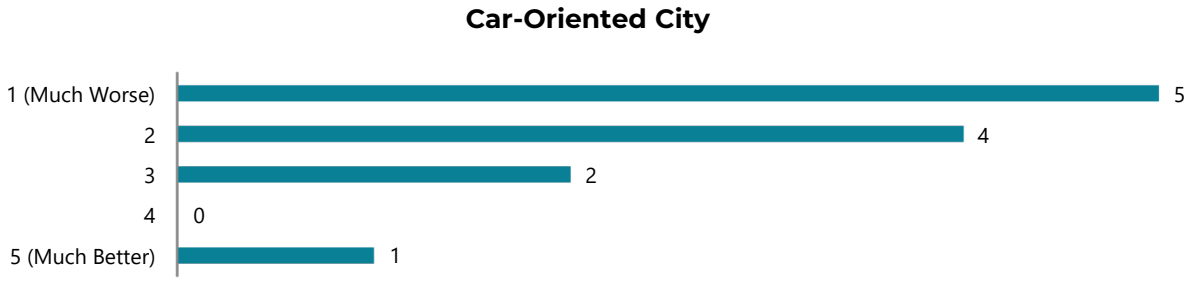
Transit-Oriented City

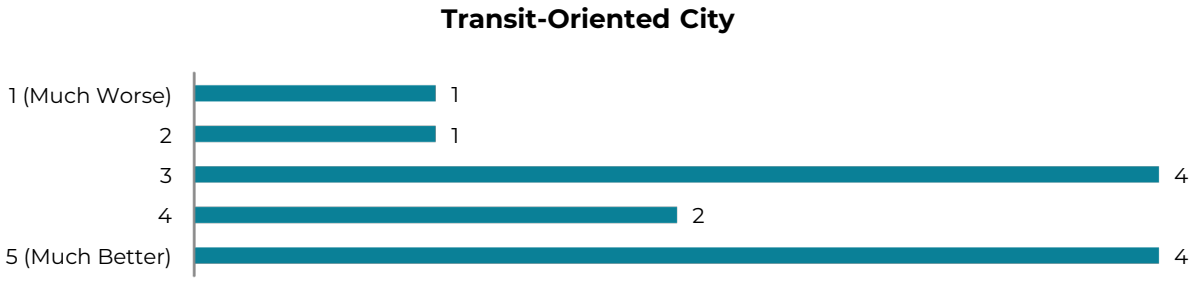


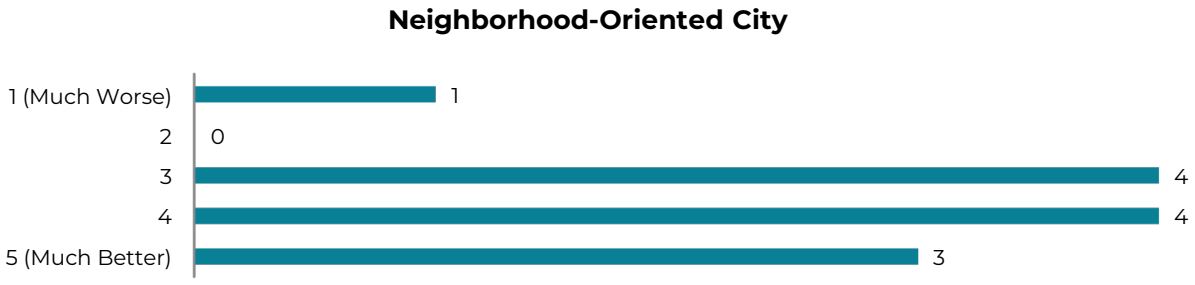


Prosperity

How do you think each of three futures would impact our city's prosperity?

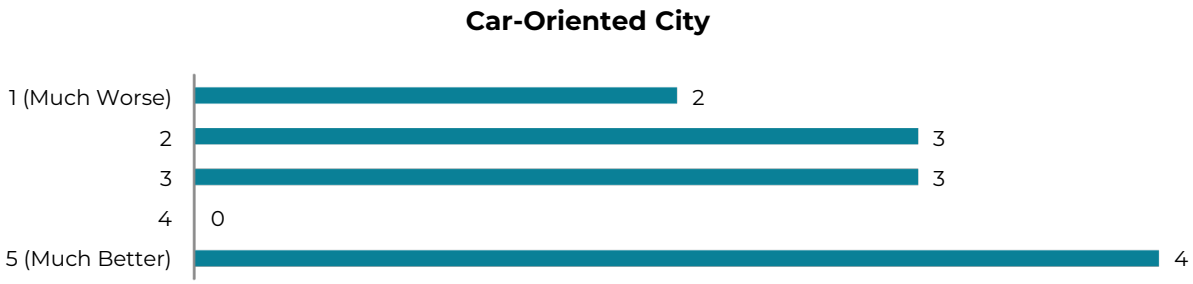


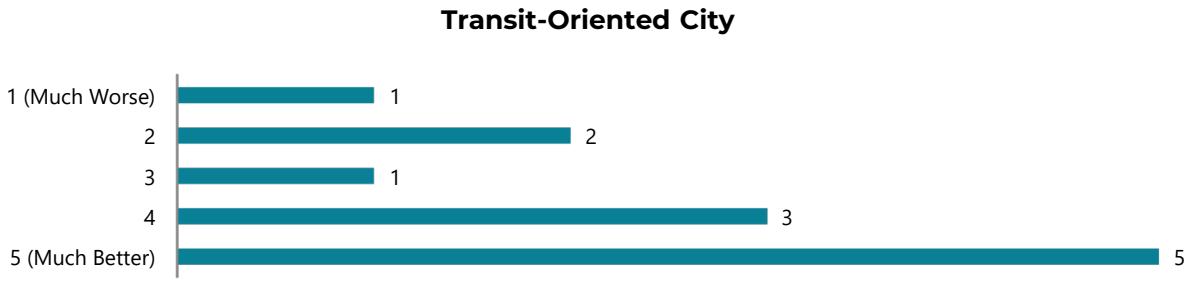


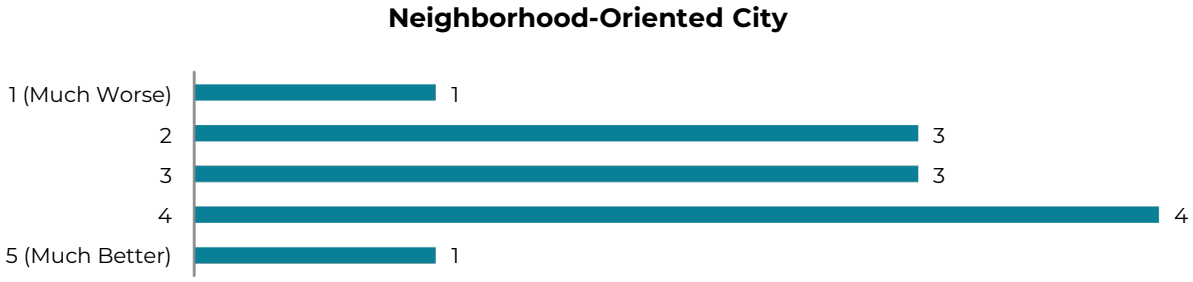


Traveling to Places You Want To Go

How do you think each of the three futures would impact your ability to travel to the places you want to go?

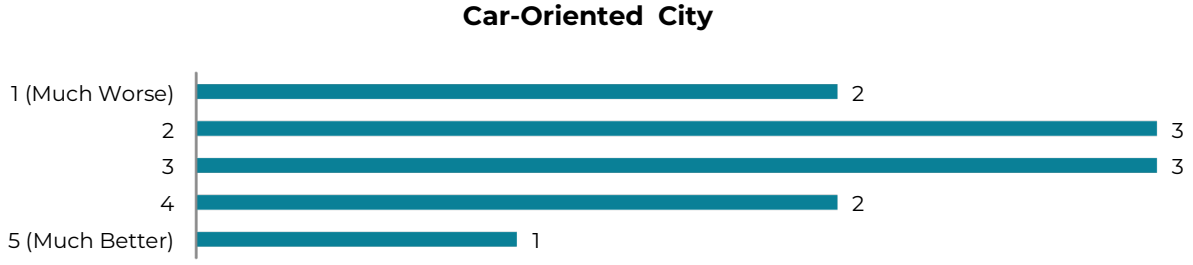


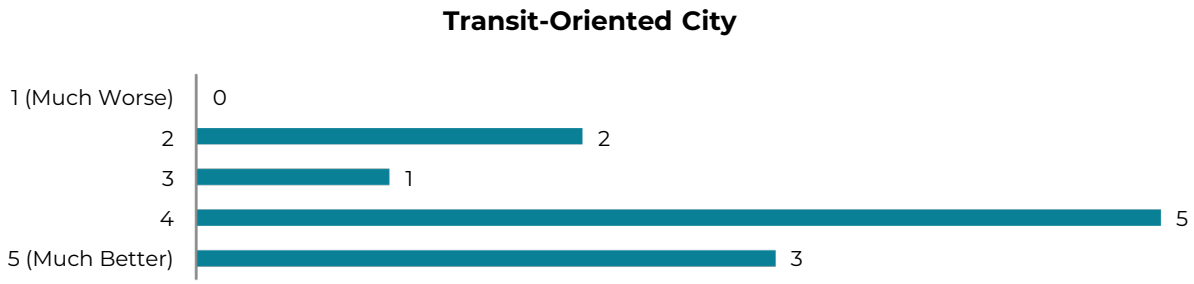


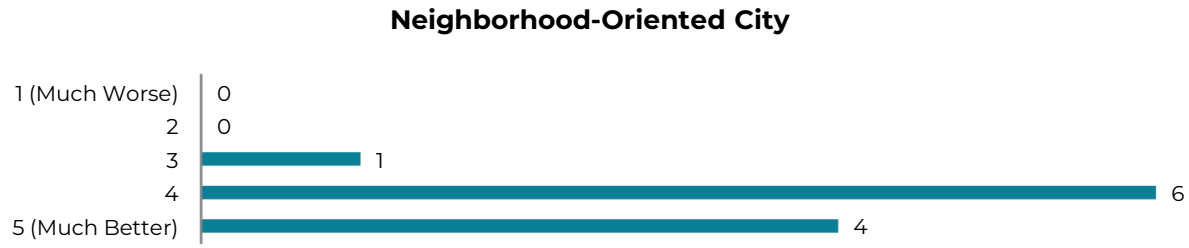


Safety/Comfort

How do you think each of the three futures would impact your safety and personal comfort when you travel?



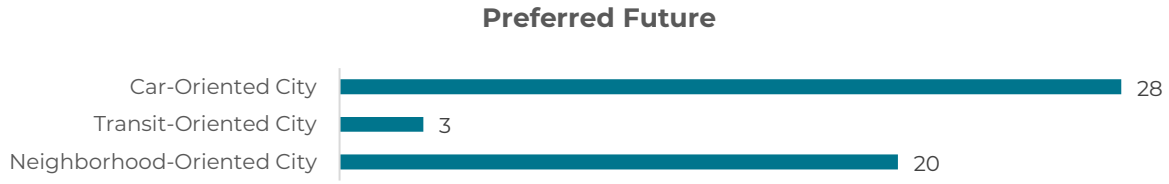




EMPLOYEE ENGAGEMENT – SEAM (JAN. 6, 2025)

Preferred Future

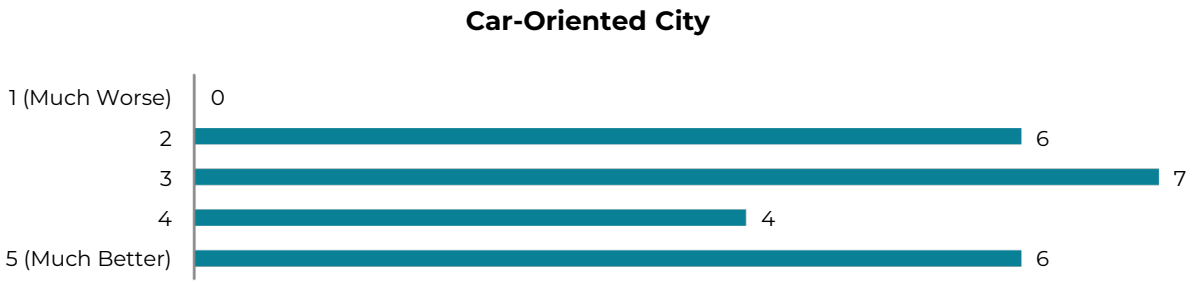
Due to printing constraints, employees at Southeast Aurora Maintenance Facility were asked which of the three futures they would prefer to see carried forward. Transit-Oriented came in at the lowest with Car-Oriented receiving the most votes. There was also strong support for a neighborhood-oriented city.

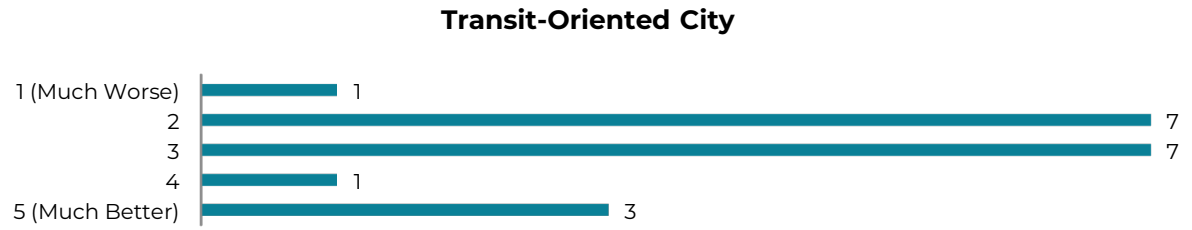


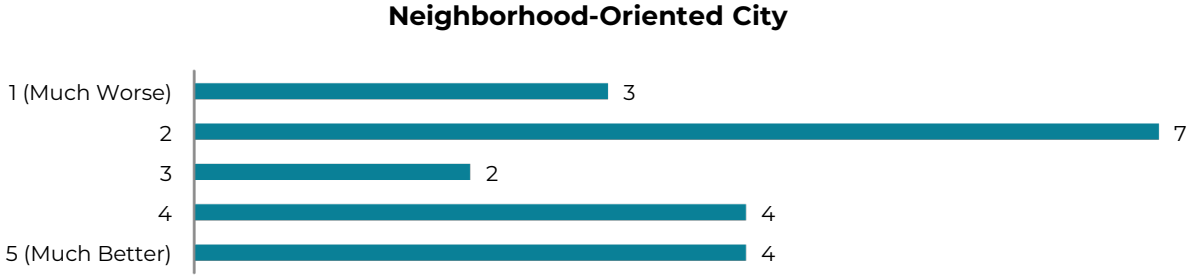
EMPLOYEE ENGAGEMENT – CENTRAL: FLEET (JAN. 9, 2025)

Quality of Life

Employees belonging to the fleet and heavy maintenance divisions at Aurora's Central Facility were asked "How do you think each of the three futures would impact your overall quality of life?". Generally, employees preferred the car-oriented city.



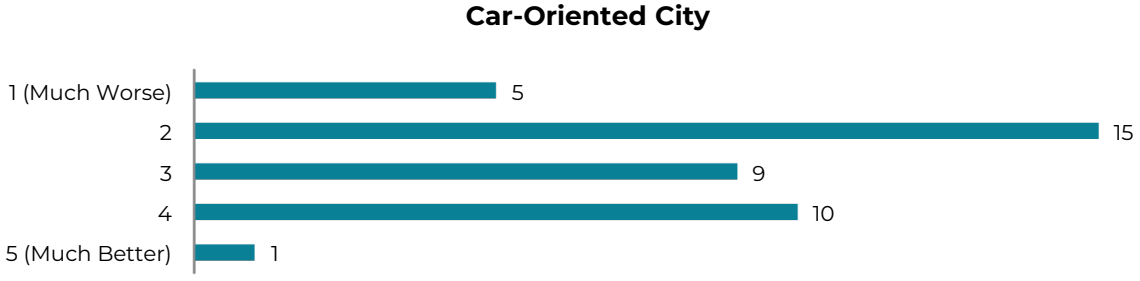


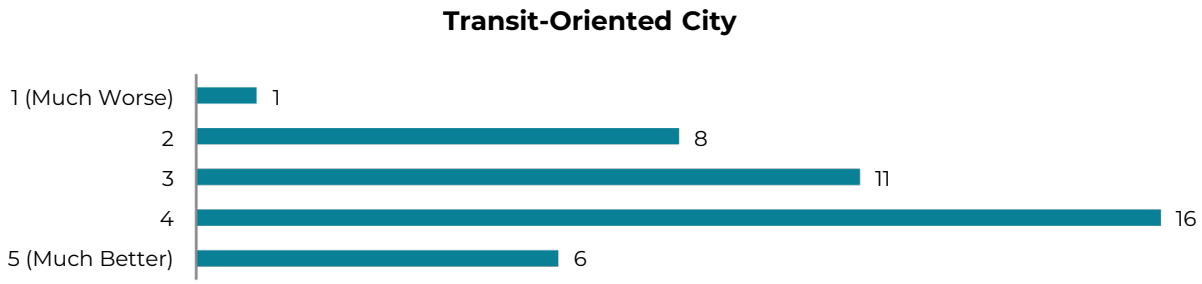


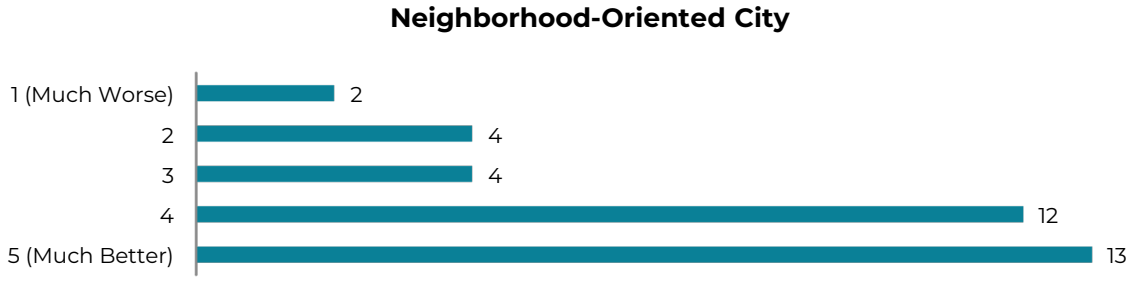
EMPLOYEE ENGAGEMENT – CENTRAL: PARKS, RECREATION & OPEN SPACE AND AURORA WATER (JAN. 10, 2025)

Quality of Life

Operations and maintenance employees at Aurora's Central Facility were asked "How do you think each of the three futures would impact your overall quality of life?". Generally, employees preferred the transit-oriented or neighborhood-oriented city.





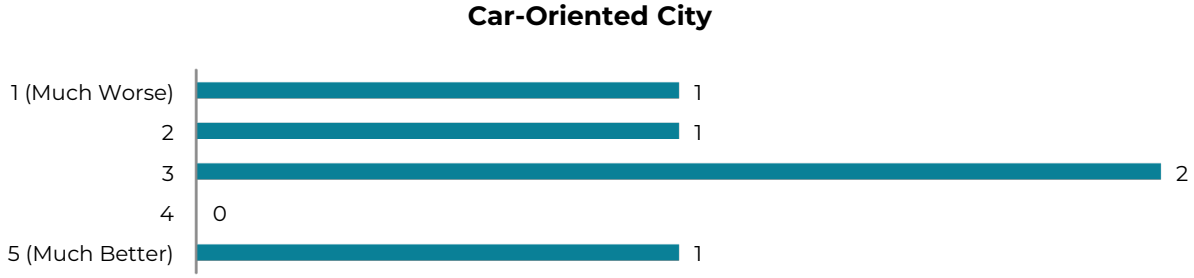


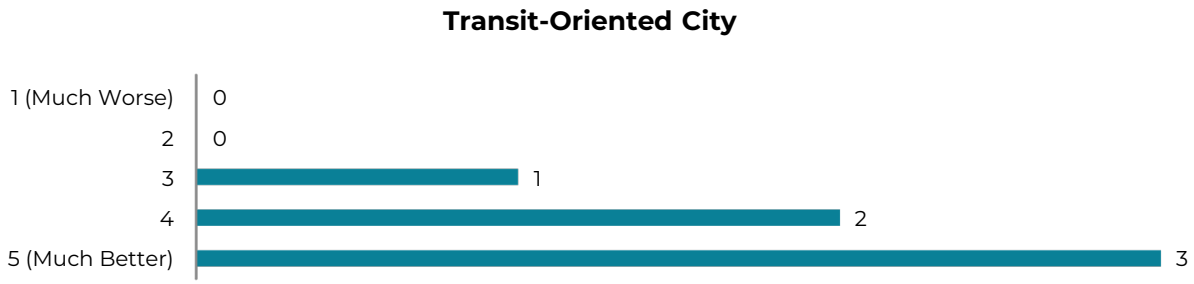
POP UP #1 – VILLAGE EXCHANGE CENTER (NOV. 11, 2024)

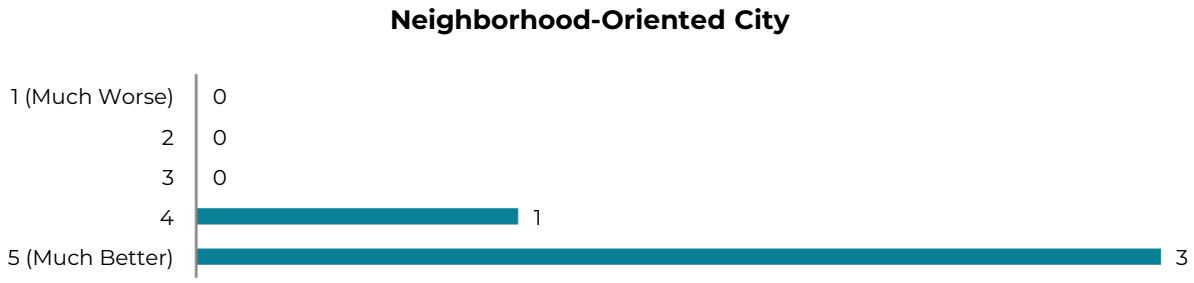
During a pop-up event hosted at the Village Exchange Center's monthly food bank drive, 13 families stopped to learn more about the project. Of those 13 families, 5 individuals participated in the dot board feedback activity largely due to a language barrier. Based on the conversations and dot board participation, the quality of life of attendees would be greatly improved by either a transit-oriented or neighborhood-oriented future.

Quality of Life

How do you think each of the three futures would impact your overall quality of life?





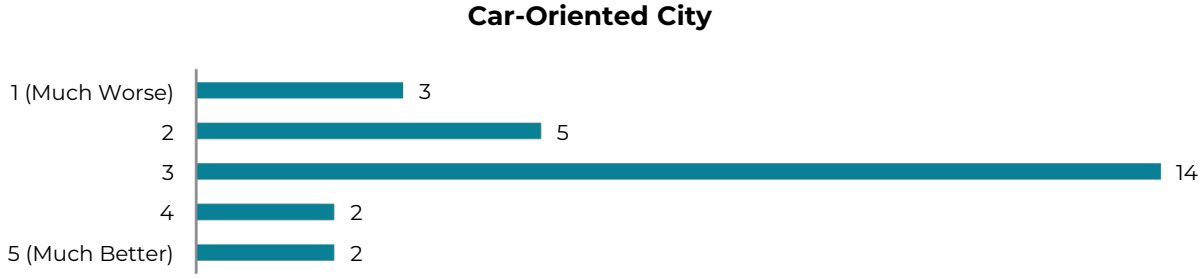


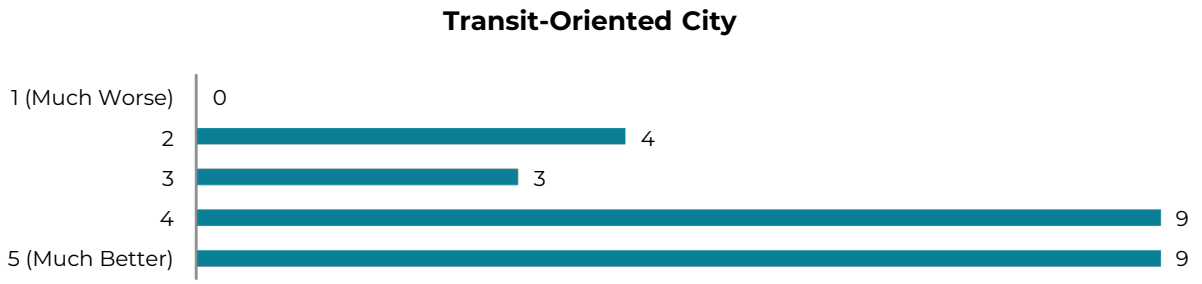
POP UP #2 – AURORA ANIMAL SHELTER VACCINE CLINIC (NOV. 17, 2024)

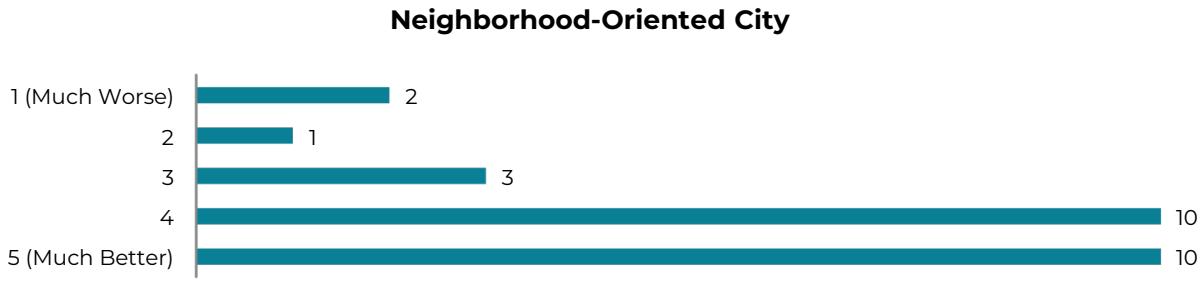
At the Aurora Animal Shelter's quarterly free vaccine clinic, the Project Team hosted a pop-up booth. 25 community members learned more about the project's imagined futures and participated in the dot board activity. As seen below, a car-oriented future would largely have either no or a negative impact on quality of life, while a transit-oriented or neighborhood-oriented city would improve quality of life.

Quality of Life

How do you think each of the three futures would impact your overall quality of life?





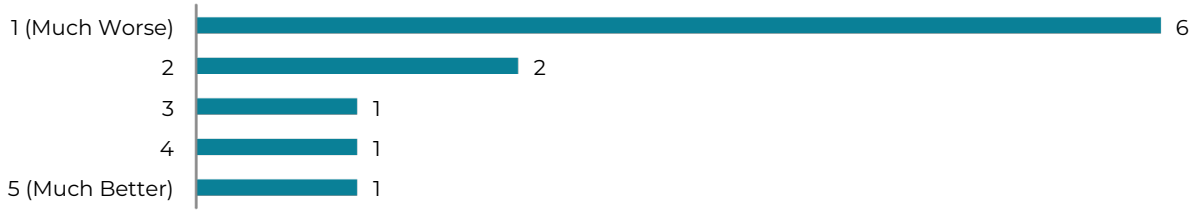


POP UP #3 – BECK RECREATION CENTER (NOV. 23, 2024)

To reach community members in central Aurora, the Project Team hosted a pop-up event at Beck Recreation Center. A total of 11 community members who entered the rec center participated in the dot board activity about quality of life, the majority indicating that a car-oriented city would make their quality of life "much worse", and a transit-oriented or neighborhood-oriented city would make their quality of life "much better."

Quality of Life

How do you think each of the three futures would impact your overall quality of life?



Transit-Oriented City



Neighborhood-Oriented City



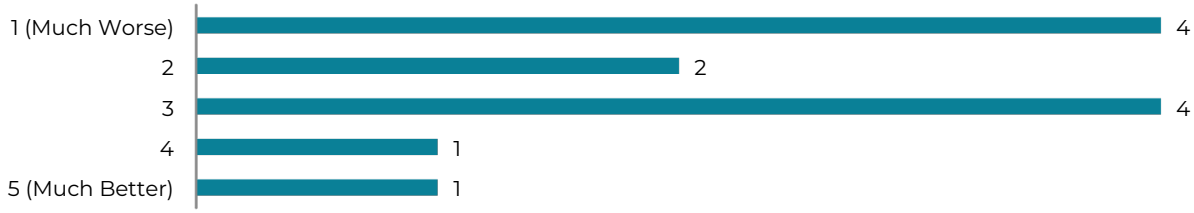
POP UP #4 – SOUTHEAST RECREATION CENTER (NOV. 26, 2024)

To reach community members in southeast Aurora, the Project Team hosted a pop-up event at Southeast Recreation Center. A dozen community members who entered the rec center participated in the dot board activity about quality of life. The majority indicated that a car-oriented city would make their quality of life either "much worse" or would remain "same as today," and a transit-oriented or neighborhood-oriented city would make their quality of life "better" or "much better."

Quality of Life

How do you think each of the three futures would impact your overall quality of life?

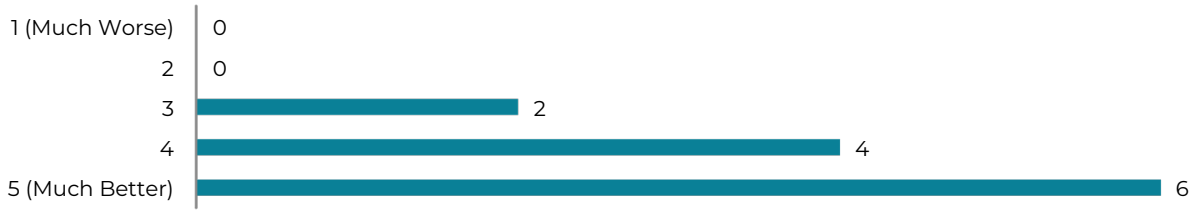
Car-Oriented City



Transit-Oriented City



Neighborhood-Oriented City



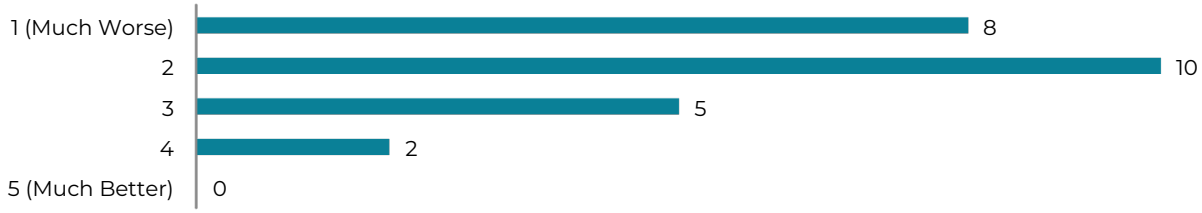
POP UP #5 – GO FUND THE CITY (NOV. 21, 2024)

Info?

Quality of Life

The Project Team asked attendees of Go Fund the City, part of the Aurora Chamber of Commerce "Leadership Aurora" event that invited local community and business leaders to city hall to learn about city government departments, to provide feedback on the three imagined futures. When asked “How do you think each of the three futures would impact your overall quality of life?” participants generally favored the transit or neighborhood-oriented city.

Car-Oriented City



Transit-Oriented City



Neighborhood-Oriented City



AURORA YOUTH COMMISSION PRESENTATION (DEC. 5, 2024)

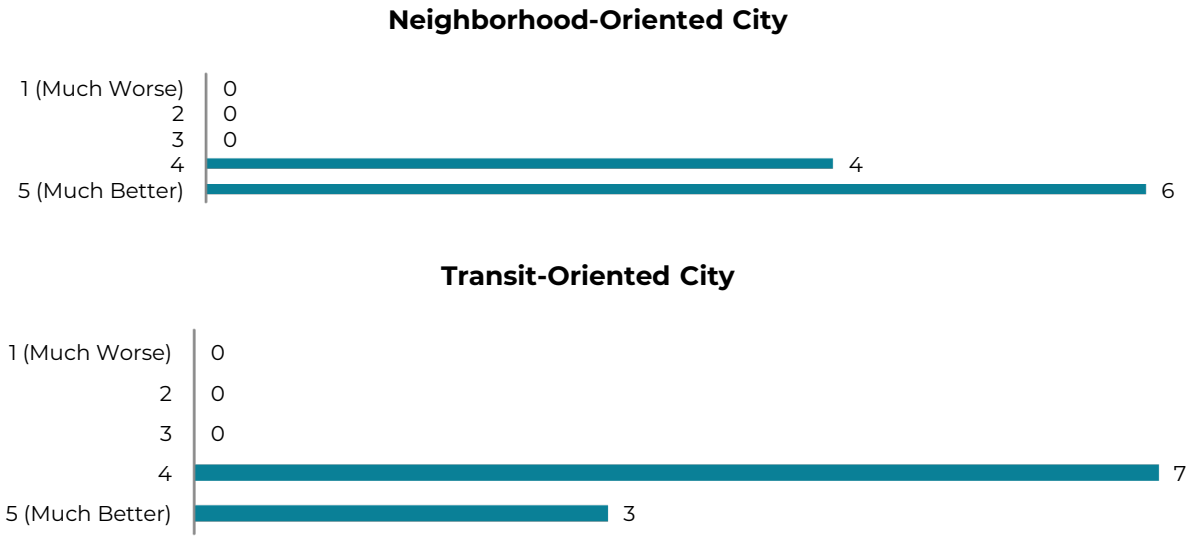
At the Auora Youth Commission's monthly meeting, the Project Team presented information on the imagined futures and asked commissioners to participate in the "quality of life" dot board activity. As reflected below, the 10 commissioners present were largely in favor of a neighborhood-oriented city, showing strong support for a transit-oriented city as well.

Quality of Life

How do you think each of the three futures would impact your overall quality of life?

Car-Oriented City





OVERALL RESULTS

- 95% of survey respondents belong to households that own a vehicle.
- The majority of survey respondents identify as female.
- Many pop-up event participants and roundtable discussion attendees expressed **appreciation for the project as a whole and were glad to have an opportunity to have a voice in the process.**
- Most participants, in both in-person and virtual engagement opportunities, favored either the transit-oriented or neighborhood-oriented future for Aurora.

What We Heard Overall – Quality of Life

During all in-person and virtual events and in the survey, community members were asked to provide insight on how each imagined future would impact their quality of life on a scale of making it "Much Worse" to "Much Better." This was the only question that was asked at the pop-up events and open houses and was also included in the survey and in the polling at the stakeholder meeting, roundtable discussion, and virtual town hall.

Of those surveyed, 85% said that their overall quality of life would be either the same as today or worse in a car-oriented city future. Seventy five percent of respondents said that a transit-oriented city would make their quality of life better or much better. When considering a neighborhood-oriented future, 77% of respondents said their quality of life would be either better or much better.



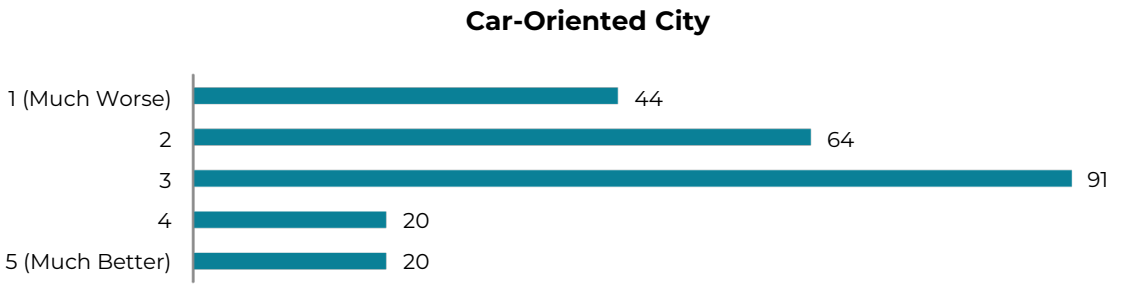
What We Heard Overall – Impacts to Youth, Older Adults and Residents with Mobility Differences

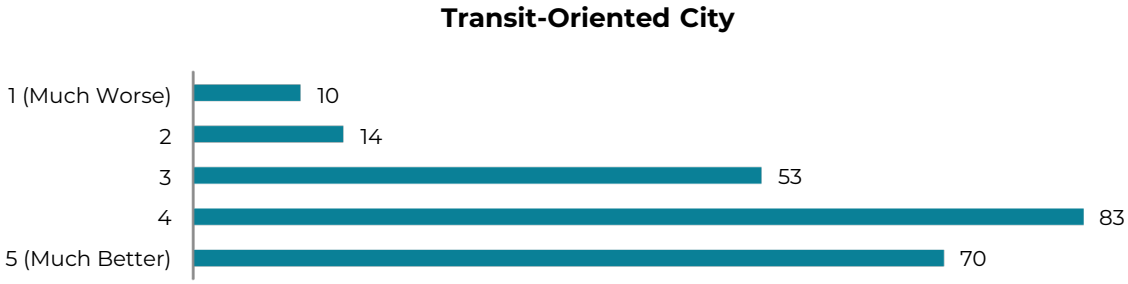
When asked how each of the three futures would impact youth, older adults and residents with mobility differences, 45% indicated a neighborhood-oriented city would make conditions "much better." This question was asked in the online/paper survey, during the stakeholder meeting and roundtable discussion, and at the virtual townhall.

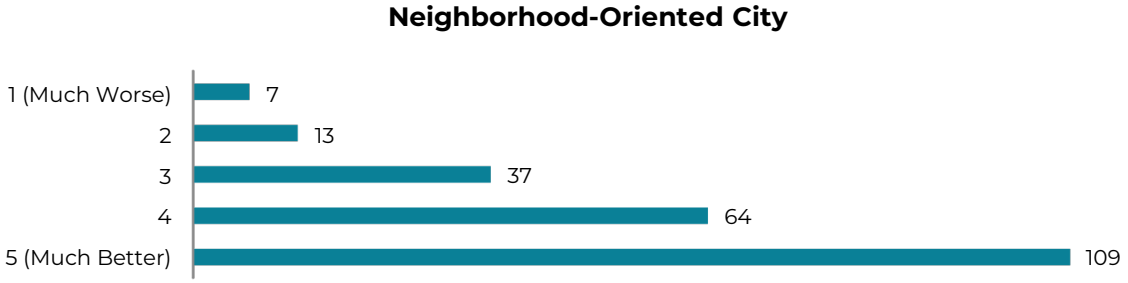


What We Heard Overall – Prosperity

Of those surveyed, the majority of respondents indicated that a car-oriented future would make things worse, much worse, or the same as today in regard to prosperity. 61% of respondents indicated that a transit-oriented future would make prosperity either “better” or “much better,” with 71% of respondents indicating the same of a neighborhood-oriented future. This question was asked in the online/paper survey, during the stakeholder meeting and roundtable discussion, and at the virtual townhall.







What We Heard Overall – Traveling to Places You Want To Go

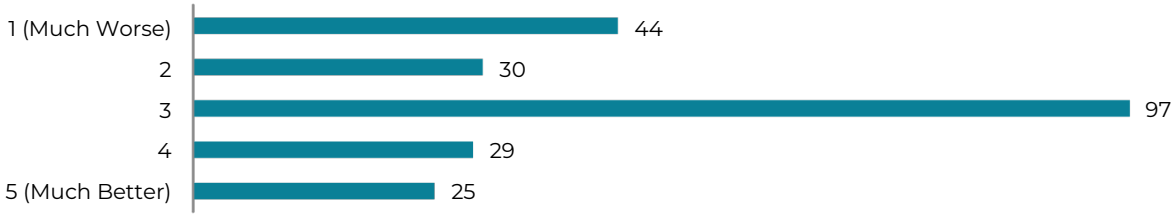
When asked how each of the three futures would impact their ability to travel to the places they want to go, community members showed favor for a neighborhood-oriented future, with 33% of respondents saying a neighborhood-oriented city would make their mobility "much better." 37% of respondents indicated that a car-oriented city would cause their ability to travel to the places they want to go to be the same as today. 34% of respondents indicated a transit-oriented future would also cause their ability to travel to the places they want to go to be the same as today. This question was asked in the online/paper survey, during the stakeholder meeting and roundtable discussion, and at the virtual townhall.



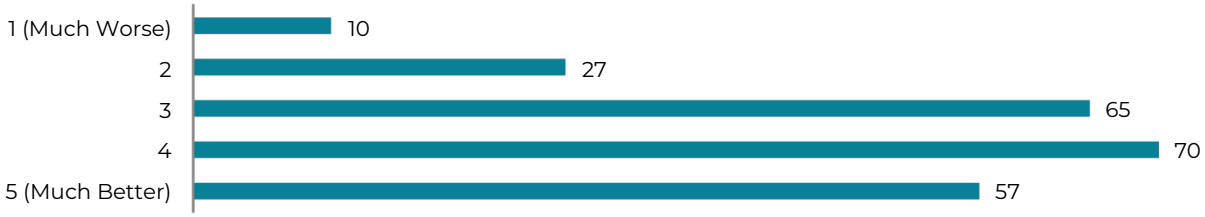
What We Heard overall – Safety and Comfort

Community members were asked to provide feedback on how each future would impact their level or personal comfort and safety. Seventy two percent said a car-oriented city would cause their comfort and safety levels to be the same as today or worse, with 50% of respondents similarly saying a transit-oriented city would worsen or not impact their current level of safety and comfort. In contrast, 70% of respondents indicated that a neighborhood-oriented city would cause their comfort and safety levels to either be better or much better than today. This question was asked in the online/paper survey, during the stakeholder meeting and roundtable discussion, and at the virtual townhall.

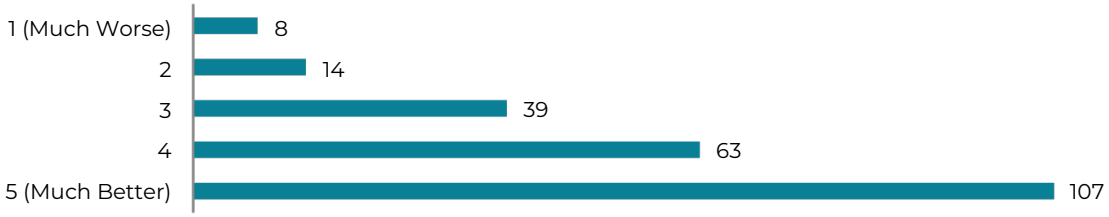
Car-Oriented City



Transit-Oriented City



Neighborhood-Oriented City



APPENDIX A: MILESTONE 2 PROMOTIONAL MATERIALS

LEAVE BEHIND FLYER



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

More input needed on transportation in Aurora this fall!

¡Se necesitan más comentarios sobre el transporte en Aurora este otoño!

Participate in Milestone 2 of Connecting Aurora

Work continues on Aurora's first-ever citywide multimodal transportation master plan. Your next chance to provide input is this November.

This year, many people have taken our surveys, and talked to us at community events and open houses. The input gathered helped us better understand our community's transportation needs and priorities.

Now we need input on different transportation and land use scenarios and project priorities, and how we can meet Aurora's transportation goals.

Join us at an upcoming open house or online anytime from Nov. 6 to Dec. 6 to offer feedback and help us develop us identify potential projects for review in spring 2025.

Participe en el segunda fase de Connecting Aurora

Continúa el trabajo en el primer plan maestro de transporte multimodal de Aurora. La siguiente oportunidad para dar tu opinión es este mes de noviembre.

Este año, muchas personas han respondido a nuestras encuestas y han hablado con nosotros en eventos comunitarios y jornadas de puertas abiertas. Las aportaciones recogidas nos han ayudado a comprender mejor las necesidades y prioridades de transporte de nuestra comunidad.

Ahora necesitamos su opinión sobre los diferentes escenarios de transporte y uso de la propiedad y las prioridades de los proyectos, y cómo podemos alcanzar los objetivos de transporte de Aurora.

Partic
línea
para c
para a

CONNECTING AURORA

Join us in-person and online | Participe en persona y en línea

Public Open House #1	Public Open House #2	Public Open House #3	Virtual Town Hall	Self-Guided Online Feedback
Nov. 6 | 5:30-7:30 p.m.	Nov. 7 | 5:30-7:30 p.m.	Nov. 14 | 5:30-7:30 p.m.	Dec. 4 5:30-7 p.m.	Nov. 6 to Dec. 6
Crawford Elementary School 1600 Florence St. Aurora, CO 80010	Jewell Elementary School 14601 E. Jewell Ave. Aurora, CO 80012	Aurora Highlands P-8 24405 E 42nd Ave. Aurora, CO 80019	cutt.ly/VirtualTownHall	EngageAurora.org/ConnectingAurora
Jornada Pública Abierta #1	**Jornada Pública Abierta #2**	**Jornada Pública Abierta #3**	**Ayuntamiento Virtual**	**Autoguiado en línea de Puertas Abiertas**
Nov. 6 | 5:30-7:30 p.m.	Nov. 7 | 5:30-7:30 p.m.	Nov. 14 | 5:30-7:30 p.m.	Dic. 4 5:30-7 p.m.	Nov. 6 a Dic. 6
Crawford Elementary School 1600 Florence St. Aurora, CO 80010	Jewell Elementary School 14601 E Jewell Ave, Aurora, CO 80012	Aurora Highlands P-8 24405 E 42nd Ave. Aurora, CO 80019	cutt.ly/VirtualTownHall	EngageAurora.org/ConnectingAurora

Contact information | Información del contacto

720.984.2109 connectingauroraco@gmail.com EngageAurora.org/ConnectingAurora

FACT SHEET



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Summer 2024

PROJECT OVERVIEW

Many studies conducted over the years in Aurora have targeted specific areas of the city to gather public input and provide guidance for transportation needs, resulting in new or improved ways to get around. But this year, the city is launching Connecting Aurora – its first-ever citywide multimodal transportation master plan – to look holistically at the transportation needs of the entire city.

Connecting Aurora is a transportation plan that will identify projects, policies, and programs to be implemented over the next five to 20 years and beyond. This plan aims to better connect our residents, employees, and visitors to various destinations across the city. This plan will also help to create more interesting and safer places for our city through better and innovative transportation design and improvements.

What does multimodal mean?

Multimodal is a transportation term that means all the different ways people travel. This could be your car, a bus or train, your feet or wheels, bicycle, scooter, skateboard, hoverboard, or box truck. You name it.

We want to make sure this plan considers all types of transportation modes.

PLANNING PROCESS AND TIMELINE

Connecting Aurora is being developed over the next two years and a final draft will be presented at the end of 2025. Throughout the process, we will work closely with you to make sure we are headed in the right direction and that the outcomes reflect the needs of our community.

Below is a timeline of the planning process.

Discover (Early 2024)
- Existing Conditions Analysis
- Future Trends Analysis

Synthesize (Mid-2024)
- Vision, Goals, Objectives, Values, Priorities
- Strength, Weakne
and Challenges Ar
- Scenario Develop
- Modeling and Test

Visualize (Late 2024 to Mid
- Multimodal Syster
and Evaluation

Realize (Late 202
- Policies and Progr
- Implementation P
- Final Report and c
Transportation Inf



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Summer 2024

More about the Connecting Aurora plan

Over the next couple of years, the city will examine how to make traveling in Aurora better for everyone in our community.

The plan will propose improvements that will offer safer, more comfortable, and more convenient transportation options for everyone who walks, rolls, bikes, drives and takes transit.

The purpose is to create a complete transportation system for people of all backgrounds, incomes, ages, and abilities. The plan will identify necessary projects, policies, and programs for all modes of transportation, including bike, pedestrian, transit, freight and vehicular traffic consistent with the city's overall development vision expressed in the adopted comprehensive plan, Aurora Places.

Connecting Aurora will guide the development, design, and delivery of future multimodal transportation infrastructure projects and programs that focus on providing safer, more sustainable and convenient mobility options for the community.

Get involved

Your feedback is critical in guiding the development of Connecting Aurora.

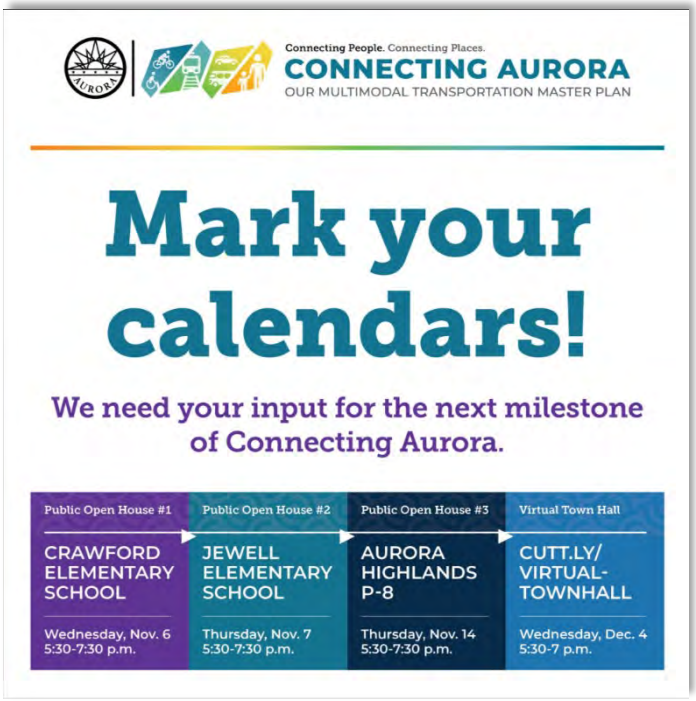
The final plan will reflect the community's shared vision for Aurora and includes improvements that will enhance your quality of life. There will be several online and in-person opportunities for the community to engage in the planning process throughout the next two years.

GIVE US A CALL
720.984.2109

SEND US AN EMAIL
connectingauroraco@gmail.com

LEARN MORE ONLINE
EngageAurora.org/ConnectingAurora

SOCIAL MEDIA POSTS 1-4

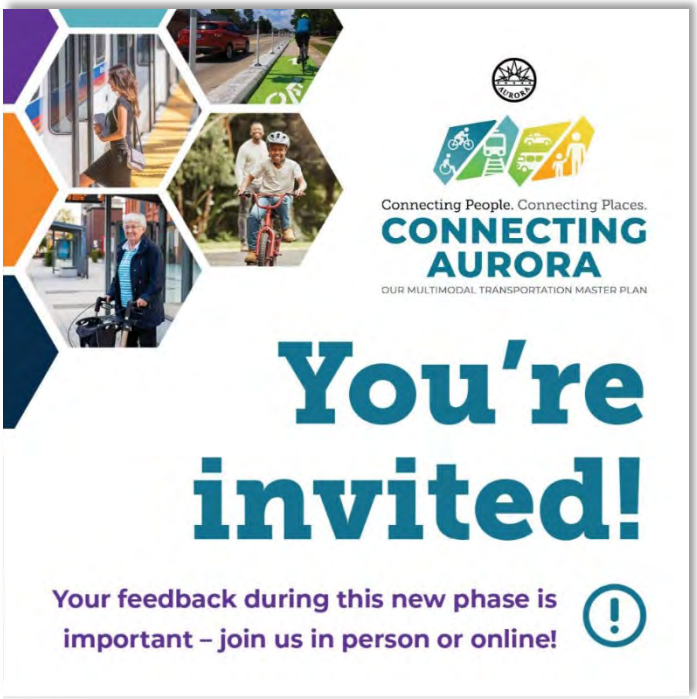








SOCIAL MEDIA POSTS 4-8









NEWS AURORA ARTICLE (OCT. 2025)



More transportation input is needed in November

The city is continuing its work on Aurora's first-ever citywide multimodal transportation master plan, and your next chance to provide input is coming up this November.

During the spring and summer months, many people took our surveys, went to our open houses and talked to us at community events. Based on what we heard, our community wants safer and more convenient transportation options. Overall, the input we gathered helped us better understand our community's transportation needs and priorities given our limited resources.

In November, the city wants you to weigh in on what the future of transportation will look like in Aurora. Based on the input received so far this year, the project team has crafted scenarios to consider for Aurora's transportation future. Several feedback opportunities related to these scenarios will be available online and in person. The project team will use the public input to identify potential projects and multimodal networks by spring 2025.

Visit **EngageAurora.org/ConnectingAurora** to find out the dates for open houses and other engagement opportunities or contact us at 720984.2109 or **ConnectingAuroraCO@gmail.com** anytime to offer input.

AURORA ROAD CONSTRUCTION ROUNDUP ARTICLE

AURORA Road Construction Roundup

Nov. 1, 2024

View email as webpage

Last chance: Provide input on our Havana and Yale sidewalk project by Nov. 11



It's your last chance to provide input on the Havana and Yale Multimodal Access Project. Take our five-minute survey before Nov. 11 or view the roll plots and post your comments regarding our plans for filling sidewalk gaps, widening substandard sidewalks and improving multimodal access in three locations along Havana Street and Yale Avenue.



CONNECTING AURORA

You're invited!

Your feedback during this new phase is important – join us in person or online!

More feedback needed on transportation

The work on Connecting Aurora, our first-ever citywide multimodal transportation master plan, continues. We need your input again for Milestone 2, when we will get your thoughts on how different transportation and land use scenarios can best meet Connecting Aurora's goals.

Join us for an open house or virtual town hall or provide feedback online starting Nov. 6 at EngageAurora.org/ConnectingAurora.

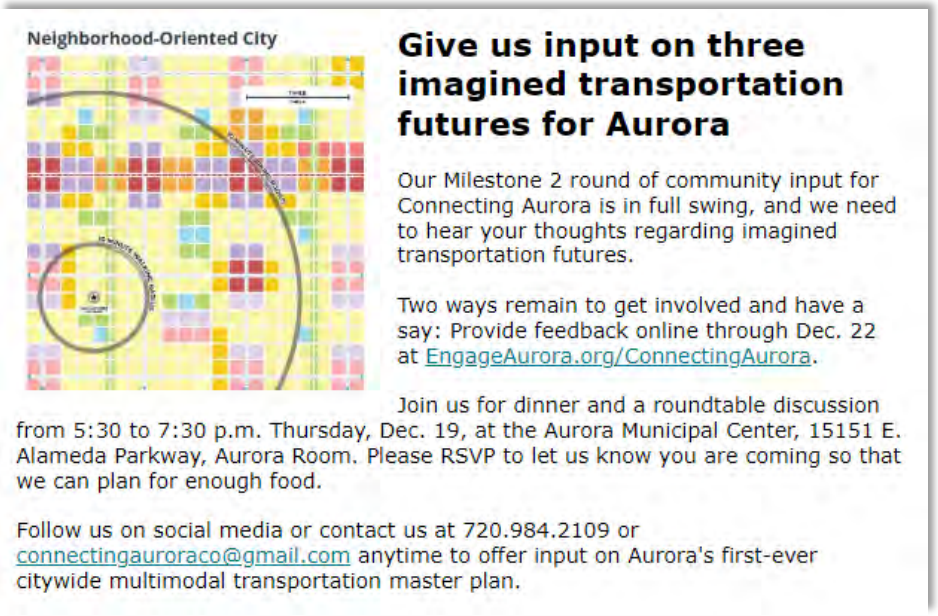
Open House No. 1
Wednesday, Nov. 6, 5:30 to 7:30 p.m.
Crawford Elementary School, 1600 Florence St.

Open House No. 2
Thursday, Nov. 7, 5:30 to 7:30 p.m.
Jewell Elementary School, 14601 E. Jewell Ave.

Open House No. 3
Thursday, Nov. 14, 5:30 to 7:30 p.m.
Aurora Highlands P-8, 24405 E. 42nd Ave.

Virtual Live Town Hall
Wednesday, Dec. 4, 5:30 to 7:30 p.m.
Zoom meeting link: cutt.ly/VirtualTownHall

THIS IS AURORA: CITY NEWSLETTER ARTICLES (NOV. 12 & DEC. 21, 2024)



Give us input on three imagined transportation futures for Aurora

Our Milestone 2 round of community input for Connecting Aurora is in full swing, and we need to hear your thoughts regarding imagined transportation futures.

Two ways remain to get involved and have a say: Provide feedback online through Dec. 22 at EngageAurora.org/ConnectingAurora.

Join us for dinner and a roundtable discussion from 5:30 to 7:30 p.m. Thursday, Dec. 19, at the Aurora Municipal Center, 15151 E. Alameda Parkway, Aurora Room. Please RSVP to let us know you are coming so that we can plan for enough food.

Follow us on social media or contact us at 720.984.2109 or connectingauroraco@gmail.com anytime to offer input on Aurora's first-ever citywide multimodal transportation master plan.



Give us input on three imagined transportation futures for Aurora

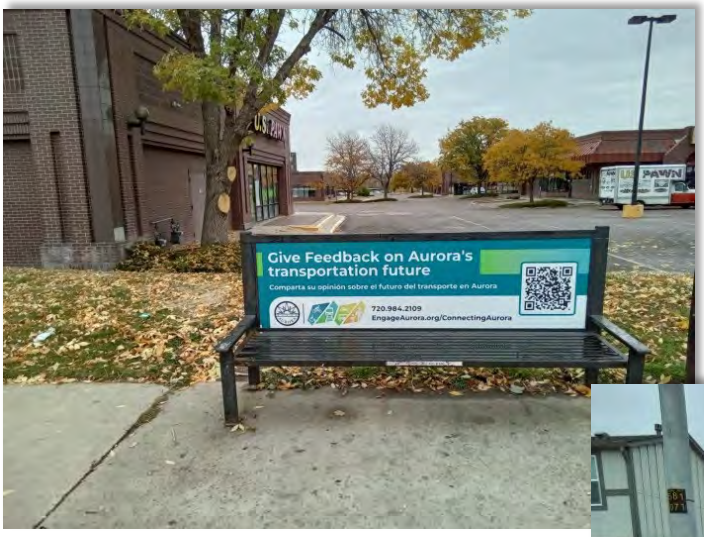
The city is continuing to work on its first-ever citywide multimodal transportation master plan and is accepting community input for Milestone 2 of Connecting Aurora.

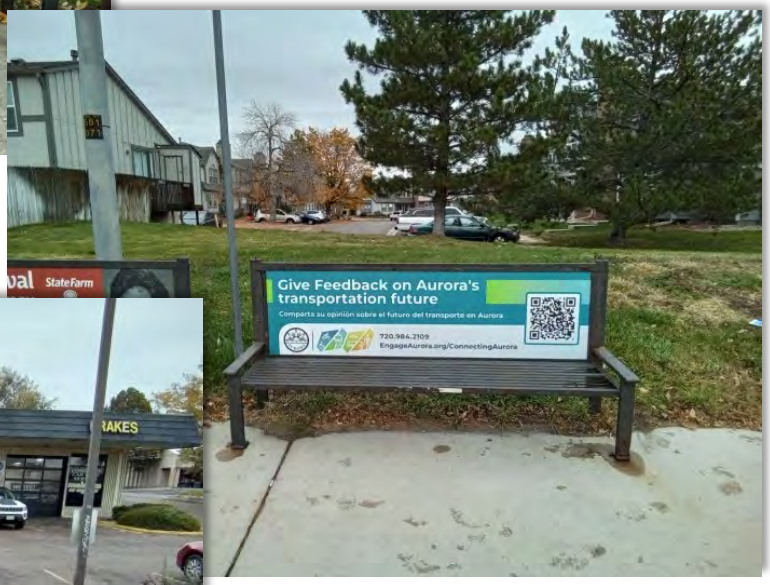
We want to hear your thoughts about imagined transportation futures, and there are three remaining ways to get involved:

- Provide feedback online through Dec. 22 at EngageAurora.org/ConnectingAurora.
- Talk with us directly at our Wednesday, Dec. 4, virtual live town hall on Zoom from 5:30 to 7:30 p.m. Anyone who attends and stays until the end will be entered into a drawing for a Target gift card that night.
- Join us for dinner and a roundtable discussion from 5:30 to 7:30 p.m. Thursday, Dec. 19, at the Aurora Municipal Center, 15151 E. Alameda Parkway, Aurora Room. Please RSVP to let us know you are coming so that we can plan for enough food.

Follow us on social media or contact us at 720.984.2109 or connectingauroraco@gmail.com anytime to offer input.

BUS BENCH ADS





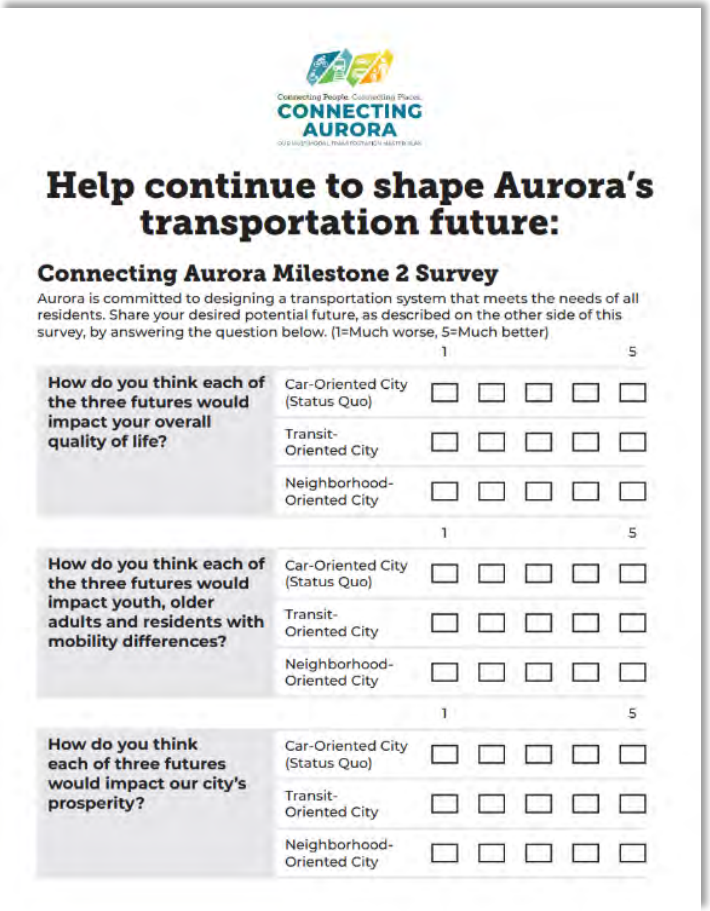


MEDIA COVERAGE

Outlet	Date	Link to Story
Denver Gazette	10/18/2024	Aurora seeking public feedback on transportation plan | Aurora | denvergazette.com
Denver Gazette	12/5/2024	Aurora Now Dec. 4, 2024 | Auroratv

APPENDIX B: ENGAGEMENT MATERIALS

SURVEY



CONNECTING AURORA

Help continue to shape Aurora's transportation future:

Connecting Aurora Milestone 2 Survey

Aurora is committed to designing a transportation system that meets the needs of all residents. Share your desired potential future, as described on the other side of this survey, by answering the question below. (1=Much worse, 5=Much better)

		1				5
How do you think each of the three futures would impact your overall quality of life?	Car-Oriented City (Status Quo)	☐	☐	☐	☐	☐
	Transit-Oriented City	☐	☐	☐	☐	☐
	Neighborhood-Oriented City	☐	☐	☐	☐	☐
		1				5
How do you think each of the three futures would impact youth, older adults and residents with mobility differences?	Car-Oriented City (Status Quo)	☐	☐	☐	☐	☐
	Transit-Oriented City	☐	☐	☐	☐	☐
	Neighborhood-Oriented City	☐	☐	☐	☐	☐
		1				5
How do you think each of three futures would impact our city's prosperity?	Car-Oriented City (Status Quo)	☐	☐	☐	☐	☐
	Transit-Oriented City	☐	☐	☐	☐	☐
	Neighborhood-Oriented City	☐	☐	☐	☐	☐



Demographic Information

Answering the following questions helps us ensure we are reaching and hearing from as many people as possible. These questions are optional.

Which Ward do you live in? (Search our map by your address.)

☐ Ward I ☐ Ward III ☐ Wared V
☐ Ward II ☐ Ward IV ☐ Ward VI

If you don't know your Ward, please enter your zip code: _____

What is your annual household income level?

☐ $0-$30,000 ☐ $61,000-$90,000 ☐ $120,000+
☐ $31,000-$60,000 ☐ $91,000-$120,000 ☐ Prefer not to say

How many people are in your household?

☐ 1 ☐ 4 ☐ 7 or more
☐ 2 ☐ 5 ☐ Prefer not to say
☐ 3 ☐ 6

What is your gender?

☐ Male ☐ Non-Binary ☐ Prefer not to say
☐ Female ☐ Prefer to self-describe

What year were you born in?

☐ Greatest Generation: Born between 1901 and 1927
☐ Silent Generation: Born between 1926 and 1945
☐ Baby Boomers: Born between 1946 and 1964
☐ Generation X: Born between 1965 and 1980
☐ Millennial: Born between 1981 and 1996
☐ Generation Z: Born between 1997 and 2012
☐ Generation Alpha: Born between 2010 and 2024

CONNECTING AURORA

PUBLIC MEETING BOARDS



PROJECT OVERVIEW | RESUMEN DEL PROYECTO

What is Connecting Aurora?

¿Qué es Connecting Aurora?

Connecting Aurora is the first-ever citywide multimodal transportation master plan to look holistically at the transportation needs throughout Aurora.

Connecting Aurora es el primer plan maestro de transporte multimodal diseñado para analizar holísticamente todas las necesidades de transporte en Aurora.

LET'S BUILD THE FUTURE OF AURORA TRANSPORTATION TOGETHER!

¡CONSTRUYAMOS JUNTOS EL FUTURO DEL TRANSPORTE EN AURORA!

Connecting Aurora aims to identify ways to better connect our residents, employees, and visitors to various destinations across the city.

El objetivo del plan es identificar maneras para facilitar conexiones entre nuestros habitantes, empleados y visitas y los diversos destinos por toda la ciudad.

Creates a vision for the city's transportation system (bikes, pedestrian, transit, freight, and vehicular traffic).

Crear una visión del sistema de transporte de la ciudad (ciclistas, peatones, tránsito, mercancías, y tráfico vehicular).

Guides the development, design, and delivery of future multimodal transportation projects and programs.

Guiar el desarrollo y diseño de futuros programas y proyectos de transporte multimodal.

Strives to improve safety and provide more convenient ways to travel for all people of Aurora.

Se esfuerza por mejorar la seguridad y ofrecer formas más cómodas de viajar a todos los habitantes de Aurora.





WHAT'S A TRANSPORTATION MODE?

Transportation mode refers to the way in which passengers and/or goods can be transported.

¿QUÉ ES UN MODO DE TRANSPORTE?

La frase modo de transporte se refiere a la manera cómo se puede transportar a los pasajeros y mercancía.

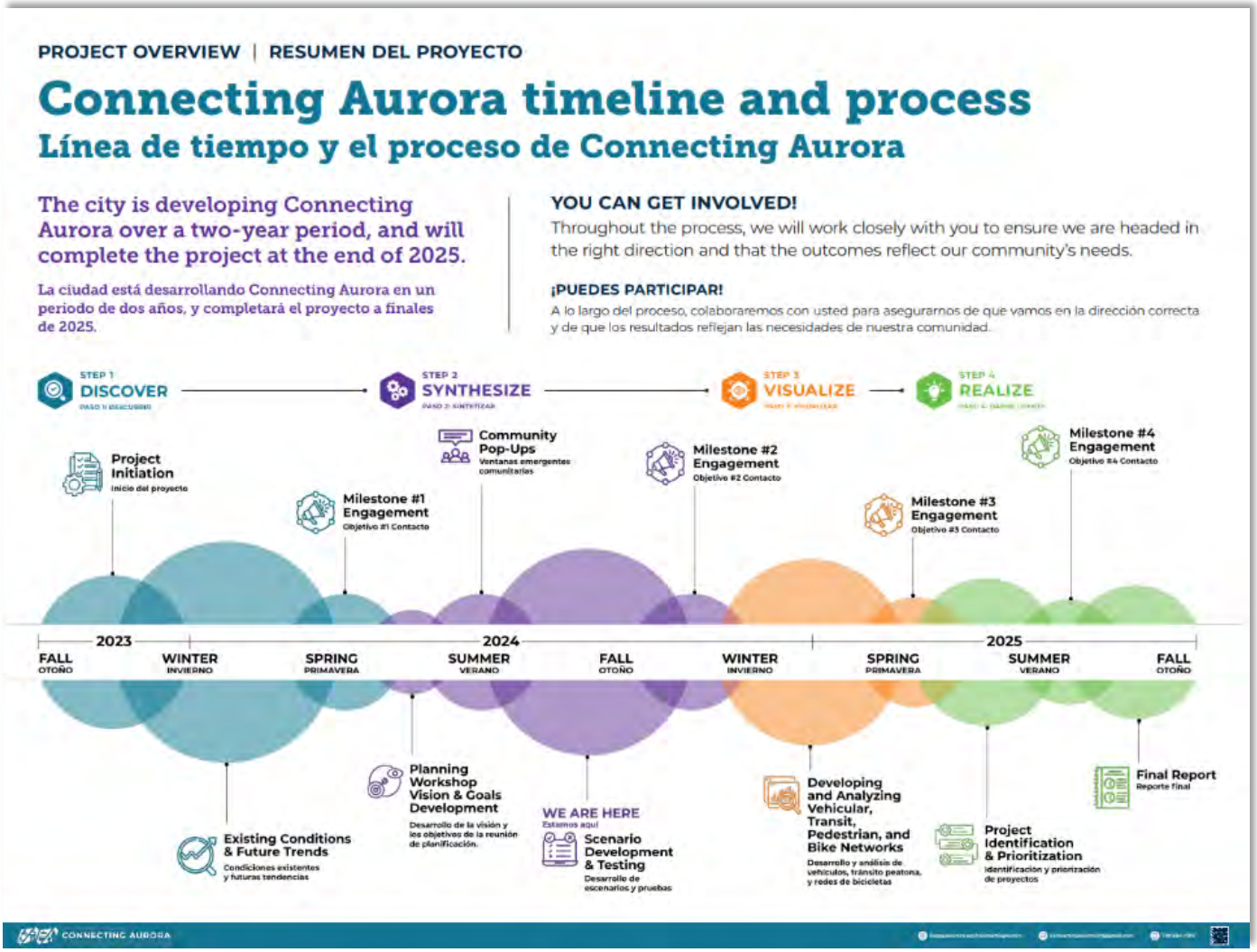
WHAT DOES MULTIMODAL MEAN?

Multimodal is a transportation term that means all the different ways people move from point A to B. This could be your feet or wheels, bicycle, scooter, skateboard, hoverboard, car, bus, train, or box truck.

¿QUÉ SIGNIFICA MULTIMODAL?

Multimodal es un término de transporte que hace referencia a todas las formas diferentes en que las personas se desplazan del punto A al B. Pueden ser los pies o las ruedas, la bicicleta, el patinete, el monopatín, el hoverboard, el coche, el autobús, el tren o el camión.

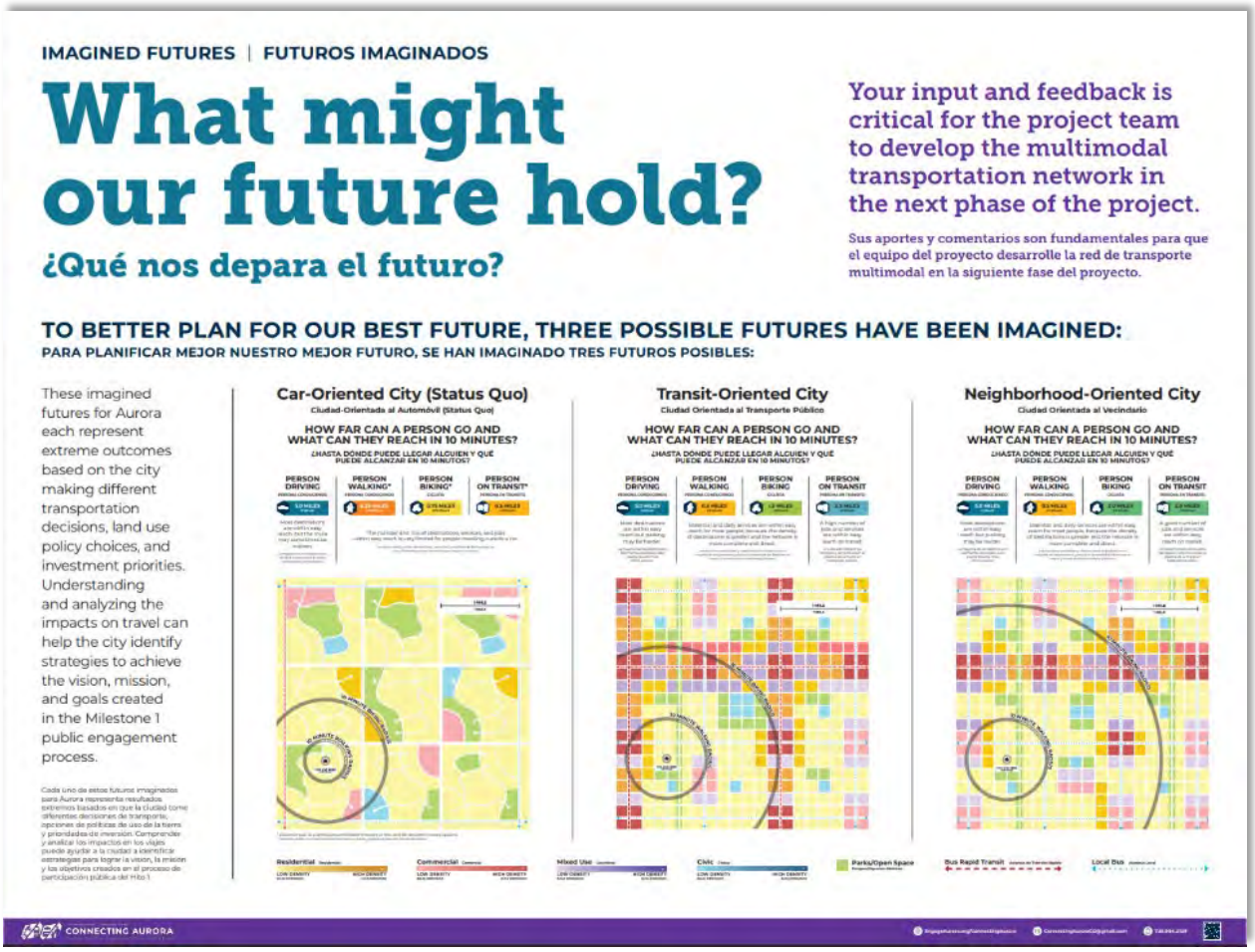
CONNECTING AURORA


PROJECT OVERVIEW | RESUMEN DEL PROYECTO
Connecting Aurora timeline and process
Línea de tiempo y el proceso de Connecting Aurora
The city is developing Connecting Aurora over a two-year period, and will complete the project at the end of 2025.
La ciudad está desarrollando Connecting Aurora en un periodo de dos años, y completará el proyecto a finales de 2025.
YOU CAN GET INVOLVED!
Throughout the process, we will work closely with you to ensure we are headed in the right direction and that the outcomes reflect our community's needs.
¡PUEDES PARTICIPAR!
A lo largo del proceso, colaboraremos con usted para asegurarnos de que vamos en la dirección correcta y de que los resultados reflejan las necesidades de nuestra comunidad.
STEP 1 DISCOVER
STEP 2 SYNTHESIZE
STEP 3 VISUALIZE
STEP 4 REALIZE
Project Initiation
Inicio del proyecto
Milestone #1 Engagement
Objetivo #1 Contacto
Community Pop-Ups
Ventanas emergentes comunitarias
Milestone #2 Engagement
Objetivo #2 Contacto
Milestone #3 Engagement
Objetivo #3 Contacto
Milestone #4 Engagement
Objetivo #4 Contacto
2023
2024
2025
FALL OTOÑO
WINTER INVIERNO
SPRING PRIMAVERA
SUMMER VERANO
FALL OTOÑO
WINTER INVIERNO
SPRING PRIMAVERA
SUMMER VERANO
FALL OTOÑO
Existing Conditions & Future Trends
Condiciones existentes y futuras tendencias
Planning Workshop Vision & Goals Development
Desarrollo de la visión y los objetivos de la reunión de planificación.
WE ARE HERE
Estamos aquí
Scenario Development & Testing
Desarrollo de escenarios y pruebas
Developing and Analyzing Vehicular, Transit, Pedestrian, and Bike Networks
Desarrollo y análisis de vehículos, tránsito peatonal y redes de bicicletas
Project Identification & Prioritization
Identificación y priorización de proyectos
Final Report
Reporte final
CONNECTING AURORA


COMMUNITY FEEDBACK | COMENTARIOS DE LA COMUNIDAD
What we've heard so far
Lo que hemos escuchado hasta ahora
In spring and summer 2024, we gathered feedback in person and online to better understand the challenges people face as they travel in Aurora.
En primavera y verano de 2024, recogimos opiniones en persona y en línea para comprender mejor los retos a los que se enfrenta la gente cuando viaja por Aurora.
YOUR TOP CONCERNS
TUS PRINCIPALES PREOCUPACIONES
Many people do not feel safe traveling outside their car.
Driving is hampered by bottlenecks. Speeding and unsafe driving behavior are key issues.
Walking and biking are uncomfortable, and the places people want to go are too far away.
Public transit security is an issue, and bus and train service is infrequent, unreliable, and too slow.
There is a desire to have higher quality streets/places.
It's difficult for people to get to key destinations and services without a car.
SURVEY RESULTS
RESULTADOS DE LA ENCUESTA
Question: In one word, describe the transportation system you want to see in Aurora.
Pregunta: En una palabra, describe el sistema de transporte que deseas ver en Aurora.
Less votes
Most votes
BIKE-FRIENDLY
ADMITE BICICLETAS
PET-FRIENDLY
ADMITE ANIMALES
FREQUENT
FRECUENTE
SAFE
SEGURO
EFFICIENT
EFICAZ
FASTER
MÁS RÁPIDO
BUS
TROLLEY
WALKABLE
CAMINABLE
CONNECTED
CONECTADO
EXPANSION
RELIABLE
Connecting Aurora is actively collaborating on a new Adams County Safety Action Plan effort. We are making sure these two studies incorporate your feedback into both plans! For information on this effort, visit: adcogov.org/safety-study
CONNECTING AURORA


PROJECT OVERVIEW | RESUMEN DEL PROYECTO
Our shared vision
Nuestra visión compartida
Our vision, mission, and bedrock practices were developed based on our extensive public engagement efforts during Milestone 1.
Nuestra visión, misión, y prácticas fundamentales se desarrollaron en base a nuestros extensos esfuerzos de participación pública durante el objetivo 1.
OUR VISION
Aurora safely connects all people to our places for a healthy, sustainable, and economically strong community.
NUESTRA VISIÓN: Aurora conecta de forma segura a todas las personas con nuestros lugares para una comunidad saludable, sostenible y económicamente fuerte.
OUR MISSION
The city of Aurora will provide a complete transportation system to meet the needs of all people. The city will engage the public in the delivery of plans, programs, policies, standards, and projects.
NUESTRA MISIÓN: La ciudad de Aurora proporcionará un sistema de transporte completo para satisfacer las necesidades de todas las personas. La ciudad implicará al público en la elaboración de planes, programas, políticas, normas y proyectos.
OUR BEDROCK PRACTICES
These bedrock practices define the way the city plans to do business while implementing the plan. As new plans, programs, policies, standards, and projects are developed, city staff will commit to using these practices as the foundation for successful implementation.
NUESTRAS PRÁCTICAS FUNDAMENTALES: Estas prácticas fundamentales definen la forma en que la ciudad planea hacer negocios mientras implementa el plan. A medida que se desarrollen nuevos planes, programas, políticas, estándares y proyectos, el personal de la ciudad se comprometerá a utilizar estas prácticas como base para una implementación exitosa.
FOCUS ON PEOPLE
CENTRARSE EN LAS PERSONAS
ENGAGE
COMPROMETER
COLLABORATE
COLABORAR
MODERNIZE
MODERNIZAR
INNOVATE
INNOVAR
BE INCLUSIVE
SER INCLUSIVO
BE CONTEXT-SENSITIVE
SEA SENSIBLE AL CONTEXTO
CONNECTING AURORA


PROJECT OBJECTIVES | OBJETIVOS DEL PROYECTO
Our goals
Nuestras metas
Keep these in mind as you look at the rest of the boards that present possible futures for our city.
Tenga presentes estos objetivos al examinar el resto de los tableros que presentan posibles futuros para nuestra ciudad.
The following goals support the Connecting Aurora's vision and mission and provide more specific guidance on what the city plans to achieve through the implementation of this plan, for both individual travelers and for the community at large.
Los siguientes objetivos respaldan la visión y misión de Connecting Aurora y brindan orientación más específica sobre lo que la ciudad planea lograr mediante la implementación de este plan, tanto para los viajeros individuales como para la comunidad en general.
Safe
People are safe and feel safe traveling in our city.
Seguro
Reliable
People can depend on all forms of transportation.
Confiable
Convenient
People can move around our city efficiently and easily.
Conveniente
Connected
People are well-connected to the places they want to go however they choose to move.
Conectado
Sustainable
Infrastructure and services can be built, operated, and maintained at high levels, in a fiscally and environmentally sustainable way.
Sostenible
Economically Strong
The community's economic vitality is supported and enhanced by the transportation network.
Económicamente Fuerte
Healthy
The community is served by transportation that supports a healthy lifestyle and environment.
Saludable
Authentic
Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.
Auténtico
Equitable
All people have viable transportation choices to meet their needs.
Equitativo
Integrated
People have easy access to a mix of places because land use and transportation are fully woven together.
Integrado
CONNECTING AURORA



IMAGINED FUTURES | FUTUROS IMAGINADOS

What might our future hold?

¿Qué nos depara el futuro?

Your input and feedback is critical for the project team to develop the multimodal transportation network in the next phase of the project.

Sus aportes y comentarios son fundamentales para que el equipo del proyecto desarrolle la red de transporte multimodal en la siguiente fase del proyecto.

TO BETTER PLAN FOR OUR BEST FUTURE, THREE POSSIBLE FUTURES HAVE BEEN IMAGINED:

PARA PLANIFICAR MEJOR NUESTRO MEJOR FUTURO, SE HAN IMAGINADO TRES FUTUROS POSIBLES:

These imagined futures for Aurora each represent extreme outcomes based on the city making different transportation decisions, land use policy choices, and investment priorities. Understanding and analyzing the impacts on travel can help the city identify strategies to achieve the vision, mission, and goals created in the Milestone 1 public engagement process.

Cada uno de estos futuros imaginados para Aurora representa resultados extremos basados en que la ciudad tome diferentes decisiones de transporte, opciones de políticas de uso de la tierra y prioridades de inversión. Comprender y analizar los impactos en los viajes puede ayudar a la ciudad a identificar estrategias para lograr la visión, la misión y los objetivos creados en el proceso de participación pública del Hito 1

Car-Oriented City (Status Quo)

Ciudad Orientada al Automóvil (Status Quo)

HOW FAR CAN A PERSON GO AND WHAT CAN THEY REACH IN 10 MINUTES?

¿HASTA DÓNDE PUEDE LLEGAR ALGUIEN Y QUÉ PUEDE ALCANZAR EN 10 MINUTOS?

PERSON DRIVING | PERSON WALKING* | PERSON BIKING* | PERSON ON TRANSIT*

Transit-Oriented City

Ciudad Orientada al Transporte Público

HOW FAR CAN A PERSON GO AND WHAT CAN THEY REACH IN 10 MINUTES?

¿HASTA DÓNDE PUEDE LLEGAR ALGUIEN Y QUÉ PUEDE ALCANZAR EN 10 MINUTOS?

PERSON DRIVING | PERSON WALKING | PERSON BIKING | PERSON ON TRANSIT

Neighborhood-Oriented City

Ciudad Orientada al Vecindario

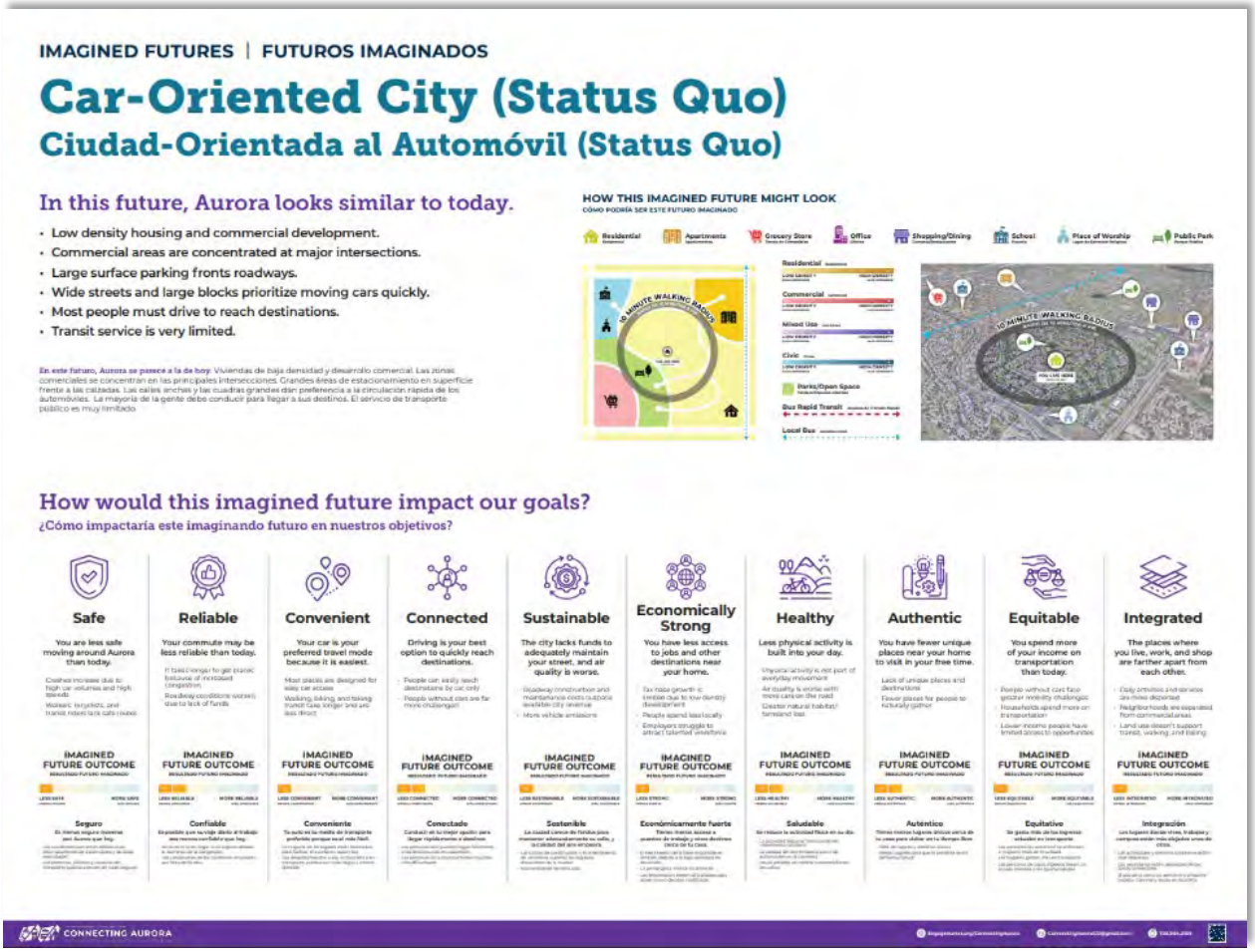
HOW FAR CAN A PERSON GO AND WHAT CAN THEY REACH IN 10 MINUTES?

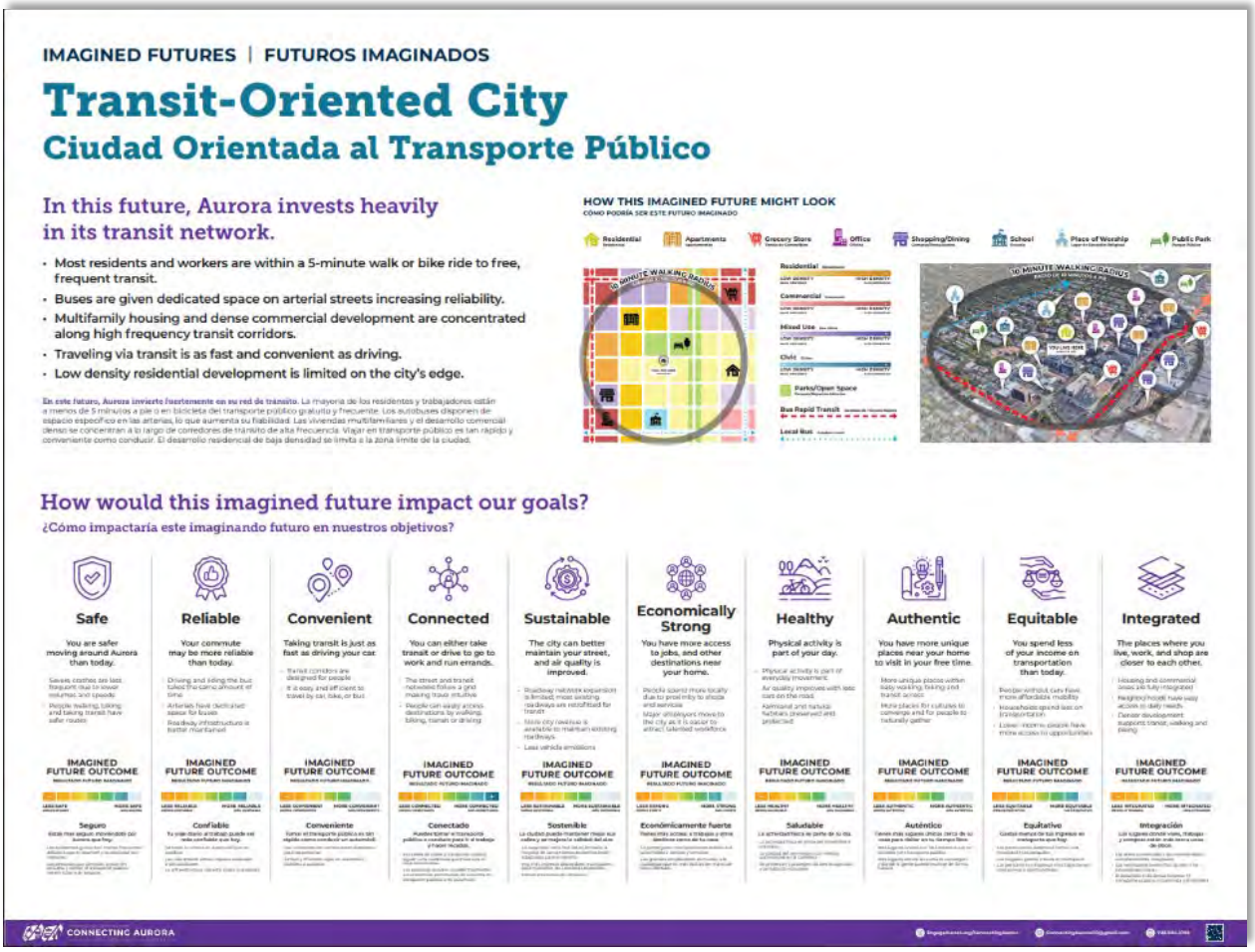
¿HASTA DÓNDE PUEDE LLEGAR ALGUIEN Y QUÉ PUEDE ALCANZAR EN 10 MINUTOS?

PERSON DRIVING | PERSON WALKING | PERSON BIKING | PERSON ON TRANSIT

Residential | Commercial | Mixed Use | Civic | Parks/Open Space | Bus Rapid Transit | Local Bus

CONNECTING AURORA


IMAGINED FUTURES | FUTUROS IMAGINADOS
Car-Oriented City (Status Quo)
Ciudad-Orientada al Automóvil (Status Quo)
In this future, Aurora looks similar to today.
• Low density housing and commercial development.
• Commercial areas are concentrated at major intersections.
• Large surface parking fronts roadways.
• Wide streets and large blocks prioritize moving cars quickly.
• Most people must drive to reach destinations.
• Transit service is very limited.
En este futuro, Aurora se parece a la de hoy: Viviendas de baja densidad y desarrollo comercial. Las zonas comerciales se concentran en las principales intersecciones. Grandes áreas de estacionamiento en superficie frente a las calzadas. Las calles anchas y las cuadras grandes dan preferencia a la circulación rápida de los automóviles. La mayoría de la gente debe conducir para llegar a sus destinos. El servicio de transporte público es muy limitado.
HOW THIS IMAGINED FUTURE MIGHT LOOK
CÓMO PODRÍA SER ESTE FUTURO IMAGINADO
Residential
Apartments
Grocery Store
Office
Shopping/Dining
School
Place of Worship
Public Park
10 MINUTE WALKING RADIUS
Residential
Commercial
Mixed Use
Civic
Parks/Open Space
Bus Rapid Transit
Local Bus
How would this imagined future impact our goals?
¿Cómo impactaría este imaginando futuro en nuestros objetivos?
Safe
You are less safe moving around Aurora than today.
Reliable
Your commute may be less reliable than today.
Convenient
Your car is your preferred travel mode because it is easiest.
Connected
Driving is your best option to quickly reach destinations.
Sustainable
The city lacks funds to adequately maintain your street, and air quality is worse.
Economically Strong
You have less access to jobs and other destinations near your home.
Healthy
Less physical activity is built into your day.
Authentic
You have fewer unique places near your home to visit in your free time.
Equitable
You spend more of your income on transportation than today.
Integrated
The places where you live, work, and shop are farther apart from each other.
IMAGINED FUTURE OUTCOME
Seguro
Confiable
Conveniente
Conectado
Sostenible
Económicamente fuerte
Saludable
Auténtico
Equitativo
Integración
CONNECTING AURORA



IMAGINED FUTURES | FUTUROS IMAGINADOS

Transit-Oriented City

Ciudad Orientada al Transporte Público

In this future, Aurora invests heavily in its transit network.

- Most residents and workers are within a 5-minute walk or bike ride to free, frequent transit.
- Buses are given dedicated space on arterial streets increasing reliability.
- Multifamily housing and dense commercial development are concentrated along high frequency transit corridors.
- Traveling via transit is as fast and convenient as driving.
- Low density residential development is limited on the city's edge.

En este futuro, Aurora invierte fuertemente en su red de tránsito. La mayoría de los residentes y trabajadores están a menos de 5 minutos a pie o en bicicleta del transporte público gratuito y frecuente. Los autobuses disponen de espacio específico en las arterias, lo que aumenta su fiabilidad. Las viviendas multifamiliares y el desarrollo comercial denso se concentran a lo largo de corredores de tránsito de alta frecuencia. Viajar en transporte público es tan rápido y conveniente como conducir. El desarrollo residencial de baja densidad se limita a la zona límite de la ciudad.

HOW THIS IMAGINED FUTURE MIGHT LOOK

CÓMO PODRÍA SER ESTE FUTURO IMAGINADO

Residential · Apartments · Grocery Store · Office · Shopping/Dining · School · Place of Worship · Public Park

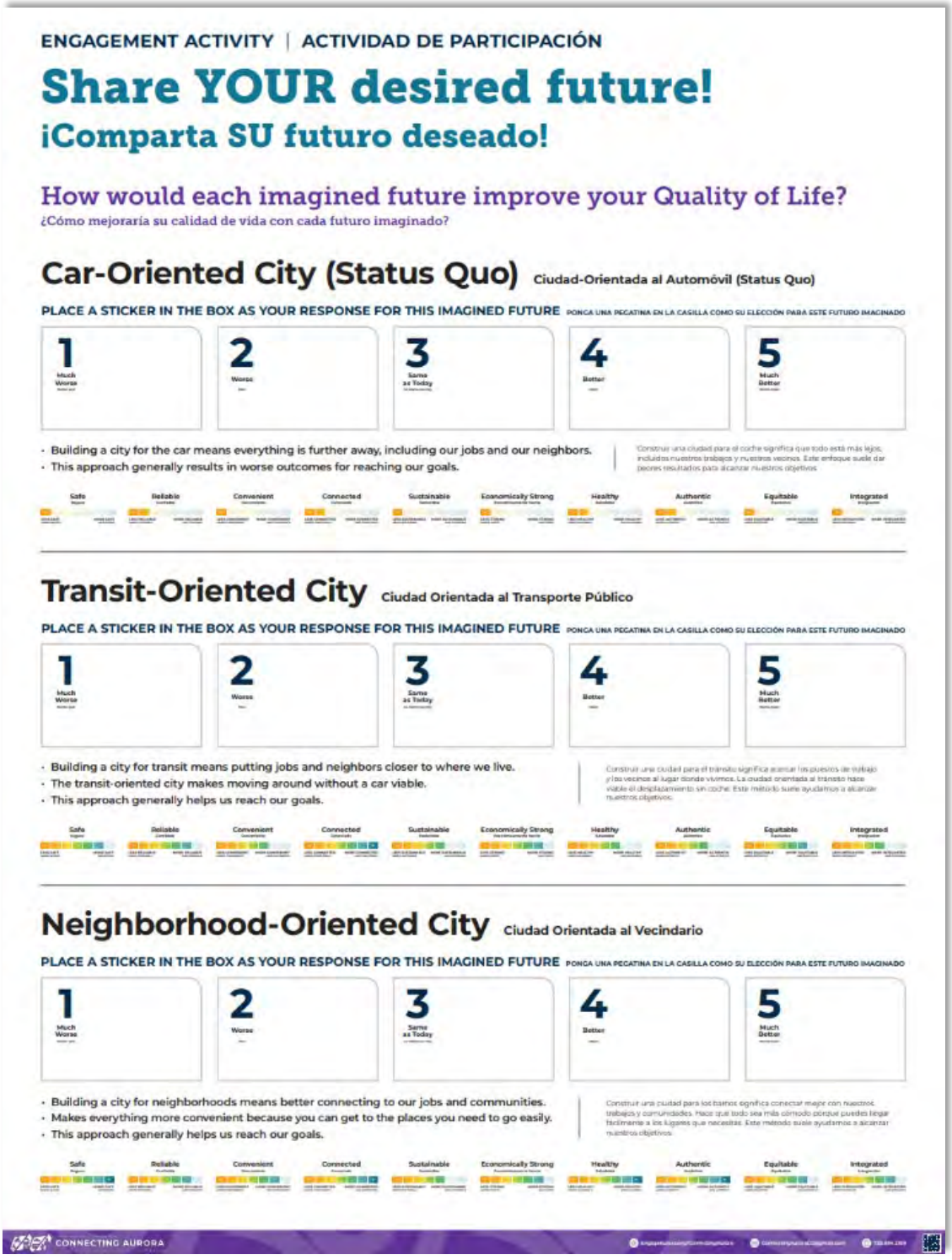
How would this imagined future impact our goals?

¿Cómo impactaría este imaginando futuro en nuestros objetivos?

Safe	Reliable	Convenient	Connected	Sustainable	Economically Strong	Healthy	Authentic	Equitable	Integrated
You are safer moving around Aurora than today.	Your commute may be more reliable than today.	Taking transit is just as fast as driving your car	You can either take transit or drive to go to work and run errands.	The city can better maintain your street, and air quality is improved.	You have more access to jobs, and other destinations near your home.	Physical activity is part of your day.	You have more unique places near your home to visit in your free time.	You spend less of your income on transportation than today.	The places where you live, work, and shop are closer to each other.
IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME	IMAGINED FUTURE OUTCOME
Seguro	Confiable	Conveniente	Conectado	Sostenible	Económicamente fuerte	Saludable	Auténtico	Equitativo	Integración

CONNECTING AURORA


IMAGINED FUTURES | FUTUROS IMAGINADOS
Neighborhood-Oriented City
Ciudad Orientada al Vecindario
In this future, Aurora creates walkable and bikeable neighborhoods.
• Most residents can access daily needs within a 10-minute walk or bike.
• Neighborhoods are designed around town centers with a mix of uses and daily services.
• Affordable housing and multifamily homes are concentrated near town centers.
• Frequent, reliable, and convenient transit/micro-transit connects to other neighborhoods and town centers.
• Driving is slightly less convenient during rush hour.
HOW THIS IMAGINED FUTURE MIGHT LOOK
CÓMO PODRÍA SER ESTE FUTURO IMAGINADO
Residential
Apartments
Grocery Store
Office
Shopping/Dining
School
Place of Worship
Public Park
10 MINUTE WALKING RADIUS
Commercial
Mixed Use
Civic
Parks/Open Space
Bus Rapid Transit
Local Bus
How would this imagined future impact our goals?
¿Cómo impactaría este imaginando futuro en nuestros objetivos?
Safe
Reliable
Convenient
Connected
Sustainable
Economically Strong
Healthy
Authentic
Equitable
Integrated
IMAGINED FUTURE OUTCOME
Seguro
Confiable
Conveniente
Conectado
Sostenible
Económicamente Fuerte
Saludable
Auténtico
Equitativo
Integración
CONNECTING AURORA



ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN

Share YOUR desired future!

¡Comparta SU futuro deseado!

How would each imagined future improve your Quality of Life?

¿Cómo mejoraría su calidad de vida con cada futuro imaginado?

Car-Oriented City (Status Quo) Ciudad-Orientada al Automóvil (Status Quo)

PLACE A STICKER IN THE BOX AS YOUR RESPONSE FOR THIS IMAGINED FUTURE PONGA UNA PEGATINA EN LA CASILLA COMO SU ELECCIÓN PARA ESTE FUTURO IMAGINADO

1	2	3	4	5
Much Worse	Worse	Same as Today	Better	Much Better

- Building a city for the car means everything is further away, including our jobs and our neighbors.
- This approach generally results in worse outcomes for reaching our goals.

Construir una ciudad para el coche significa que todo está más lejos, incluidos nuestros trabajos y nuestros vecinos. Este enfoque suele dar peores resultados para alcanzar nuestros objetivos

Safe | Reliable | Convenient | Connected | Sustainable | Economically Strong | Healthy | Authentic | Equitable | Integrated

Transit-Oriented City Ciudad Orientada al Transporte Público

PLACE A STICKER IN THE BOX AS YOUR RESPONSE FOR THIS IMAGINED FUTURE PONGA UNA PEGATINA EN LA CASILLA COMO SU ELECCIÓN PARA ESTE FUTURO IMAGINADO

1	2	3	4	5
Much Worse	Worse	Same as Today	Better	Much Better

- Building a city for transit means putting jobs and neighbors closer to where we live.
- The transit-oriented city makes moving around without a car viable.
- This approach generally helps us reach our goals.

Construir una ciudad para el tránsito significa acercar los puestos de trabajo y los vecinos al lugar donde vivimos. La ciudad orientada al tránsito hace viable el desplazamiento sin coche. Este método suele ayudarnos a alcanzar nuestros objetivos.

Safe | Reliable | Convenient | Connected | Sustainable | Economically Strong | Healthy | Authentic | Equitable | Integrated

Neighborhood-Oriented City Ciudad Orientada al Vecindario

PLACE A STICKER IN THE BOX AS YOUR RESPONSE FOR THIS IMAGINED FUTURE PONGA UNA PEGATINA EN LA CASILLA COMO SU ELECCIÓN PARA ESTE FUTURO IMAGINADO

1	2	3	4	5
Much Worse	Worse	Same as Today	Better	Much Better

- Building a city for neighborhoods means better connecting to our jobs and communities.
- Makes everything more convenient because you can get to the places you need to go easily.
- This approach generally helps us reach our goals.

Construir una ciudad para los barrios significa conectar mejor con nuestros trabajos y comunidades. Hace que todo sea más cómodo porque puedes llegar fácilmente a los lugares que necesitas. Este método suele ayudarnos a alcanzar nuestros objetivos.

Safe | Reliable | Convenient | Connected | Sustainable | Economically Strong | Healthy | Authentic | Equitable | Integrated

CONNECTING AURORA

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Thank you for attending!

¡Gracias por atender!



Your feedback is critical in guiding the development of Connecting Aurora.

The final plan includes improvements that will enhance your quality of life and will reflect the community's shared vision for Aurora's Multimodal Transportation System.

Sus comentarios son fundamentales para guiar el desarrollo de Connecting Aurora.

El plan final reflejará la visión compartida de la comunidad para el Sistema de Transporte Multimodal de Aurora e incluirá mejoras que mejorarán su calidad de vida.

Stay connected online.

There will be additional online and in-person opportunities for the community to engage in the planning process throughout the project process. Get the latest updates:

EngageAurora.org/ConnectingAurora

Mantente conectado en línea.

Habrá varias oportunidades en línea y en persona para que la comunidad participe en el proceso de planificación durante los próximos dos años. Obtenga las últimas actualizaciones:

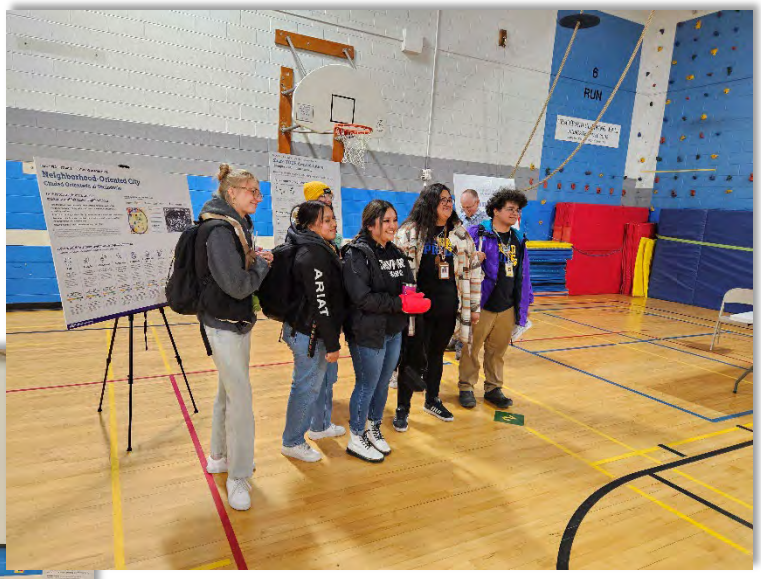
EngageAurora.org/ConnectingAurora

QUESTIONS
PREGUNTAS

720.984.2109 ConnectingAuroraCO@gmail.com EngageAurora.org/ConnectingAurora

APPENDIX C: ENGAGEMENT RESULTS

OPEN HOUSE 1: CRAWFORD ELEMENTARY, NOV. 6, 2024







OPEN HOUSE 2: AURORA HIGHLANDS P-8, NOV. 14, 2024









ROUNDTABLE DISCUSSION: DEC. 19, 2024

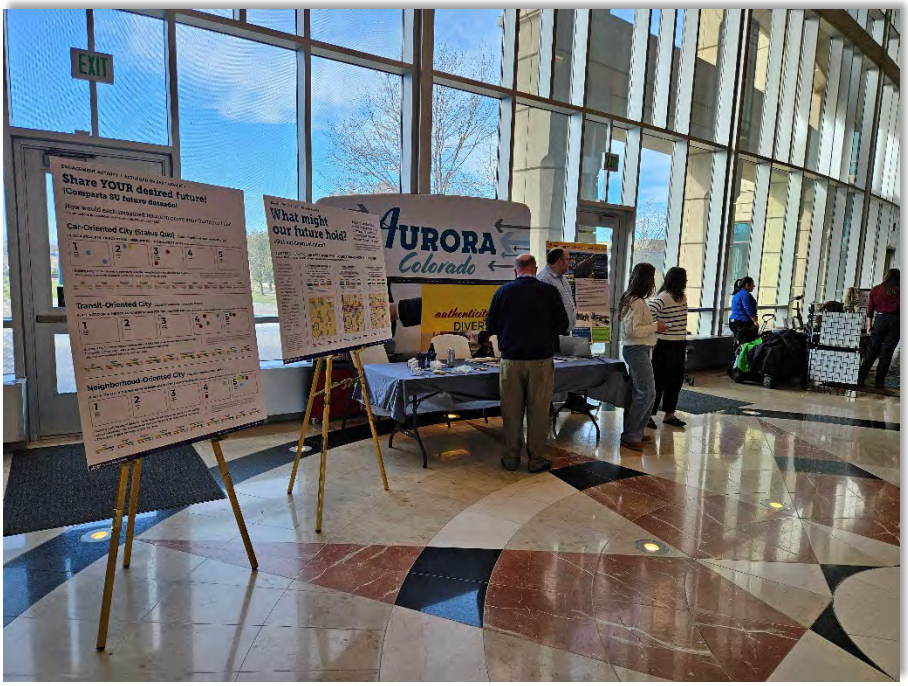




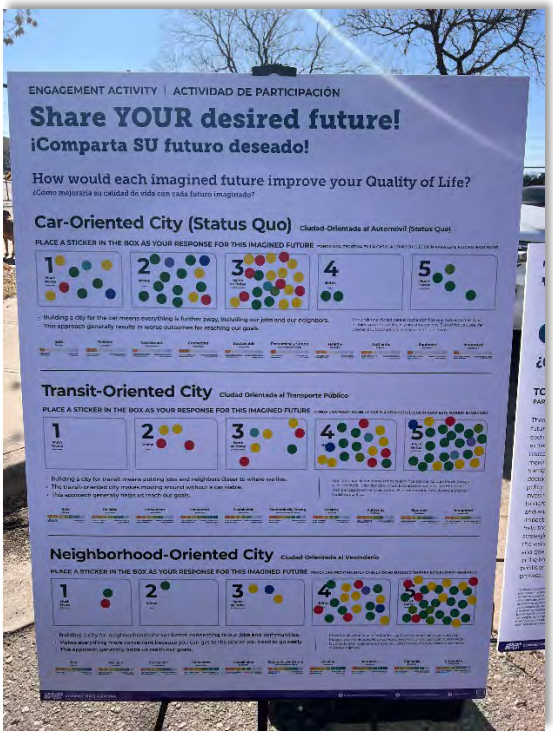


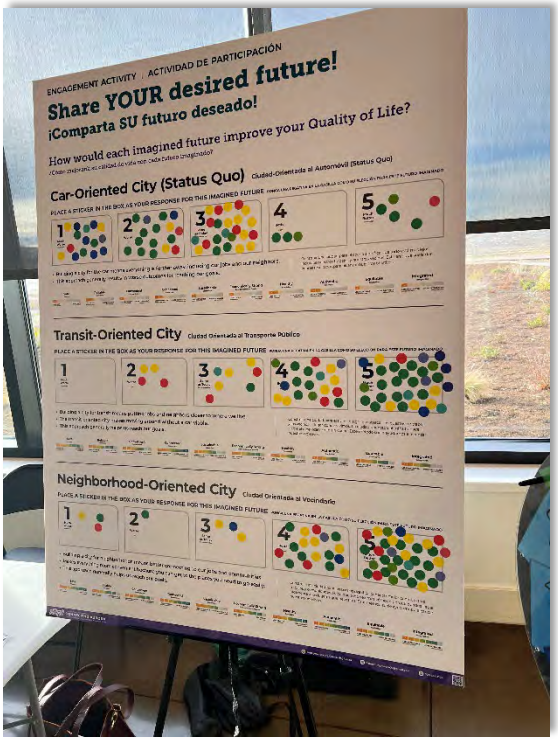


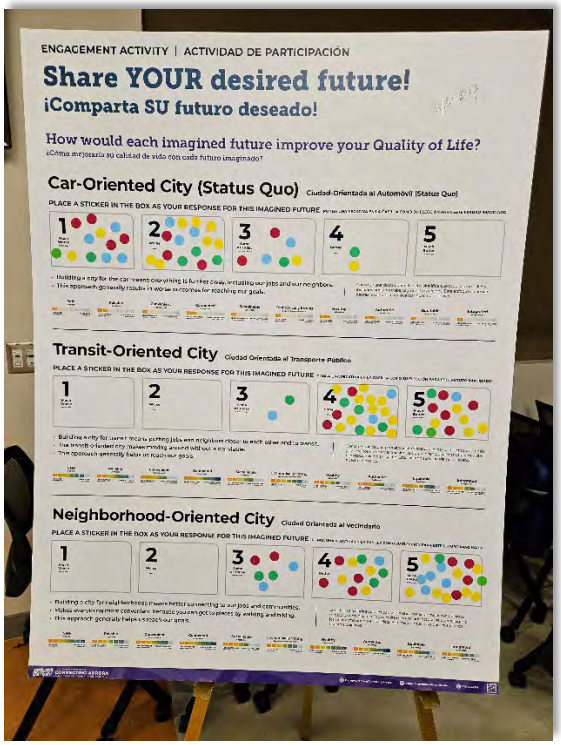
POP-UP EVENTS

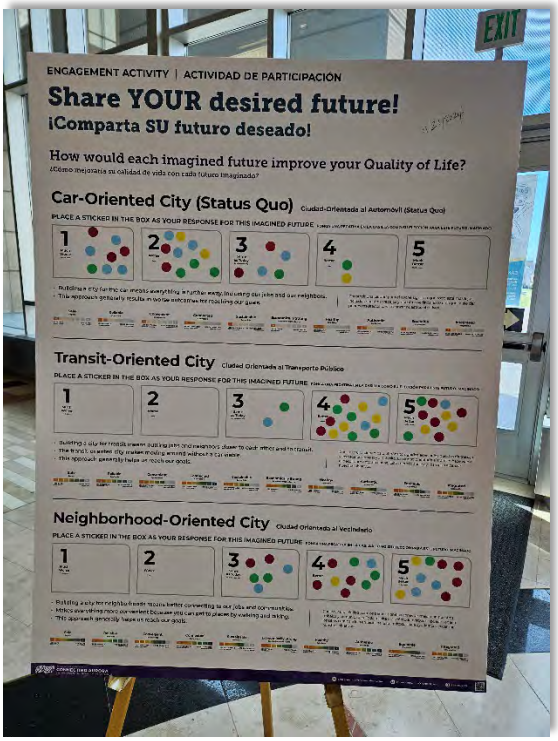





ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share YOUR desired future!
¡Comparta SU futuro deseado!
How would each imagined future improve your Quality of Life?
Car-Oriented City (Status Quo)
Transit-Oriented City
Neighborhood-Oriented City


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share YOUR desired future!
¡Comparta SU futuro deseado!
How would each imagined future improve your Quality of Life?
Car-Oriented City (Status Quo)
Transit-Oriented City
Neighborhood-Oriented City


ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share YOUR desired future!
¡Comparta SU futuro deseado!
How would each imagined future improve your Quality of Life?
Car-Oriented City (Status Quo)
Transit-Oriented City
Neighborhood-Oriented City


EXIT
ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share YOUR desired future!
¡Comparta SU futuro deseado!
How would each imagined future improve your Quality of Life?
Car-Oriented City (Status Quo)
Transit-Oriented City
Neighborhood-Oriented City

CITY OF AURORA EMPLOYEE ENGAGEMENT







STAKEHOLDER MEETING NOTES

MEETING SUBJECT: Stakeholder Group – Meeting #5(?)

LOCATION: Virtual – MS Teams

DATE/TIME: Nov. 13, 2024 at 2 PM

---

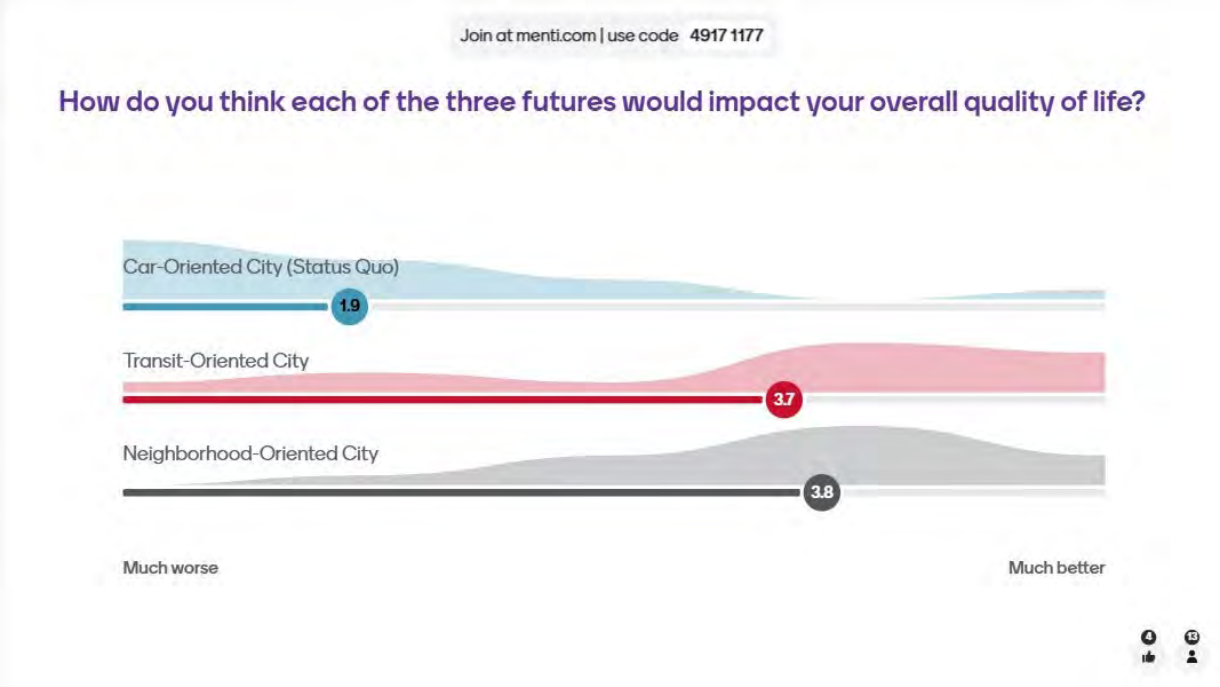
1. Welcome and Introductions (5 minutes)
2. Schedule Overview (10 minutes)
3. Public Engagement Review (20 minutes)
   - Any additional upcoming opportunities for engagement?
4. Milestone 2 - Imagined Futures Input (45 minutes)
   - Review of three imagined futures and opportunity to provide feedback.
   - Question from John Hudgens: Under Transit-Oriented City, you state that it would be Safer due to lower volumes and speeds. Does this take into account projected population increases in the city?
     → Yes, it does. Also, the lower volumes and speeds are in comparison to Car Oriented City Scenario which will have higher volumes and speeds.
   - Question from Lyle Artz: For a lot of the communities in Aurora, a lot of the community centers, churches and neighborhoods are already established.
     → Aurora Comprehensive Plan Aurora Places identified various place types. This followed place types where places are already identified where the city wants to see increase in density/services. There are certain areas that have the possibility for building up commercial areas to be denser.
     → These are three extreme examples. These are what-if questions for us to understand the impacts of different land use and transportation policies and how these scenarios can help us achieve the 10 goals.

- Question from Tracy S: How does commercial freight traffic fit into each scenario?

  → These are extreme examples at higher level, so details about exact freight movement is not being dug into at this time. Freight will be factored in as we start to develop multimodal network, cross sections, design standards and projects.

  → Freight will be a part of the efforts in the next phase of the plan.

Quality of Life Question



Youth, Older Adults and Mobility Differences Question



- Ryan – Transit-oriented city would impact the mobility standpoint of having accessible transit.

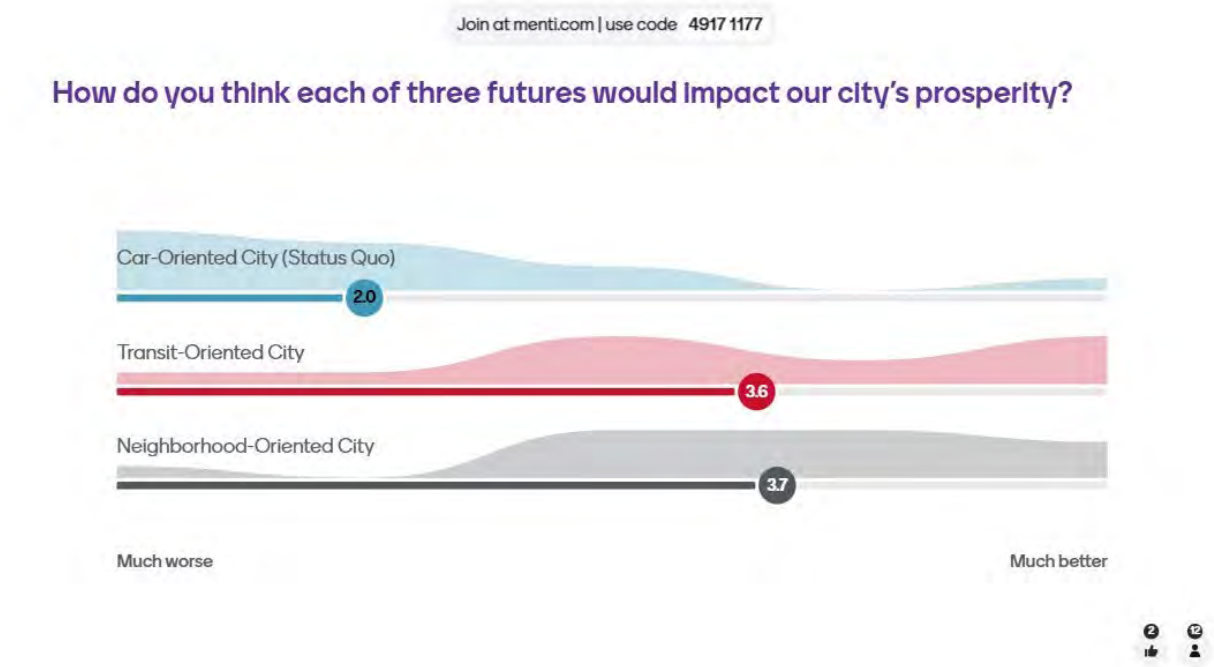
  → Yarkenda agrees. They already have incentives for youth to use transit. She also accepted the same for neighborhood, except very careful about the impact of what this can mean for each neighborhood and how it can influence gentrification. An unintended outcome could mean pushing people out of neighborhoods.

- Lynette – Agrees. Thinking about the cost of building out a neighborhood or transit-oriented city seems expensive – who ends up paying for that. The groups (youth, older, residents with mobility differences) benefit the least from the status quo.

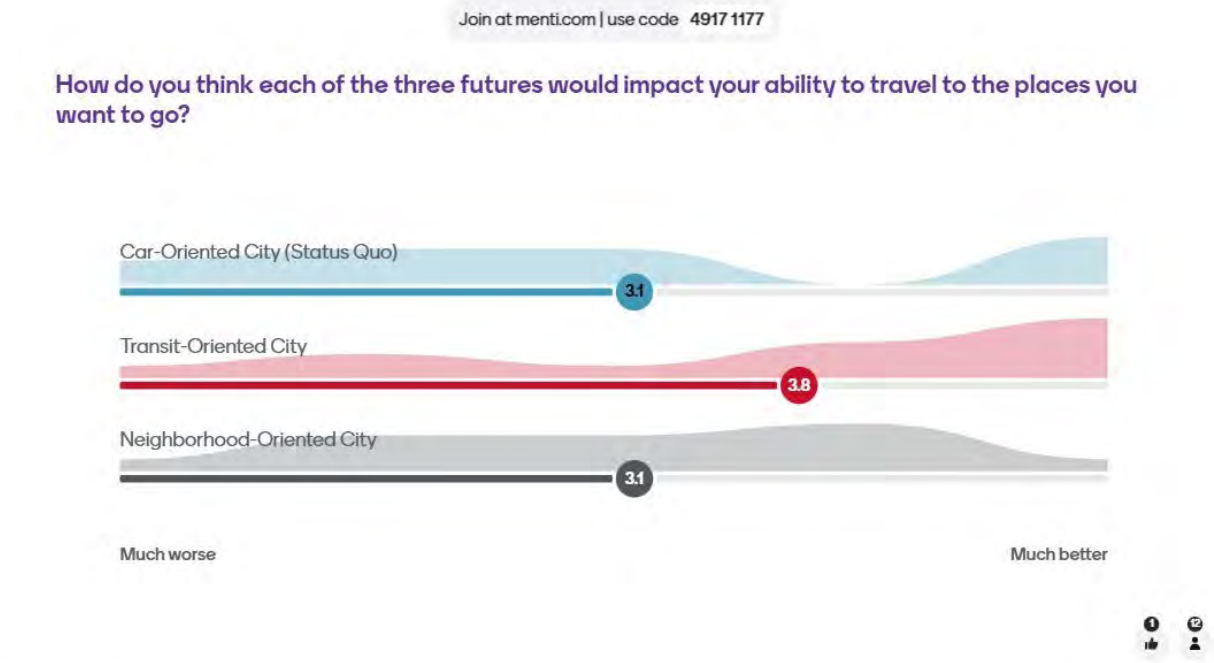
- Tracy – when you look at transit and neighborhood, sometimes you see more household deliveries because they can't leave the premises.

- Comment from John: There also a significant number of elderly that rely on friends / families to provide car transport to doctors appt. and other services.

Prosperity Question



Ability to Travel Question

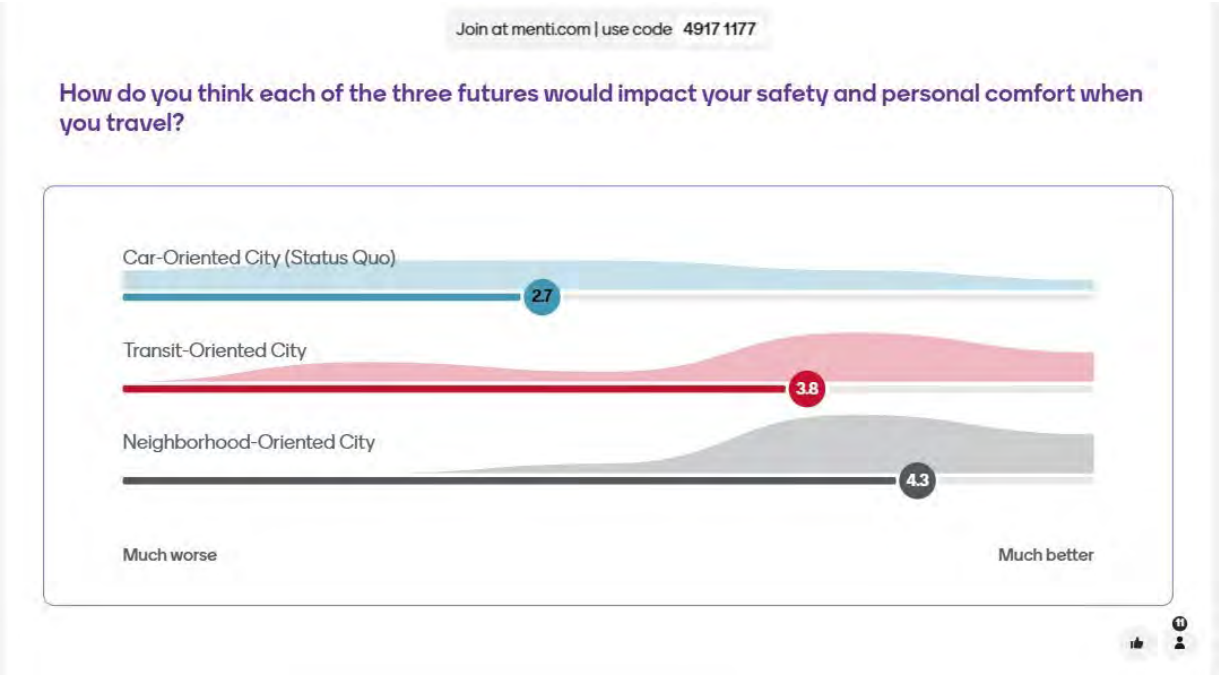


- John: He and many employees with Children's Hospital use transit. Transit in the city limits doesn't help unless there's connectivity to other suburbs or cities. Transit often takes longer. Car-oriented helps him personally and the vast majority of his employees even though that's not the future that he wants to see.

- Modeling looks at the whole region

- Tracy – transit doesn't always go where I need it to go, especially in remote areas. In the extremes all of that would be in play

Safety and Personal Comfort



- John – Completely car-oriented would give maximum control of where you want to go and how you get there, but means a massive number of vehicles on the road. Can't control what others do in their vehicles – increase in congestion, accidents, fatalities, etc. Doesn't make you safer overall, but just your immediate bubble.

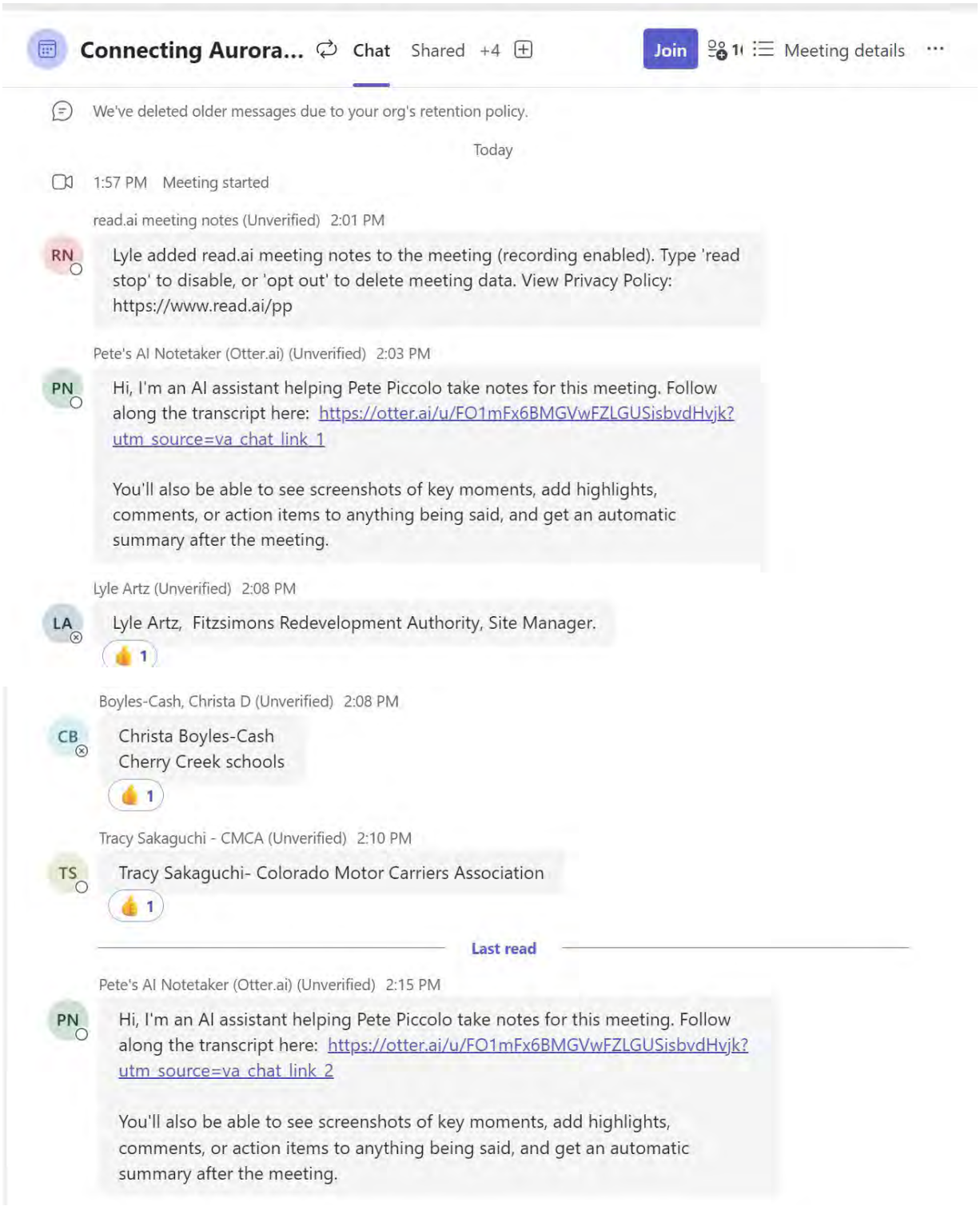
    - Leans to transit in the extremes.

- Lynette – Thinking of recent events and not having to drive in bad weather or deal with parking, would love to take transit to get away from those.

5. Milestone 2 Promotion Reminder (5 minutes)

6. Next Meeting – Jan. 8 - *Could shift based on Milestone 3 efforts* (5 minutes)

Chat


Connecting Aurora...
Chat
Shared
+4
Join
Meeting details
We've deleted older messages due to your org's retention policy.
Today
1:57 PM Meeting started
read.ai meeting notes (Unverified) 2:01 PM
RN
Lyle added read.ai meeting notes to the meeting (recording enabled). Type 'read stop' to disable, or 'opt out' to delete meeting data. View Privacy Policy: https://www.read.ai/pp
Pete's AI Notetaker (Otter.ai) (Unverified) 2:03 PM
PN
Hi, I'm an AI assistant helping Pete Piccolo take notes for this meeting. Follow along the transcript here: https://otter.ai/u/FO1mFx6BMGVwFZLGUSisbvdHvjk?utm_source=va_chat_link_1
You'll also be able to see screenshots of key moments, add highlights, comments, or action items to anything being said, and get an automatic summary after the meeting.
Lyle Artz (Unverified) 2:08 PM
LA
Lyle Artz, Fitzsimons Redevelopment Authority, Site Manager.
1
Boyles-Cash, Christa D (Unverified) 2:08 PM
CB
Christa Boyles-Cash
Cherry Creek schools
1
Tracy Sakaguchi - CMCA (Unverified) 2:10 PM
TS
Tracy Sakaguchi- Colorado Motor Carriers Association
1
Last read
Pete's AI Notetaker (Otter.ai) (Unverified) 2:15 PM
PN
Hi, I'm an AI assistant helping Pete Piccolo take notes for this meeting. Follow along the transcript here: https://otter.ai/u/FO1mFx6BMGVwFZLGUSisbvdHvjk?utm_source=va_chat_link_2
You'll also be able to see screenshots of key moments, add highlights, comments, or action items to anything being said, and get an automatic summary after the meeting.

Hudgens, John (Unverified) 2:21 PM

JH Under Transit-Oriented City, you state that it would be Safer due to lower volumes and speeds. Does this take into account projected population increases in the city?

2:31 PM

Quick overview of scenarios:
https://engageaurora.org/22627/widgets/90999/documents/61455

Milestone 2 Documents | Connecting Auro...
Let's build the future of Aurora transportation together! Your feedback is critical in guiding the development of...
engageaurora.org

https://www.menti.com/alzer17c8fqb\



Voting
Vote on a Mentimeter question
www.menti.com

Lyle Artz (Unverified) 2:32 PM

LA Just so you know I have to leave at 2:45 for a meeting downtown. Lyle Artz

2:33 PM

Based on each question, compared to today, would each imagined future be much worse, worse, same as today, better, or much better?

Hudgens, John (Unverified) 2:42 PM

JH There also a significant number of elderly that rely on friends / families to provide car transport to doctors appt. and other services.

2

2:57 PM

All of this information can also be found online:
https://engageaurora.org/connectingaurora

Connecting Aurora: Our Multimodal Trans...
Let's build the future of Aurora transportation together! Your feedback is critical in guiding the development of...
engageaurora.org

Hudgens, John (Unverified) 2:57 PM

JH Nicely presented.

1

3:01 PM Meeting ended: **1h 4m 20s**

ROUNDTABLE DISCUSSION: SMALL GROUP DISCUSSION NOTES

Car-Oriented City

- What benefits do you see in a car-oriented transportation network for daily travel and economic activity?
- What are other considerations that should be considered if Aurora invests in this imagined future?
- Do you think the benefits of a car-oriented city outweigh the negatives?

Group 1:

Benefits:

- No waiting
- Leave whenever/schedule
- Packing your items with you
- Freedom/flexibility
- Privacy
- Longer distances?

Considerations:

- Age of driving
- Robo-taxis/AI
- Distance/proximity
- Limited land use
- Gas costs
- Maintenance
- Nighttime driving
- pollution

Group 2:

Benefits:

- Faster to move around
- Familiarity
- Ability to be spontaneous
- Convenient
- Independence
- Practical/Easy
- Already have the infrastructure

Considerations:

- Safety
- Congestion
- Emerging micro-mobility conflict
- Will need more parking
- Charging infrastructure

Benefits Outweigh Negatives?:

- No, not yet

Group 3:

Benefits:

- Autonomy to plan your own day
- Convenient and efficient if you have a car/carpool
- Easier to combine chain trips
- Take whenever you want
- Go beyond Auora
- Don't have to carry groceries
- Mix – park and ride still an option

Considerations:

- Safety measures and enforcement; plan for more vehicle volume
- Self-driving, future tech changes, charging for EV
- What would older adults choose? Self-driving cab, transit, accessi-ride
    - Voucher uber vs send bus for medical ride

Group 4:

Benefits:

- Control over schedules
- Self-centered model
- Bad for traffic environment
- Benefits for individual
- Convenience/Access
- Opportunities for innovation
    - Car sharing

Considerations:

- Disabled/cannot drive/older population
- Fear/hesitation
- Accessibility
- Combative driving
- Weather/bad sidewalks
- Increased populations

- Technology

Group 5:

Benefits:

- Control over transportation
- Feel safer than when on transit
- Control speed and get there faster

Considerations:

- Cost of upkeep
- Environmental impacts
- Density of land uses
- Growing population
- More congestion
- Need safer traffic laws

Benefits outweigh negatives?

- No
- Greenhouse gases
- Accessibility is a priority

Group 6:

Benefits:

- Cars are convenient and here to stay for older adults
- Accessibility concerns with transit

Benefits outweigh negatives?

- Yes
- Cars will be more energy efficient
- Need more bike and e-bike only areas
- Need to still design for all modes

Group 7:

Benefits:

- Faster speed/convenient
- Time/flexible
- Freedom
- Goes where buses don't

Considerations:

- Could take money away from transit
- Would need to update street systems
- Car tech rapidly evolving

- Suitable for less dense areas
- Carpooling with those who can't drive

Transit-Oriented City

- How could a transit-oriented approach improve or change your daily travel experience?
- What types of transit services or features would encourage you to use public transportation more often?
- What challenges might arise when trying to implement a robust transit network?

Group 1:

How could a transit-oriented approach improve or change your daily travel experience?

- Travel experience
- Slowing down
- No longer the driver

What types of transit services or features would encourage you to use public transportation more often?

- Accessibility
- Safety
- Free
- Build it underground
- Coffee shops/boutique stores
- 1 bus trip
- Events/concerts

Challenges:

- Strict time schedule
- Safety
- Homeless population
- Cleanliness
- Private highways (E-470) and rapid development

Group 2:

How could a transit-oriented approach improve or change your daily travel experience?

- In a better transit-oriented city, faster by transit than by car

What types of transit services or features would encourage you to use public transportation more often?

- Free is good
- Reliable
- Frequent

- Safe
- TOD
- Accessible
- Comfortable
- Stops/stations weather protection

Challenges:

- Language barrier
- Cost (construct & operate)
- System legibility
- Political will

Group 3:

How could a transit-oriented approach improve or change your daily travel experience?

- More set schedule, planning required, less spontaneous
- Large service caps now
- Free and how it is funded

What types of transit services or features would encourage you to use public transportation more often?

- Public safety
- Better destination options
- Media, education, tech to navigate 1st/last mile

Challenges:

- Cost
- Incentivize/shift use
- May be more viable than neighborhood oriented

Group 4:

How could a transit-oriented approach improve or change your daily travel experience?

- Disability/aging population
- Affordability/faster access (lane dedications, bike and bus lanes)
- Expanded train service will attract
- They have to go where people want to go
- Air quality
- Increased traffic on major streets
    - Contributing to poor air quality
    - Traffic type on roads

What types of transit services or features would encourage you to use public transportation more often?

- Rail

    - More comfortable
    - Climate controlled
    - Expanded transit for disabled
    - Wi-Fi
- Safety
    - Make people feel comfortable
    - Vulnerable populations
- Challenges
    - Community buy-in and engagement

Group 5:

How could a transit-oriented approach improve or change your daily travel experience?

- Avoid traffic
- Save money
- Cost of living
- More equal
- Increased access
- Decreased traffic

What types of transit services or features would encourage you to use public transportation more often?

- More privacy – rooms
- Stations more frequent and comfortable
- Cleaner
- Access to information

Challenges:

- Costs
- Drivers and maintenance
- Infrastructure to support

Group 6:

How could a transit-oriented approach improve or change your daily travel experience?

- Would help with downtown traffic
- Parking is confusing

What types of transit services or features would encourage you to use public transportation more often?

- Accessibility
- Less transfers
- Less stops/quicker

Challenges:

- Cost effective solutions are difficult out east

Group 7:

How could a transit-oriented approach improve or change your daily travel experience?

- Greater penetration of transit into neighborhoods

What types of transit services or features would encourage you to use public transportation more often?

- Need access to more places (open spaces and parks)

Challenges:

- High density housing (good and bad)
- Need to force developers to put in essential services

Neighborhood-Oriented City

- How would a neighborhood-oriented approach impact your travel behaviors?
- What amenities or infrastructure would you prioritize to support a neighborhood-oriented approach?
- How might this imagine future affect economic opportunities and housing affordability in different parts of Aurora?

Group 1:

Travel Behaviors:

- Walking more
- More community based, connecting with neighbors
- Bike more
- Shorter trips

Amenities:

- Small local shops
- Wi-fi use
- Creativity spaces (like Rino in Denver)
- Gardens for fresh produce
- Shopping
- Children playgrounds
- Music, parks

Future econ opportunities:

- Sustainable impacts (solar, less gas), more desirable to live
- Hot pocket cultural blocks (distinctive neighborhoods)

Group 2:

Travel Behaviors:

- Walk to restaurants
- See our neighbors
- Kids' freedom
- Organic sense of community

Amenities:

- Better walking/biking infrastructure
- Safer crossings
- Places/infrastructure that is not on major arteries
- Better zoning to encourage smaller businesses
- Common gardens
- Density supports economic investment

Group 3:

Travel Benefits:

- More apt to walk/bike with good priced fun – convenience
- More focus on local businesses
- Time savings, slow down, European model. Show public new model.

Amenities:

- Infill vs new development
- Wide sidewalks
- Green space
- Lighting, safety, comfort
- Seasonal use based on weather

Future econ opportunities:

- Housing, encourage density
- Community building land uses

Group 4:

Travel Behaviors:

- Walking more
- Increased community/socialization
    - Consider personal safety
- Disabled—how to get around

Amenities:

- Ice cream/food/fun
- Urgent care/safety

- Sidewalks are well lit and consistent
- Lighting/perceptions of safety
- Bike racks/small golf carts
- Public art

Future econ opportunities:

- Dense housing/less expensive
- Noise complaints rise
- Police enforcement/transit police
- Increased small businesses

Group 5:

Travel Behaviors:

- Reduce long distance
- Walk more
- Healthier
- Build community

Amenities:

- Wider sidewalks
- Smaller roads
- Redevelop areas
- Grocery stores and hospitals
- Recreation centers and parks
- Schools

Future econ opportunities:

- More affordable
- Get a job easier

Group 6:

- Need to maintain parking ability
- Concern taking out or repurposing lanes
- Market will drive conditions
- Like neighborhood feel
- Interest in areas that support events

Group 7:

- Services closer to where people live
- Easier to cross major streets

Final Round of Discussion

- Are there key elements from each scenario that you feel should be prioritized, regardless of the chosen direction?
- How might each imagined future impact the identity and character of Aurora?
- What potential unintended consequences should be considered for each imagined future?

Group 1:

Question 1:

- prioritize safety
- affordability
- centralized
- trustworthy transport

Question 2:

- unified community
- uniqueness
- friendliness

Question 3:

- weather disasters
- breakdowns of infrastructure
- language barriers

Group 2:

Question 1:

- Affordable housing
- Density that supports small/neighborhood-oriented businesses
- Construction defect reform
- Mixed use neighborhood
- Mix of housing types
- Walkable schools

Question 2:

- COC: no change
- TOC: attract younger people, make immigration transition easier
- NOC: more social, more vibrant

Question 3:

- Political Will

Group 3:

Question 1:

- Safety, accessibility, technology, community vision, buy-in

Question 2:

- Not under shadow of Denver
- Small town feel
- Protect quality of life
- Prevent overcrowding
- What are planned demographic change
- Protect environment, open space, air
- Integrate people, places, culture

Question 3:

- Too dense, but still want vertical
- Different desire across generations
- Where does funding go
- Affordability

Group 4:

Question 1:

- Safety
- Disability access
- Affordability/budget/cost
- Weather/sidewalk health
- Beautification/community art
    - Creativity through grants
- Open spaces

Question 2:

- How we define it
- Neighborhood/transit approach could change perception
- Big city operating as a small city
- Generational perception
- Better infrastructure will bring more transits
- Language barriers
- Driving intelligence and changes

Question 3:

- Cultural enclaves
    - Pockets of communities
- Increased population
- unaffordable

Group 5:

Question 1:

- community, equity, safety, timeliness, accessibility

Question 2:

- more unique
- more friendly and community-based
- more trust in transportation

Question 3:

- construction
- costs
- land impacts

Group 6:

- need to support all modes
- roundabouts
- crashes
- neighborhood feel would be improved w/ neighborhood scenario

Group 7:

- need a “main street” in Aurora where you could park once and walk/bus to a lot of different places
- require diversity of land use
    - one size doesn’t fit all
    - example: Fallbrook, Nebraska
- peaks and valleys of density (good)
- access to open space
- access to key needs close by
    - grocery store

GIFT CARD WINNER

A random drawing of survey participants was conducted to select a gift card winner at the end of the Virtual Town Hall. The winner was sent their gift card via email. The winner was Ella G.

OPEN HOUSE ATTENDEES

Open House	*Name*	*City of Residence*
1	Carlos V.	Aurora, CO
1	Naitsangel M.	Aurora, CO
1	Taraga C.	Aurora, CO
1	Maria B.	Aurora, CO
1	Bisham R.	Aurora, CO
1	Radhika R.	Aurora, CO
1	Tatiana V.	Aurora, CO
1	Jasmine M.	Aurora, CO
1	Maria S.	Erie, CO
1	Sierra P.	Northglenn, CO
1	Graciela R.	Aurora, CO
1	Laura G.	Aurora, CO
1	Kevin P.	Aurora, CO
1	Irene P.	Aurora, CO
1	Duncan S.	Denver, CO
1	Hanna C.	Aurora, CO
1	Samantha G.	Henderson, CO
2	Mike Riley	Aurora, CO
2	Sharon Morgan	Deer Trail
2	Rosine Uwizeyz	
2	Ryan Fields	Aurora, CO
2	Andrea Roberts	Aurora, CO
2	Abby Brakefield	Parker, CO
2	Yesenia Baca	Aurora, CO

ROUNDTABLE DISCUSSION ATTENDEES

Name	*City of Residence*	*Organization*
James B.	Aurora	Pioneer Hills Owner Association
Kathy B.	Aurora	Home owner
Rebecca C.	Aurora	Pioneer Hills Owner Association
Vince C.	Aurora	Housing and Development Commission
Rosie C.	Aurora	Home owner, PRAB member
Blake S.	Aurora	Home owner, William Park
Ralph C.		Veterans Affairs Commission
Betsy O.	Aurora	Commission on Older Adults
Valeria S.A.	Aurora	Youth Commission
Dawn G.	Aurora	Aurora Fox Advisory Board
Robert G.	Aurora	Open Space Advisory Board
Tina C.	Aurora	Verterans Affairs Commission
Robert S.	Aurora	COA
Samuel G.	Aurora	Colorado Ethiopian Community
Douglas B.	Aurora	
Bob L.	Aurora	
Patricia C.	Aurora	Aurora Fox Advisory Board
Mitzi S.	Denver	Aurora Chamber of Commerce
Tom F.	Aurora	
John S.	Aurora	
Elaine L.	Aurora	AIPPC
Lisa T.	Aurora	
Shanta C.H.	Aurora	Citizens Advisory Committee on Housing and Community Development
Dave W.	Denver	City Liason - AYC
Sydney S.	Aurora	Aurora Youth Commission

Jusu S.	Aurora	Immigrant & Refugee Commission
Henry D.	Aurora	Aurora Youth Commission
Eden Y.	Aurora	Aurora Youth Commission
Bob G.	Aurora	Planning and Zoning
Sarah W.	Aurora	Business Board
Mary M.	Aurora	AIPPC
Karen J.	Aurora	AIPPC & ACFOA
Michele B.	Aurora	
Carole K.	Aurora	ACFOA
Sean R.	Aurora	
Daniel W.	Aurora	Citizens Water Advisory Commission
Rick E.	Aurora	Parks and Rec Board
Gretchen D.	Aurora	CABC
Marpessa A.	Aurora	Historical Preservation Commission

MAP COMMENTS

Latitude	Longitude	Address	Category	Comment
39.6093210037681 4	- 104.711020588874 82	5850 South Southlands Parkway, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-118492	Bicycle	Connecting the path along the new housing developments to the path along Southlands Parkway in the mall, and upgrading the cycle lane to a cycle track in the mall for safety would make taking a bicycle or walking to the mall a much more attractive option and make the mall fell more connected to the community. Possible implementation pictured.

				 Image link

39.6161356506790 1	-104.696883202123	5550 South Harvest Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-118525	Car	This is a worthless and pointless intersection. Very little traffic on Alexander (which was NEVER supposed to be a major connector according to the original 2000-2005 master plans). The important intersection is Orchard/Harvest which according to that plan was supposed to be an important connector (2 lanes each way without residential neighborhood traffic) connecting Aurora Parkway and Harvest. This traffic light should be removed.
39.6090738657929 65	-104.696599948802 06	South Powhaton Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-118526	Car	There should be a traffic light here. This was supposed to be a major intersection according to the 2000-2005 master plans and was supposed to connect to the entrance to the Aurora Reservoir on the east but was never done. The 3-way stop is dangerous and confusing. The road should be completed to the east to connect to the Aurora Reservoir entrance and a stop light put in to replace the 3-way stop signs.
39.6164001286210 2	-104.698144906433 3	5550 South Harvest Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-118527	Bicycle	Original plan in 2005 was for bike paths from neighborhood trails to the west to connect to the Aurora Reservoir trails. 20 years later, nothing has been done. Need to complete the connection of bike paths to the Aurora Reservoir path.
39.6301951025618 1	-104.697540878987 65	4605 South Harvest Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-118528	Bicycle	Bike paths were supposed to be installed to connect east from the Tollgate Crossing paths to the Arapahoe County fairgrounds and the Aurora Reservoir. This still has not been done. Instead we have a worthless trail the County put in along the Xcel power lines from Gun Club to Quincy that doesn't connect well so no one uses it. High quality bike path needs to be installed to connect east to the Aurora Reservoir.

39.623699170449774	-104.71725083130879	5101 South Gun Club Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-118529	Bicycle	Many years ago, the County and City planned for a bicycle/pedestrian overpass at E-470 and Belleview to allow trails to connect to the County bike path on the west side of E-470 and the Copperleaf subdivision. In the transportation master plan circa 2010 this was given high priority but nothing was ever done. If a bike/pedestrian overpass was put in, would allow much better bike transportation from neighborhoods east of E-470 with the trail along E-470 as well as access from neighborhoods to the west with the Aurora Reservoir, middle school, fairgrounds, etc. AND improve safety as Gun Club and Quincy are very dangerous for bike traffic.
39.616282765972887	-104.68944811807887	25400 East Alexander Drive, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-118530	Car	The dead end here is really absurd - this should connect to the entrance to the Aurora Reservoir, as was originally planned (from Orchard/Harvest to the east). Neighborhoods to the south and west have to travel all the way north to Quincy and then around to Powhaton and then south again to enter the reservoir by car. This road was put in not for good planning or logic but just as a cheap fix. Spend some money to connect to the entrance and do it right, as you promised would be done nearly 20 years ago.
39.638386659826335	-104.69877254956374	24805 East Quincy Avenue, Aurora, Colorado 80018, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-118531	Car	Quincy should have been widened to 4 lanes divided highway from Gun Club to at least the Aurora Reservoir entrance at Powhaton many years ago, especially when the Quincy/Gun Club interchange project was done. This narrowing of Quincy to 2 lanes is an embarrassment to Auroa as we saw when the 2015 Rocky Mountain Air Show disaster occurred. The traffic nightmare caused by poor city planning caused Aurora to lose millions of dollars in future revenue that we could have had... Time to do it now. People will die in accidents if you don't spend money to widen it NOW.
39.610178138575006	-104.68414592716728	25941 East Orchard Drive, Aurora, Colorado 80016, United States http://engageaurora.org/connect	Bicycle	Aurora reservoir bike path was supposed to be extended many years ago to connect to the west with Harvest/Orchard and then go north along Harvest to Belleview and the east again to connect back to the reservoir bike trail. This would provide a valuable recreational resource to the several thousand people

		ingaurora/maps/add-feedback-by-location?reporting=true#marker-118532		living in the neighborhoods to the west of the Aurora Reservoir.
39.657083822481689	-104.84489011178314	I 225, Denver, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119281	Pedestrian/Mobility Device	The bike path connects to downtown Denver, Golden, commerce city. This it is very important that any bike path system in Aurora MUST connect to this already established network of bike paths that do not cross any roadways or highways
39.6577534039266 8	-104.84566211160134	I 225, Denver, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119282	Transit	The light rail connects to Golden, the airport, downtown denver. Any bike path or alternate transportation should connect to this already established railsystem. It would be great if one could exit a plane and take a train to Aurora southland or highlands or south Havana steet.
39.6676143636604 05	-104.86194494697195	11000 East Yale Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119368	Bicycle	This is a really terrible intersection or bicycles. I have been hit by a pickup truck while in the crosswalk by a pickup truck that was turning right from Yale westbound to Parker northbound. This is a really scary place and I try to cross in the car lanes when I can because the pedestrian crosswalk is so dangerous.
39.6675771997997 1	-104.86365066815787	2719 South Parker Road, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Bicycle	The bushes overlap the sidewalk making it hard to ride a bike here

		location?reporting=true#marker-119369		
39.674753582835415	-104.82795408461627	14001 East Iliff Avenue, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119375	Pedestrian/Mobility Device	Poor Visibility for pedestrians at and around the on ramps here
39.756886601928926	-104.81946229934694	2731 Sable Boulevard, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119376	Car	Modifications to intersection increasing close calls and danger of intersection your ADA compliance does not imply make it worse for everyone else.
39.682639165962444	-104.783680560399	1853 South Sedalia Circle, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119757	Pedestrian/Mobility Device	There is no pathway at this location, although students from the nearby schools often use it to access the neighborhood. A fence blocks access to this area except for a 4 foot wide opening, which itself is blocked by a deep ravine (about 24" deep) that creates a hazard and prevents access for disabled people. This property is owned by the city of Aurora. This would be a perfect place for a paved pathway that would allow access to the Powerline Trail from the neighborhood to the north.
39.682372644312315	-104.78551824219124	1897 South Pitkin Street, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119758	Pedestrian/Mobility Device	This area is a mess. On the map it looks like there is a pathway from the Powerline Trail to the paved trail through the townhomes to the north, but in reality the pathway is blocked by high shrubbery. Students from the nearby middle school have worn a path in the dirt, and have completed access by creating an opening in a fence. This opening, however, isn't sufficient for a wheelchair to get through, and barely wide enough for a pedestrian. Completing this walkway with a

				paved surface would allow much easier access for pedestrians.
39.684115621047	-104.78541970252992	1842 South Quintero Way, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119759	Pedestrian/Mobility Device	The dotted line on this map is a pathway worn in the dirt, mostly by students from the nearby schools. It allows access from Mrachek Middle School to the neighborhoods to the north, but is not paved. This runs behind my house and is used quite often by pedestrians, mostly students and occasionally by bicyclists accessing the Powerline Trail from E Mexico Ave. A paved pedestrian/bicycle trail would be perfect here.
39.682247349766875	-104.78151975964605	1888 South Telluride Street, Aurora, Colorado 80017, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119760	Bicycle	This is an odd situation. The Powerline Trail, which is heavily used by bicyclists and pedestrians, crosses S Telluride St at this point which is a fairly heavily used collector street. There is no marked crossing at this location. However, about 300 feet to the north there is a marked Abbey Road type crossing and signage. Presumably this crossing is for students at the nearby middle and high schools, but it's actually farther away from those schools than the Powerline Trail crossing. It would make much more sense to eliminate the marked crosswalk at the nearby intersection, and replace it with a marked crossing and signage at the Powerline Trail crossing.

				 Image link
39.607142984543688	-104.68970775604245	6171 South Wheatlands Parkway, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119817	Car	This intersection should be a 4 way stop. Traffic moves over the posted speed limit to a large degree and the vast majority of traffic is guilty of speeding through this intersection. There is a YMCA facility at this corner and a public park. A 4 way stop provides a heightened level of safety for pedestrians and bicyclists.

39.797656051230 91	-104.688827991485 61	East 56th Avenue, Aurora, Colorado 80022, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119818	Car	Jackson Gap should be extended south of 56th down to I70 as the planned community growth in this area is substantial. Introducing a major north/south arterial from I70 to Pena Blvd will ease traffic demand toward the west (E470, Pena Blvd west of E470, etc)
39.744603356033 86	-104.828258038032 81	13529 East 17th Place, Aurora, Colorado 80045, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119910	Transit	Add an R Line light rail station at 17th Place so more destinations on the Fitzsimons/Anschutz campus can be walkable
39.657565439999 274	-104.845110357273 38	I 225, Denver, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119911	Other	The map clearly shows that the Nine Mile park-and-ride lies within city limits, but half of the bus loop and the station itself are outside the city. Aurora should annex the entire station so it can be managed effectively.
39.6450634524551	-104.879329707473 53	3897 South Dallas Street, Denver, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119912	Other	This parcel was recently de-annexed from Greenwood Village. Aurora should annex the property to create transit-oriented development on the site that would offer more housing within walking distance of high-quality transit.
39.638678312163115	-104.807773232460 04	15555 East Quincy Avenue, Aurora, Colorado 80015, United States	Pedestrian/Mobility Device	Better lighting of the sidewalk approaching the intersection of Chambers Way and Quincy Ave is needed to increase visibility and reduce cars turning

		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-119931		onto Quincy hitting pedestrians and bicyclists crossing here. Moving the stop limit line back further from Quincy and making it more clearly marked should also help with this.
39.653032206720894	-104.73741352558137	East Hampden Avenue, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120178	Pedestrian/Mobility Device	No safe way to cross conservatory parkway on Hampden as a pedestrian and there is no connecting sidewalk to get to Piccadilly Road.
39.665814440312113	-104.80978484422396	15330 East Yale Avenue, Aurora, Colorado 80013, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120180	Bicycle	Pedestrian push button to cross this intersection takes a very long time to get a green light response. Please address this.
39.665772663666665	-104.810053110122 7	2799 South Chambers Road, Aurora, Colorado 80014, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120181	Pedestrian/Mobility Device	Cars turning right from Yale to Chambers are not yielding to peds / bicyciles on green light. Please have the peds crossing light up a few seconds before the cars traffic light turns green so that cars see pends and cyclists in the crosswalk.
39.667523658055598	-104.80477463105598	16002 East Yale Avenue, Aurora, Colorado 80010, United States	Pedestrian/Mobility Device	Crossing this intersection for kids and adults is a challenge as cars speed though this area. Traffic from Chambers side is hard to see due to the curve and speed factor makes this area unsafe to cross.

		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120183		Would like to see a crosswalk + some sort of traffic calming option at this intersection.
39.634946490313084	-104.79141704595438	4450 South Buckley Road, Aurora, Colorado 80015, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120190	Bicycle	While Buckley is marked as a Bike route; there is no safe way for a cyclist to use this route when cars go 50+ MPH and there is no protection for bikes. If you need to go south there is no other trail as Tollgate creek ends trail ends at Quincy.
39.653908128979744	-104.83225631401173	South Parker Road, Aurora, Colorado 80134, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120198	Pedestrian/Mobility Device	Often time lots of trash on Parker E Trail trail, broken glass, unsafe conditions
39.652957863305424	-104.8310548067093	7995 East Hampden Avenue, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120199	Other	Often time lots of trash on this trail, broken glass, unsafe conditions when trying to get to Cherry Creek trail.
39.6248213965175	-104.787774682045	17200 East Smoky Hill Road, Aurora, Colorado 80015, United States	Pedestrian/Mobility Device	The pedestrian crossing on Wagon Trail Parkway at the intersection with Smoky Hill is very poorly lit, making it difficult for drivers turning off of Smoky Hill to see pedestrians and bicyclists at night.

		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120256		
39.6383273296173	-104.67450284879307	28102 East Quincy Avenue, Aurora, Colorado 80138, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-120661	Transit	This is a facility with over 200 Aurora employees but no public transit within about 5 miles, and then that is only a very slow regional bus. The closest otherwise is at AMC or the airport. However public transit in this general area would also benefit anyone recreating at the reservoir, pronghorn area, or the fairgrounds.
39.671615555950325	-104.8058580995418	Wheel Park Cir, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123345	Bicycle	Wayfinding sign needed
39.679144519163515	-104.80260995483191	2074 S Idalia St, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123347	Bicycle	Wayfinding sign needed
39.708598059635222	-104.80615312809088	15515-15529 E Alameda Pkwy, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Bicycle	Wayfinding sign needed.

		location?reporting=true#marker-123350		
39.741662840848511	-104.79136884212495	Airport Boulevard, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123402	Bicycle	As the earlier comment states a lighted underpass where the High Line Canal trail crosses Airport Blvd would be an amazing safety improvement. If that's not financially feasible a traffic signal would improve this crossing too. Traffic is often fast moving and thick on Airport so the current uncontrolled crossing is unpleasant and dangerous.
39.748716038461744	-104.7917926311493	2150 Airport Boulevard, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123403	Other	This is the only area in Aurora I ever see people riding horses, adding modal filters to this trailhead on Sand Creek Trail for pedestrians, bicyclists and horseback riders should help keep most unauthorized users (offroading trucks/ATVs ect.) out of the this recreational area and make it more attractive to authorized users while reducing noise for those living nearby.
39.764733601328883	-104.79616999626161	16358 East 33rd Drive, Aurora, Colorado 80011, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123420	Pedestrian/Mobility Device	No sidewalks on the north side of 33rd Dr
39.6099037259467	-104.69732522964479	South Powhaton Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123440	Car	The cars on Harvest Road and Powhaton Road are consistently going far over the posted speed limit of 40 mph. The drivers in this area drive with no regard for anyone outside of their own vehicle, and the wide roads with no traffic calming measures reinforces this driving style.

39.6260196294302	-104.69769001007081	South Harvest Road, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123441	Bicycle	Improvements to bicycle facilities needed along Harvest Road as the current unbuffered painted lane is right next to traffic regularly going over 40mph and dipping tires into the bicycle lane. Crossing the street is also fraught for those outside of cars and trucks. The current bicycle lane only serves to make the road wider for cars and encourage speeding.
39.609655759661685	-104.69271183013916	5903 South Jamestown Court, Aurora, Colorado 80016, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123442	Bicycle	A cycle and pedestrian path connecting Orchard Rd to Aurora Reservoir would be a boon to the area and help reduce the current disconnected nature of the cycleways in Southeastern Aurora.
39.7523372243077	-104.67721939086915	East 26th Avenue, Aurora, Colorado 80019, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123443	Transit	Developing the remaining unpaved sections of Powhaton Rd into a straight line up to at least 64th Ave and maintaining at least one lane in each direction for transit could address Northeastern Aurora's gap in transit in a meaningful way. It could also ensure those in Aurora who live right next to the airport wouldn't be required to drive and find parking in order to use/work at the airport if that potential bus route then used Jackson Gap St to access the airport. It would also make it an attractive route for those cycling to the airport from these neighborhoods, as a straight shot without being a meandering cycleway that makes them have to go farther to go the same distance.
39.7291055376578	-104.6773910522461	26500 E 10th Ave, Aurora, Colorado 80018, United States http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Transit	Building the sections of Powhaton Rd that are being redeveloped into a straight line up to at least 64th Ave and maintaining at least one lane in each direction for transit could address Northeastern Aurora's transit gap in a meaningful way. It could also create transit to the Airport from neighborhoods that are currently restricted to driving.

		location?reporting=true#marker-123445		
39.685970867914336	-104.78307008743288	17591 E Oregon Pl, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123533	Bicycle	The intersection of Mexico and Telluride is heavily trafficked by walking students and is an intersection of bike lanes. Creating safer intersection for all users and a buffered cycle track next to the sidewalk on the south side of Mexico/Uravan would reduce conflicts and make for a safer more pleasant environment. It could also be an education opportunity for interested students as Mrachek Middle and Rangeview High School on Telluride by inviting their input/involvement in the process.  Image link
39.650141014397773	-104.78551089763643	17292 E Jarvis Pl, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123646	Pedestrian/Mobility Device	The sidewalk is overgrown on the west side of Richfield St north of Kenyon Dr.
39.607647200022222	-104.71147656440736	Best Buy, 5999 S Southlands Pkwy, Aurora, CO, 80016, USA	Transit	Best Buy's old location in Southlands seems like a good spot for a transit center for the underserved southern Aurora and northern Parker area. It has potential to allow for a grade separated route along

		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123670		the tollroad connecting to the airport, is close to a lot of new development and could even serve as a location for a cycle and foot bridge across the E-470 connecting to the High Plains Trail and Saddle Rock Markeplace. As an further incentive for Southlands the old Office Depo and neighboring empty Southlands lots could be upzoned to TOD, allowing them to build a tall building with storefronts on the bottom level and apartments or lofts on the upper levels. Before RTD is ready to redevelop the site they could rent out the existing building (maybe to a bunch of small local vendors so that RTD can use parts of the building for itself still?) so that it brings them income in the meantime.
39.607105788174444	-104.70966875553131	23864-23894 E Orchard Rd, Aurora, CO, 80016, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123695	Bicycle	While there is a bicycle lane on Southlands Parkway it does not connect to most of the mall, and is a stripe of paint as protection from multiple lanes of traffic. Turning that bicycle lane into a cycle track and better connecting it to the rest of the mall while possibly adding some traffic calming along longer straight segments of the parking lots would be an improvement. Part of possible implementation pictured.  Image link
39.708569171563106	-104.81907337903979	14555 E Centrepoint Dr, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Transit	If there is ever funding available to grade separate the rail through the Aurora Transit Center such an opportunity should be jumped on. Not only would it reduce conflicts with cars and pedestrians it would also be a chance to making the turns less sharp so the train wouldn't have to to tip toe through this section and be an opportunity to make a better

		location?reporting=true#marker-123697		station for passengers with protection from the elements and some form of ticket gates. This would also create an opportunity to create better bicycle facilities along Exposition, Sable and Ellsworth by freeing up a bit of ground along the right of way.
39.7111979365952 9	-104.819094836711 91	E Alameda Ave, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123698	Transit	As pedestrian crossing at Alameda and Sable is unpleasant enough just contending with cars having the train tracks grade separated at this intersection would be wonderful.
39.7033195953672 6	-104.828426241874 71	685-753 S Abilene St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123700	Transit	Grade separating this rail line to allow for a much more gradual tun (through the location of the Wallmart parking lot) would improve the train's speed and functionally in addition to eliminating conflicts with cars and pedestrians along this stretch.
39.7041656625533 86	-104.865934252738 97	S Havana St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123701	Pedestrian/Mobility Device	Havana is not a pleasant street to cross, and for those with mobility issues it is very difficult to cross. An underpass where the High Line Canal Trail crosses it would be appreciated.
39.6711613558891 2	-104.865869879722 61	S Havana St, Denver, CO, 80231, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Pedestrian/Mobility Device	The slip lane connecting northbound traffic turning from Parker Rd to Havana is exceptionally fast, unnecessary and dangerous to pedestrians and cyclists. Replacing it with a turn lane would be an improvement.

		location?reporting=true#marker-123702		
39.675946822870 74	-104.780044555664 08	2209 S Telluride Ct, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123703	Bicycle	Creating a protected bicycle lane or cycle track along Telluride St from its intersection with Mexico Ave to the intersection with Tower including protected intersections at Iliff and Tower will create a safer environment for the students of the four schools along this stretch and better connect the schools to their surrounding neighborhoods and the nearby Recreation Center to which children already ride their bicycles and scooters despite the lack of a safe way to do so. Interested students could be involved in the process, possibly fundraising to speed up implementation of parts of the infrastructure. It would also be an opportunity to introduce traffic calming infrastructure along Telluride to slow the speeding traffic.
39.634828070249 66	-104.787704944610 61	S Pitkin St, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123704	Bicycle	Pitkin St between Quincy Ave and Wagontrail Parkway could use some bicycle lanes/cycle tracks and traffic calming as it is a wide street with room for bike lanes that connects two areas heavily used by those on bicycle, but is currently a magnet for speeding. The intersections along Pitkin could also use better lighting to ensure drivers can see pedestrians and cyclists.
39.638868340012 12	-104.797339439392 1	4257 S Naples Way, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123705	Bicycle	Please extend the West Toll Gate Creek Trail south to Pheasant Run Parkway, including an underpass at Quincy. This could be developed as a relation to the future park site along Quincy near the proposed underpass. As I have witnessed the aftermath of cyclists getting hit by cars along Quincy it is not a street I feel safe cycling alongside yet that is where the mixed use path ends.
39.638719622609 51	-104.825009107589 72	14055 E Quincy Ave, Aurora, CO, 80014, USA http://engageaurora.org/connect	Car	Quincy Ave's current wide straight design encourages speeding, and there is frequent speeding leading to cars crashing into fences, walls, and people. Whatever traffic calming measures are possible for this street should be implemented in

		ingaurora/maps/add-feedback-by-location?reporting=true#marker-123706		addition to incentivizing and improving transit options in the area and safety for pedestrians and cyclists.
39.650739914168466	-104.77248072624208	S Tower Rd, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123707	Bicycle	Please implement a protected intersection at the Jefferson Ave & Tower intersection as it is frequented by pedestrians, cyclists and skateboarders, especially shortly after Horizon Middle School gets out. This would also be an opportunity to involve students from Horizon Middle in the process since they are frequent users of the intersection.
39.650772956763422	-104.77119326591493	3594 S Tower Rd, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123708	Bicycle	A protected bicycle lane on Jefferson Ave leading to Tower would be appreciated.
39.638694836344644	-104.78010356426244	17852 E Purdue Pl, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123715	Pedestrian/Mobility Device	There is pretty much always debris on the stairs connecting the sidewalks of Quincy and Purdue just east of Uravan. The drainage ramp next to the stairs also invites cyclists and others on wheels but is at an angle that can create a speed issue when joining the Quincy sidewalk and trying to keep out of the street for some as there is no buffer between the sidewalk and car traffic.
39.638480021677008	-104.77693319320668	E Quincy Ave, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123717	Bicycle	Creating a buffered cycle track along Quincy at Quincy Reservoir (moving the fence back would make room for one) would be a huge safety improvement for the many cyclists in the area. It would also improve safety and comfort for pedestrians.

				 Image link
39.6605570004085	-104.78300034999849	17600-17630 E Columbia Ave, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123718	Bicycle	The bicycle parking corral at Columbia Middle is great.
39.63852546329702	-104.78245854377748	E Quincy Ave, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123722	Bicycle	If possible an underpass connecting Toll Gate Creek trail to the south side of Quincy and to Quincy Reservoir Trail would be a great improvement, and create an opportunity to extend Toll Gate Creek Trail to the east. Creating a buffer between car traffic on Quincy and the many cyclists and pedestrians in the area would improve safety.

				 Image link
39.6385812325170 3	- 104.776694476604 48	E Quincy Ave, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123749	Pedestrian/Mobility Device	Improving the crossing on Quincy at Summit Elementary, moving the sidewalk back from the street and separating pedestrian and bicycle traffic into the sidewalk and a cycle track would greatly improve safety for students and their parents/guardians. Planting some trees in the verge created by buffering the sidewalk from the street may help slow down car traffic as it passes the school due to the visual indication that the way is narrower.  Image link

39.712724001531112	-104.86587626561987	160-170 S Havana St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123770	Pedestrian/Mobility Device	Close the short gap in the Westerly Creek Trail between Expo Park and Lowry Wetlands. Signage at both ends, improved crossing for Alameda and Havana, improved sidewalk (and plowing), and put a ped-friendly gate/passage in the fence -- if we can walk the perimeter trail from the inside, why can't we cross between the street and the trail? And why not close this short gap in an otherwise decent trail?
39.697149793284115	-104.86038170553574	11083 E Mississippi Ave, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123771	Pedestrian/Mobility Device	Crossing Mississippi here is far more risky and difficult than it needs to be. Most of the other street crossings are off-grade (even if they need to be brought up to ADA standards), but this one is not. It is among the most dangerous/difficult streets to cross along Westerly Creek and is one of the only crossings that is at-grade. Why are neighborhood streets off-grade but this one is not, and how can we make it so all street crossings are off-grade?
39.689851376003745	-104.84712198779329	12102 E Florida Dr, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123772	Pedestrian/Mobility Device	The trail crossing at Florida/Peoria is at-grade, while most other crossings (except Mississippi) are either off-grade or on quieter streets. This intersection is a little 'easier' than the Mississippi crossing, but does need to be taken below-grade. Peoria is a busy street and Florida is no slouch. Having an off-grade option would greatly improve general safety, and would make it much more appealing for neighborhood residents to let kids walk/roll to Village East, would give older students a better way to get to/from the rec center and Overland High School, etc.
39.683448767150062	-104.83982852437917	12950-12978 E Colorado Ave, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Pedestrian/Mobility Device	This trail is marked as public on maps, but on the ground it is just an informal trail worn into the ground by foot traffic. It is not maintained in winter. Either it is or it is not a public trail. Move the trail to the north side of the ravine so the sun can help warm/clear it in winter, and improve it to

		location?reporting=true#marker-123773		standards for a 6' multi-use trail, and include a small trailhead / 'landing space' on both ends.
39.686060928688306	-104.83494743351831	1675 S Victor St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123774	Bicycle	I love Jewell Wetlands and want to keep it preserved as an intermittent wetland. It is a valuable double-duty green space and flood infrastructure. But there is an issue/question. What is the route we are suppose to take when moving between somewhere like Overland/Prairie, Utah Park, or adjacent areas and the train station at Florida Station? Or the Medical Center? A signed route around or through the wetlands would be fantastic, right now it's unclear and ad hoc and often feels a bit awkward if the Wetlands are part of your route rather than your destination.
39.6651454635855	-104.84059730622553	12432 E Amherst Cir, Aurora, CO, 80014, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123775	Transit	Two issues in this 'corner' of the city. How do neighborhood residents get to/from Nine-mile Station without a car? And how do people who need a bus/train from Nine-mile get to/from destinations on Westerly Creek Trail? If the trail can't continue as a trail, can it continue as a marked multi-use sidewalk between the current trail terminus at Yale and Nine-mile Station? There seem to be trails internal to each 'block' in this development/neighborhood. Can something similar be organized that would serve to move traffic from this neighborhood to the trail and to Nine-mile without having to take a circouitus run-around?
39.72068165739434	-104.81862732284624	291 N Dearborn Way, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Pedestrian/Mobility Device	A ped/bike friendly improvement/connection between the trails here, with signage guiding people along the route where it runs along streets. Right now the walk/roll option to transit between these two options takes you a couple miles past city hall and around DeLaney Farms. Why not a marked multi-use sidewalk route between the two?

		location?reporting=true#marker-123777		
39.708745549062116	-104.8050576758265	High Line Canal Trl, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123779	Pedestrian/Mobility Device	1 - the canal and creek trails have a terrible intersection insofar as signage and ADA are concerned, can we shift the Canal trail off-street (off the sidewalk) onto a separate bridge with a current-standards intersection to the creek trail? This mess is a trick even being able bodied and knowledgeable about the area, it needs improvements in the worst way. 2 - Connection to the trail/creek thing to the east (that is, can we connect Centrepointe Park, Global Village Academy, and the DeLaney Farm areas along the street here?
39.713159212493777	-104.80034538620073	High Line Canal Trl, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123780	Pedestrian/Mobility Device	I don't remember off-hand if this creek segment is a trail. Why not close the gap across this space with a multi-use trail (if there isn't one already)?
39.683448218995866	-104.79903512325379	16206 E Utah Pl, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123781	Pedestrian/Mobility Device	Is there an option to use the greenspace adjacent to Jewell & Potomac & 225, and the T-intersection to the east (Jewell & Abilene) to put in a ped bridge or tunnel?
39.744615699654117	-104.8814922413785	1745 N Beeler St, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Bicycle	This short gap in the trail along Westerly Creek needs to be closed. If it can't be a proper trail, could we do some traffic calming circles or diverters, speed cushions, etc. to turn this into a signed/improved connection between the two longer trail segments? This would go a long

		location?reporting=true#marker-123782		way to improving multi-modal recreation and transportation in the neighborhood. This should cross Colfax in a way that is in proximity to a BRT station, that would be a proverbial "two birds with one stone". Right now, driving is the only practical option in the immediate area of Colfax/Montview and Westerly Creek. Improving a trail connection and making it accessible to the new BRT would retain the option to drive while empowering other modes in safe & practical ways.
39.762499076786 28	-104.852398089535 13	3251-3385 Nome St, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123783	Pedestrian/Mobility Device	A walk/roll route between Peoria Station and Sand Creek Trail (and Anschutz) would be fantastic. Right now it's sketchy, both on street and getting from the street to/from the trail. And once on the trail you are routed a decent distance out of your way to cross the creek, if your destination is south of the creek.
39.757225161494 59	-104.830606390123 14	3008 N Wheeling St, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123784	Bicycle	Walk/roll bridges across Sand Creek are desperately needed. What good is a trail if I can see it 100 meters away across a creek, but have to travel a mile or more to reach a destination only 100m away? The trail is great, but access points are desperately lacking.
39.757104340591 525	-104.819333561826 55	3000-3198 Sable Blvd, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123785	Pedestrian/Mobility Device	Agreeing with the person who posted the orange 'car' pin. The intersection is crashes waiting to happen for cars and nearly unusable for anyone on the trail. For the intersection, a stoplight or all-way stop would help prevent backups on 29th that are tens of cars long. Left turns are particularly rough.

				For trail users, crossing Sable here is all but impossible with even modest traffic. There is ample space under the bridge (along the creek) for an underpass. Drop the trail crossing off-grade. Consider Sable Elementary just south of here, and running a trail spur or multi-use sidewalk south to the campus so parents and/or kids can walk or roll to school.
39.7545972757140 5	- 104.822681350244 18	2590 N Billings St, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123786	Pedestrian/Mobility Device	Run a short trail or multi-use sidewalk between Cottonwood Park and the school campus, either between properties if homeowners are amenable, or along 25th and/or 26th. There is no reason someone living on Zion shouldn't be able to schooch down to the park, through the park on foot or bike, and then to school. And to do so without taking the risk of being on bike/foot along a busy street. Add a similar multi-use sidewalk connection along Billings between the ditch and the creek as well, with proper trailheads/ramps to/from the trails on both ends of this segment of Billings so families can close the last hundred-odd meters in an otherwise perfectly amenable walk-roll route to/from school and the park. Of course cars need to retain access, but it is silly that we would de facto require someone to drive when there are other options for such a short trip, building a safe and practical multi-use sidewalk along Billings and 25th/26th would be a very inexpensive way to turn this into a wonderful mutli-modal neighborhood without having to remove a single parking spot or do any sort of intrusive construction. A traffic circle or two along this bit of Billings would help discourage rat-runners trying to make a 'shortcut' and improve safety even further without hindering local vehicle or foot traffic.

39.754647194888 41	-104.775125968316 12	17953-18003 E Smith Rd, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123787	Bicycle	How involved would it be to run a ped/roll underpass to carry the High Line Canal Trail under the tracks and under Smith Road? I'm not tagging most of the Canal street crossings as most are in a long-term plan by the Conservancy, but this particular stretch is not appropriate to have along Tower -- a challenge that is compounded by the combination of industrial land use, rough/dangerous street crossings or parallels, and the fact that the tracks are difficult to cross with most bikes and are private property to boot. A long trench with underpass portions at the streets and tracks would be a wild improvement. The wonderful new bridge to take the Canal across I-70 will increase walk/roll traffic in this Canal segment significantly. Note: an alternative to a trench-tunnel combo here would be another long pedestrian bridge similar to what is over 70. This (bridge) may be easier, and may be preferable: it would avoid disturbing the tracks and weight-related engineering for heavy trains, and it would allow design to bypass the private property concerns by placing the supports on Canal property outside the track ROW. Whether a tunnel or a bridge, place the on-ramps north of 28th and south of Smith.
39.744486921632685	-104.784676212206 86	17594 E 18th Pl, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123788	Pedestrian/Mobility Device	Why: (1) is there no practical foot path between the two developments/properties here? And (2) Sand Creek Trail is on the north side of the creek here and these dozens of homes have zero access to it. That is ridiculous. If private property/ownership issues prevent a decent foot path between the two developments, can each at

				least get a walk/roll bridge across the creek to Sand Creek? Or, alternatively, a second segment of trail on the south side of the creek with at least one crossing to the north side?
39.740534331908485	-104.7890993740861	High Line Canal Trl, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123789	Pedestrian/Mobility Device	How do the homes north of Colfax here have no decent connection to the Canal? I believe improved crossings for the Canal to cross Airport / Colfax is in the mid-term future plans, but is there a safe multi-use path connection to/from the trail to the two developments that are literally adjacent and yet effectively risk their lives to access the trail? This is an easy fix, how is it still an issue decades later?
39.7729212227079	-104.82845074861191	I-70 W, Denver, CO, 80239, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123790	Pedestrian/Mobility Device	A walk/roll connection to move people across 225 and 70 would go a long way to making this area slightly better to live in and move through. Even a connection just between 32nd to 42nd and a way to cross east/west over 225 on each side of Smith would solve a lot of problems (eg. a ped/roll bridge connect 32nd, and another connecting 35th/39th). This area won't be a pedestrian haven anytime soon, but that doesn't mean we have to make it hell on earth, either.
39.693613235774606	-104.83145882350229	1300-1318 S Potomac St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123791	Bicycle	Going south of Florida Station on foot/bike isn't too bad, and east over 225 and along Florida is doable. But north to where the shops/etc are (at Mississippi & Potomac) is no fun, and there is no dice going west through/beyond the medical center.
39.68950514497286	-104.80675888076209	1415-1499 S Idalia St, Aurora, CO, 80017, USA	Pedestrian/Mobility Device	All the myriad neighbors along this stretch have no access to the creek trail. Why isn't there a walk/roll bridge (or several) providing access to the trail? Forcing people to walk/bike out to a busy street to get

		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123792		on the trail is silly, especially considering everyone on the east side of the creek has several trailheads. If the city purchases just two properties in parallel to Florida when they go up for sale at some point (even if a decade or three from now) that would be a great additional trailhead for the neighborhood but, more importantly, a way to provide access across Chambers for the schools and parks there, and to connect that bike lane (on Florida) all the way from the light rail to the creek trail and points east. That said, there may be enough contiguous neighbors willing to sell 3-5 feet of their properties for a little footpath to close that bit of walk/roll opportunity along Florida.
39.6825694820689 2	-104.791051728573 65	S Buckley Rd, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123793	Pedestrian/Mobility Device	An underpass for walk/roll traffic to cross Buckley would be a massive boost to increasing multi-modal transportation as well as improving options for general recreation. Schools to the east and trails to the west, destinations along Buckley in the shopping center.
39.6825027139135 6	-104.800986809523 69	Horseshoe Park, Aurora, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123794	Pedestrian/Mobility Device	There is literally a multi-use trail running east/west here on both sides of the creek...and no bridge over the creek. This is a stupidly simple fix, how did we go this long without having a bridge here?
39.7303579555221 94	-104.842269251111 49	875 N Revere St, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Bicycle	Hoffman Blvd is a very good potential walk/roll connection between Tollgate Creek and High Line Canal, as well as the high school /elementary school right here, Del Mar Park, etc. The current "bike lane" is not productive in its current form.

		location?reporting=true#marker-123795		And to the south of Del Mar Park, an improved connection to the High Line Canal is desperately needed.
39.726068728436076	-104.84690701950505	Metro by T-Mobile, 606 Peoria St, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123796	Pedestrian/Mobility Device	Connecting the segments of neighborhood inside Del Mar Circle is needed. Being at the park, pool, etc. and want to walk over to grab a bite? Have fun crossing 6th and navigating along Peoria, across the sidewalk, etc. Or if you live in one of the homes/apartments inside the circle, why should you feel as though you have to drive for even something as simple as taking a walk in the park that is literally across the street, or the Canal immediately south of the park? Or over to Hoffman Park if you live in the s/e quadrant of this circle? Sure, people may need to drive to the King Soopers, etc; cars aren't going away -- but if I want lunch or something, the only 'safe' option right now is to drive literally across the street, and that's silly.
39.7493009069629	-104.8292048656231	2204-2254 N Fitzsimons Pkwy, Aurora, CO, 80045, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123797	Bicycle	Tollgate Creek Trail passes campus for a significant distance around the perimeter of the campus. Why no trailheads? And why no simple, safe connection between the Colfax Station and the Trail, and a simple/safe connection between Fitzsimmons station and the (Sand Creek) trail? Take the R to both stations and try to get on/off the trails, neither is practical. And neither is getting into/out of campus from either trail.
39.751166080327225	-104.82662948530313	I-225 N, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123798	Pedestrian/Mobility Device	Is there an option to cross I-225 here connecting the trails on both sides of the freeway? There is a corridor on both sides but no way to connect between them.

39.576395436622225	-104.73643183708192	State Highway 470, Aurora, CO, 80016, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123799	Bicycle	Please update the bicycle infrastructure guidelines so that new roads fit current best practices. With (new) roads that have more than two lanes or a speed limit over 40 requiring a setback cycle track and sidewalk at implementation to improve safety and connectivity for all future users. This also creates a verge which can be planted to create a more attractive streetscape.
39.740392363609666	-104.84566211700441	12111-12117 E Colfax Ave, Aurora, CO, 80045, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123866	Transit	Hope Aurora works with RTD to get the planned BRT line on Colfax to at least reach the Anschutz Medical Campus with a proper dedicated bus lane.
39.740429488276778	-104.84684228897096	1514 N Peoria St, Aurora, CO, 80045, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123867	Pedestrian/Mobility Device	The slip lane at Peoria and Colfax ought to be just fine as a turn lane, this would ensure cars are not zipping through the crosswalk at such high speeds while the pedestrians have the right of way, shorten the total crossing distance and be a chance to add a bicycle track on a section of Peoria.
39.754774612376586	-104.84689056873323	N Fitzsimons Pkwy, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123868	Pedestrian/Mobility Device	The dangerous slip lanes at the intersection of Peoria with Martin Luther King Blvd/Fitzsimons Pkwy really need to go. This entire intersection needs a redesign to make is safer for those outside of cars and seems to be an optimal spot for implementing a protected intersection given the proximity to mixed use trails and a light rail station.
39.761018221495118	-104.84694957733154	3114-3116 Peoria St, Aurora, CO, 80010, USA	Car	It's great that Peoria narrows down to two through lanes in each direction as it goes south over the bridge, having it be six through lanes would only serve to make this corner of Aurora more loud and

		http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123869		dangerous for everyone and encourage even more people to drive here as though it were a highway instead of a city street.
39.747445691266866	-104.84695225954057	Montview Blvd, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123870	Bicycle	Montview's paint buffered bicycle lane does not feel like sufficient protection from traffic along here. An upgrade to a cycle track with protected intersections would make the route safer and more inviting to more users.
39.740466612923991	-104.82861399650575	13681-13699 E Colfax Ave, Aurora, CO, 80045, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123892	Bicycle	A cycle track next to the sidewalk along the north side of Colfax from Peoria to Colfax station buffered from Colfax by a verge with protected intersection treatments at Fitzsimons Pkwy, Wheeling St, Aurora Ct, Quentin St and Peoria St would greatly improve the safety of cyclists. This would provide better transit connections, move pedestrian traffic that little bit further from car traffic, and reduce conflicts between pedestrians, bicycles and cars along this stretch making it more attractive to those who might otherwise be hesitant to ride a bicycle here.
39.738177222275334	-104.82825458049776	1368-1392 Potomac St, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123893	Pedestrian/Mobility Device	A long stretch of Potomac St south of the substation appears to have room to buffer the sidewalk with a planted verge along the powerline easement, creating a much more pleasant environment for pedestrians than the current one. This sidewalk could be widened enough for use as a mixed use path or run alongside a bike track to provide improved and expanded access to Colfax station for everyone outside of a car.
39.648872981900375	-104.78234052658082	17800-17898 E Kent Pl, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-	Pedestrian/Mobility Device	Please add a bridge connecting Toll Gate Creek Trail to Cimarron Elementary and Summer Valley Park for wheelchair and bicycle accessibility.

		by-location?reporting=true#marker-123897		
39.653383271859446	-104.73101377487184	22175-22497 E Hampden Ave, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123898	Bicycle	Paving a nice sidepath along Hampden at the Plains Conservation Center to connect to the High Plains Trail would make that trail accessible to more Aurora neighborhoods.
39.694251580109324	-104.81384038925171	14866 E Alabama Pl, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123899	Bicycle	A nice lighted mixed use path with grass or other plants on each side connecting Gateway High School to the Village Green Rec Center and Village Green Plaza would be a great connectivity and safety improvement for this neighborhood. Interested students from the school could be involved in the planning process and perhaps students could be involved in some trail maintenance long term as they are likely to be the trail's most frequent users and the first to notice any changes which may need to be addressed.
39.682428764524995	-104.80094432830812	Horseshoe Park, Aurora, CO, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123903	Bicycle	Please extend the finished portion of Powerline Trail across the creek, Chambers and Tierra Park.
39.689496277571002	-104.80492472648622	1451-1477 S Jasper St, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Bicycle	Please add a bridge at Kingsborough Park connecting the two trails along Toll Gate Creek.

		location?reporting=true#marker-123904		
39.68353517530666	-104.8192584514618	1824-1856 S Sable Blvd, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123957	Bicycle	Whatever can be done to add a bicycle lane on Sable between Mexico and Florida ought to be done for connectivity. This would be great for the students of Jewel Elementary & Gateway High, with the bike lane being a cycle track right at the schools to prevent people from parking or driving in it and make it safer for kids to actually use to get to and from school.
39.71843580806472	-104.80816483497621	15301-15413 E 1st Ave, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123958	Bicycle	Protected bicycle lanes or cycle tracks along 1st Ave to connect between the High Line Canal Trail and Toll Gate Creek Trail would help make the area more connected and accessible to those outside of cars.
39.7155638587384	-104.80957567691804	2-80 N Chambers Rd, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123959	Bicycle	Since DeLaney Farm is City property adding a cycle track to the east side of Chambers along it shouldn't have too many barriers, and such a cycle track would greatly improve connectivity around City Center and to the Municipal Center and Aurora Metro Station.
39.708152356604394	-104.81966614723207	423-499 S Sable Blvd, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123960	Pedestrian/Mobility Device	A pedestrian walkway over Sable Blvd connecting the mall to Aurora Metro Station would make using transit a more attractive option here. Would be even better if the train tracks were elevated to allow for a station platform only accessible to those with a ticket and to create a more gradual curve above the parking lots so that the train could move at a more desirable speed to and from the station.

39.7105706736616 7	- 104.799474477767 94	S Memphis Way, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123963	Pedestrian/Mobility Device	Please create a pedestrian/cycle path connecting the High Line Canal Trail to Alameda Pkwy where it intersects with Norfolk Way along this stream/drainage so that the space can be better utilized and appreciated by the community.
39.6792167701131	- 104.740905761718 75	21059-22009 E Jewell Ave, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123964	Bicycle	Extending Powerline Trail along Jewel to the High Plains Trail would make High Plains Trail more accessible, and help cyclists who don't want to risk mixing with the high travel speed of cars on Jewel as this stretch currently indicates cyclists are meant to try and ride in car traffic. This would also connect to Conservatory West Trail, Great Plains Park, and Dunkirk St which currently has bicycle lanes.
39.7194673698659 95	- 104.847249984741 23	Peoria St, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123968	Bicycle	Bicycle tracks along the sidewalks down Peoria with protected intersections at major intersections, from Fitzsimons Pkwy, through Del Mar Park to Parker Rd at 9 Mile Station would create a safer and ore attractive way for many to go to the grocery store and run other errands by bike while creating a better buffer from car traffic for pedestrians. This would also make it safer for students at Overland High and Prairie Middle School who commute by bicycle. In places where implementation would require acquiring a few feet of people's back yards perhaps some kind of perk could be offered, like lightening up on the restrictions to at home businesses to allow them to run a pedestrian oriented business if the homeowners are interested as this would also make this route more functional.
39.6968685079059 4	- 104.847174882888 81	1085-1101 S Peoria St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Bicycle	Bicycle tracks along the sidewalks down Peoria with protected intersections at major intersections, from Fitzsimons Pkwy, through Del Mar Park to Parker Rd at 9 Mile Station would create a safer and ore attractive way for many to go to the grocery store and run other errands by bike while creating a better buffer from car traffic for pedestrians. In places where

		location?reporting=true#marker-123969		implementation would require acquiring a few feet of people's back yards perhaps some kind of perk could be offered, like lightening up on the restrictions for at home businesses to allow them to run a pedestrian oriented business if the homeowners are interested as this would also make this route even more functional.
39.68156178846517	-104.84723925590517	S Peoria St, Aurora, CO, 80014, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123970	Bicycle	Bicycle tracks along the sidewalks down Peoria with protected intersections at major intersections would create a safer and more attractive way for many to go to the grocery store and run other errands by bike while creating a better buffer from car traffic for pedestrians. This would also make it safer for students at Overland High and Prairie Middle School who commute by bicycle. In places where implementation would require acquiring a few feet of people's back yards perhaps some kind of perk could be offered, like lightening up on the restrictions to at home businesses to allow them to run a pedestrian oriented business if the homeowners are interested as this would also make this route far more interesting and a boon to private property owners along its route.
39.709724685014045	-104.82834577560426	359-359 S Potomac St, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123971	Bicycle	Instead of having the bicycle lanes on Potomac peter out just north of Nevada Pl they could transfer to cycle tracks that run up by the sidewalks through a protected intersection at Alameda, along Bicentennial Park and up to connect with the High Line Canal Trail where it crosses Potomac. This may require widening the ROW a little bit into some existing parking lots, but at least along the park the land required to make this upgrade is already in city hands.
39.711055564916634	-104.82681959867479	E Alameda Ave, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-	Pedestrian/Mobility Device	Crossing the bridge over the 225 on Alameda is a deeply unpleasant and unsafe feeling experience outside of a car. Creating a dedicated pedestrian and cycle bridge next to the Alameda Ave bridge on at least one side would make for a safer and less uncomfortable crossing experience.

		location?reporting=true#marker-123972		
39.6385874290942 65	-104.788187742233 29	4267-4309 S Pitkin St, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123973	Bicycle	The Pitkin & Quincy intersection is frequented by bicyclists and pedestrians and could use some alterations to make both more visible to cars as they approach. If possible creating a protected intersection to limit conflicts between users here would be preferred, though it may require extending the ROW on Quincy into two existing backyards and/or the grassy strip between the sidewalk and some signage by several feet.
39.6241892169988 9	-104.783982038497 94	17532 E Bellewood Cir, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123974	Pedestrian/Mobility Device	Making the sliver of path connecting the Smoky Hill & Richfield Bus Stop to Telluride St wheelchair accessible would be great.
39.6268955658792 95	-104.780511260032 65	4928 S Sedalia Way, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123975	Other	This dirt path along the drainage behind Meadow Point Elementary is frequented by motorcycle users, kicking up dust and making a racket for nearby homeowners. Some form of modal filtering to reduce this usage would be great, and paving the section of path between the existing paved path leading to the school and the point at which the path crosses the stream/drain would cut down on the dust issues.
39.6279243638688 5	-104.780371785163 9	17577 E Chenango Dr, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123976	Pedestrian/Mobility Device	The trees and bushes along this corner of Chenago & Sedalia are very overgrown, making the sidewalk completely inaccessible.

39.661341646323443	-104.75939154624939	Flanders Park, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123977	Other	There are many places (mostly in parks) where existing mixed use paths are not marked on the Aurora Bike Map, discouraging potential users. Updating the map to include smaller paths instead of only "regional" ones as well as keeping it up to date with new bike lanes may make more people feel comfortable riding as they can see more places where there is infrastructure for them when they check online.
39.657678512532044	-104.84508275985719	Nine Mile Station, Aurora, CO, 80014, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123978	Transit	If the city could annex the rest of the 9 Mile Station grounds and enforce rules to keep encampments out of those grounds it would make the station a much more appealing option for many.
39.668105750588112	-104.7590160369873	19712 E Villanova Pl, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123979	Car	When people are parked on the curve of Flanders street leading to the intersection of Flanders, Vassar & Villanova it is very difficult for those headed west on Villanova to see when it is safe to cross the intersection, especially since it tends to be larger vehicles like trash trucks and a car hauler parked there. Perhaps extend the no parking zone along this side of Flanders street.
39.669223746178005	-104.77066218852998	18602 E Water Dr, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123980	Bicycle	There is a fence instead of a gate across this path. This seems to be a place where the city approved building a path that would connect to the sidewalk and bicycle path on Sterling Hills leading to the Rec Center, and then the property manager made it unusable. If this can be addressed it ought to. This would also be a good location to shift the bicycle lane to a bicycle track leading to the intersection with Tower for better cyclist safety through the busy intersection and connecting to the path under the powerlines along Tower.

39.672622011354896	-104.75428193807603	20089 E Dickenson Pl, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123981	Pedestrian/Mobility Device	Please widen the paved path connecting Dickenson Place to Halifax Way by about a foot or so. It is currently to narrow to walk next to a wheelchair or pass bicycle going in the other direction without stepping off the path.
39.667763018861822	-104.765625	19053 E Linvale Pl, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123982	Pedestrian/Mobility Device	Please pave and light the path between Tower and Flanders for wheelchair accessibility to the Unnamed Creek Trail pedestrian crossing to the Rec Center and the bus stop at Tower & Telluride. The current path runs through a bunch of prairie dog coteries and has many holes in it, turning it into a mixed use path would make it much more functional. A gravel or dirt path could run alongside it for the dog walkers and runners that use the current holey path due to liking a softer trail.
39.696645618867564	-104.77781295776369	S Uravan St, Aurora, CO, 80017, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123983	Bicycle	Please create a protected intersection at Uravan & Mississippi to bring the bike lanes through the intersection more safely. With the current set up cars regularly use the bike lane as a turn lane, moving bicyclists away from the cars as they approach the intersection would stop this from happening.
39.706311737665324	-104.81920480728151	520-658 S Sable Blvd, Aurora, CO, 80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123986	Pedestrian/Mobility Device	Better lighting needed on Sable sidewalk between Exposition and Centerpoint Dr. Eventually grade separating the rail line through this busy section of town would also make for a more pleasant pedestrian experience since RTD could rent the space out to small pedestrian oriented stalls, widen the sidewalk, put in a cycle track or put greenery there instead of pedestrians being sandwiched between heavy traffic and a metal fence.
39.709708177815311	-104.81481134891511	Aurora City Government Cultural Services, 15051 E Alameda Ave, Aurora, CO,	Car	While it is apparent that only one lane is straight only when exiting the Municipal Center on Alameda Dr the signage is incredibly poor and appears at first glance

		80012, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123987		to indicate all lanes are straight only, through the intersection with Alameda Ave. This kind of poor signage results in drivers having to spend time sorting out the reality of the lanes available to them that should be spent looking for pedestrians, cyclists and other things on the roadway.
39.67756530095637	-104.7724485397339	S Tower Rd, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123988	Transit	Tower really doesn't need 3 through lanes in each direction, and the current configuration encourages speeding. If it's possible to turn the curb lanes into bus & bicycle only lanes with personal vehicles only allowed to enter those lanes right before a right turn it may alleviate some speeding and make the street safer.
39.631758464202626	-104.7950702905655	16550 E Pheasant Run Pkwy, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123989	Bicycle	Please widen the path through Wagon Trail Park so that it is functional as a mixed use pat/add a cycle path alongside the footpath, especially since there is no sidewalk on the other side of the street and this is the only approach for walking or bicycle riding students of Independence Elementary from the east and a route for students of Smokey Hill High.
39.630700802574445	-104.79148685932161	S Buckley Rd, Aurora, CO, 80015, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123990	Bicycle	Please create a protected intersection at Buckley & Wagontrial Parkway instead of having the bicycle lanes peter on on approach. This would make crossing Buckley safer for pedestrians and cyclists.
39.750992705994285	-104.8764216899872	2277-2299 Dallas St, Aurora, CO, 80010, USA http://engageaurora.org/connect	Bicycle	A well lit separated bicycle track up the west side of Dallas St to connect Stanley Marketplace to the Arts District on Colfax would make North Aurora safer and easier to transverse by bicycle.

		ingaurora/maps/add-feedback-by-location?reporting=true#marker-123991		
39.729798641632215	-104.87553119659425	ATM at John Dollar Mini Mart, 818 N Dayton St, Aurora, CO, 80010, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-123992	Bicycle	Improve sidewalk on the west side of Dayton to include a dedicated bike lane along Lowry to make the area more accessible to those on a bicycle and reduce conflicts between bicyclists, pedestrians and cars.
39.675269693235784	-104.76243853569032	19298 E Caspian Pl, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124020	Bicycle	Creating a protected intersection at the Wesley Dr and Dunkirk St intersection would improve safety for pedestrians and cyclists.
39.667587523042663	-104.79434877634005	16594 E Yale Pl, Aurora, CO, 80013, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124021	Pedestrian/Mobility Device	The West Toll Gate Creek trail crossing on Yale Ave needs some serious safety upgrades, and Yale itself could use a road diet by getting rid of a continuous through lane in each direction, possibly by turning the curb lane into a bus only lane with personal vehicles only allowed to enter right before a right turn, or at the more extreme end by eliminating the curb lane altogether to create a verge buffered bicycle track and sidewalk. Pictured with bus lane on westbound Yale & verge buffered cycle track on eastbound Yale.

				 Image link
39.768823998538337	-104.79055881500246	Airport Blvd, Aurora, CO, 80011, USA http://engageaurora.org/connectingaurora/maps/add-feedback-by-location?reporting=true#marker-124022	Pedestrian/Mobility Device	Connect the sidewalk on Airport Blvd to Gateway Park Station with a mixed use path under the rail bridge.

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Milestone 3

Engagement Summary

April 1-May 2, 2025

Prepared by:

HDR



Contents

Milestone 3 Engagement Summary 1
Contents 1
Overview 4
Engagement Overview 4
Engagement Activities 4
Engagement Events 6
Roundtable Discussion | April 22, 6:30-8:30 p.m 6
Engage Aurora Live! 6
Virtual Town Hall 6
Online Open House 7
Online Community Survey 7
Community Pop-Up Events 7
Stakeholder Group 8
City of Aurora Employee Engagement 8
Focus Groups & Special Presentations 9
Promotion 9
News Releases and Media Coverage 9
Social Media 9
Newsletters 10
Website Traffic 10
Bill Insert 10
Bus Benches 11
Outreach 11
Stakeholder Group 11
Stakeholder Emails 11
Feedback Results 11
Who We Heard From 11
Demographic Information 12
Feedback by Demographic 13
Feedback By Wards 13
Feedback by Poverty Level 20
Feedback by Gender 23
Online Feedback 1
Online Survey Responses Overall 1
Virtual Town Hall 29
Feedback by Event 32
Roundtable Discussion 32

Engage Aurora Live! 33
Employee Engagement – Employee Town hall 34
Employee Engagement – Block Captains 40
Employee Engagement – Central Parks, Recreation, & Open Space 41
Employee Engagement – Central Heavy Maintenance 42
Employee Engagement – SEAM 43
Project Worthmore 44
Pop Up #1 – Aurora Center for Active Adults 45
Pop Up #2 – Stanley Marketplace First Friday 40
Pop Up #3 – Hoffman Heights Library 43
Pop Up #4 – Southeast Recreation Center 44
Pop Up #5 – Mission Viejo Library 46
Pop Up #6 – Aurora Animal Shelter 47
Pop Up #7 – Community College of Aurora 49
Pop Up #8 – MLK Library 50
Pop Up #9 – CU Anschutz Earth Day 2
Pop Up #10 – Central Recreation Center 53
Additional Comments & Feedback 55
Overall Results 55
Appendix A: Milestone 3 Promotional Materials 59
Leave Behind Flyer 59
Fact sheet 60
Social Media Posts: NextDoor 61
Social Media Posts: Facebook 62
Social Media Posts: X 66
HOA Outreach 77
This is Aurora: City Newsletter Articles/Mentions 79
Bus Bench Ads 81
Media Coverage 82
Appendix B: Engagement Materials 83
Survey 83
Project Boards 84
Jellybean Funding Activity 89
Appendix C: Engagement Results 94
Roundtable Discussion Photos 94
Roundtable Discussion Attendees 95
Roundtable Discussion Map Comments 97
Engage Aurora Live! Photos 101

Pop-Up Event Photos 102
City of Aurora Employee Engagement Photos 103
Stakeholder Meeting Notes 104
Map Comments 108
Survey: Additional Feedback 140
Build Up Aurora: Related Survey Comments 157

OVERVIEW

The city of Aurora has conducted numerous studies and planning efforts over the years that have helped guide transportation-related infrastructure projects across the city. In 2018, the Aurora City Council adopted the Aurora Places comprehensive plan to serve as a foundation for decision-making related to growth and development. In fall 2023, Aurora launched Connecting Aurora, a holistic transportation planning process that evaluates and identifies transportation needs of all people for the city's entire transportation network. Connecting Aurora will be the city's first-ever multimodal transportation master plan, building upon previous study outcomes, the city's Comprehensive Plan, and Aurora Place's adopted vision and relevant transportation goals and strategies to enhance mobility choices throughout the city.



The development of Connecting Aurora is distilled into four phases:

1. Discover
2. Synthesize
3. Visualize
4. Realize

This report summarizes the engagement efforts for the Visualize Phase or Milestone 3, conducted April 1-May 2, 2025. The engagement period was extended by one week to allow community members more time to provide feedback. The Visualize Phase involved extensive public outreach to gather feedback on four visionary networks (Transit, Bikeway, Sidewalk, and Streets) and 10 investment categories (Complete Streets, Street Capacity Improvements, Transit Service Expansion, Transit Amenity Upgrades & Personal Safety, High-Capacity Transit, Pedestrian Improvements, Bikeways & Trails, Traffic Technology, Streetscape Enhancements, and Infrastructure Maintenance). In this phase, community members shared whether they supported or opposed the visionary networks and how they would disperse limited funding across the investment categories. This phase provided the planning team more clarity on how the community wants Aurora to prioritize its transportation investment in the future. Their input informs the final stage of the plan including project prioritization, policies and programs, and implementation.

ENGAGEMENT OVERVIEW

A variety of engagement tactics were used to gather feedback from the Aurora community on proposed visionary networks and investment categories. The numbers on the following pages are an estimate of how many people were informed about or engaged with the project through the various efforts. Engagement survey results from these efforts are shared later in this document.

Engagement by the Numbers

TOUCHPOINTS	ONLINE VISITS	ACTIVELY ENGAGED
*366K+	*2.2K+	1.6K+

**The figure of 366,000+ touchpoints indicate the cumulative number of interactions or exposure to the project. This is a broader measure compared to the 1,400+ online visits, which represent more direct engagement with the project's online presence.*

Engagement Activities

Throughout Milestone #3 the project team used several different activities during the community pop-up events, roundtable table discussion, Engage Aurora Live, the virtual public meeting, and online open

house to gather input from the public. Some variation was made to fit the meeting context which is noted in the summaries below.

Comment Map

Participants were able to provide detailed comments on the visionary network maps both in-person and virtually. At Engage Aurora Live and the Roundtable Discussion, roll plots of each network were available to make comments. The online meeting featured a comment map for each visionary network to collect input.

How would you invest $100 across the investment categories?

In Person: Participants were given 10 jellybeans to represent a total of $100 and asked to distribute them however they liked across 10 investment categories. Each category included a description of the types of investments being considered. The purpose of this exercise was to better understand how much the community wants funds allocated for transportation projects.

- Complete Streets
- Street Capacity Improvements
- Transit Service Expansion
- Transit Amenity Upgrades & Personal Safety
- High-Capacity Transit
- Pedestrian Improvements
- Bikeways & Trails
- Traffic Technology
- Streetscape Enhancements
- Infrastructure Maintenance

Online: Participants were asked how much they would invest across the 10 investment categories in increments of $5 using a sliding scale.

Investment category descriptions and full activity instructions can be found in Appendix B: Jellybean Funding Activity.

Level of Support for the Visionary Networks

In Person Events: Participants were asked whether they believed the visionary network would improve their quality of life. They could answer “yes” or “no” using sticky dots.

Online Meeting: Participants were asked to rank each visionary network (Transit, Bikeway, Sidewalk, and Streets) on a scale from “Strongly Oppose” to “Strongly Support,” with options of “Oppose,” “Neutral,” and “Support” between the two end options.

Engagement Events

ROUNDTABLE DISCUSSION | APRIL 22, 6:30-8:30 P.M





A roundtable discussion was held on April 22, from 6:30-8:30 p.m. All City of Aurora board and commission members were invited to attend, as was the general public. There were **30 people** in attendance. Attendees were asked to RSVP online and were provided dinner. The roundtable began with a presentation from the project team, followed by breakout sessions focused on each visionary network. Attendees learned more about each network from a project team member and were encouraged to provide location-specific comments on each network map.

ENGAGE AURORA LIVE!





On Saturday, April 19, the City of Aurora hosted Engage Aurora Live!, a family friendly event designed to gather feedback on multiple critical projects impacting Aurora's future, with food and activities available for attendees. As part of this citywide open house, Connecting Aurora gathered feedback from many of the **150 to 200 event attendees** on the visionary networks and investment categories

VIRTUAL TOWN HALL

A virtual town hall was hosted on Zoom the evening of Wednesday, April 9, from 5:30-7:30 p.m. **97 community members** attended. The town hall was open to the public and attendees could register via the Engage Aurora website. Throughout a presentation from the project team, attendees were asked to answer polling questions identical to the survey questions to gather their thoughts on the visionary networks and investment categories. Following the presentations, attendees were invited to ask questions and provide feedback via the Q&A function or verbally.

ONLINE OPEN HOUSE

A self-guided online open house was hosted on ArcGIS StoryMaps, linked via the Engage Aurora website (engageaurora.org/ConnectingAurora). Community members could learn more about the project, make comments directly on the visionary network maps, and take the survey. The survey gathered feedback to gauge support for the visionary networks and how community members would like to see limited funding dispersed across potential investment categories. The data below represents engagement between April 1-May 2.

- Total visits: 2,292
- Survey responses: 203
- StoryMap comments: 126

A complete record of map comments can be found in Appendix C: Map Comments.

ONLINE COMMUNITY SURVEY

The StoryMap included a survey to gather feedback from community members after they explored the different network and improvement areas. The survey gauged support for the four visionary networks and 10 potential investment categories and received **203 responses**. The survey was available in English and Spanish and other languages upon request. A copy of the complete survey can be found in Appendix B: Survey.

COMMUNITY POP-UP EVENTS






Pop-up events were held at various locations across Aurora to gather feedback on the visionary networks and investment categories. Events were spread across Aurora to reach as many populations and communities as possible. **200 community members** were engaged over the course of these pop-up events.

Pop Up Event Locations, Dates, Times, and Participation

AURORA CENTER FOR ACTIVE ADULTS	STANLEY MARKETPLACE FIRST FRIDAY	HOFFMAN HEIGHTS LIBRARY	SOUTHEAST RECREATION CENTER	MISSION VIEJO LIBRARY
Wednesday, April 2, 10 a.m.-2 p.m.	Friday, April 4, 6-9 p.m.	Saturday, April 5, 12-3 p.m.	Tuesday, April 8, 8 a.m.-12 p.m.	Wednesday, April 9, 2-4 p.m.
35 PARTICIPANTS	**27 PARTICIPANTS**	**6 PARTICIPANTS**	**18 PARTICIPANTS**	**5 PARTICIPANTS**

AURORA ANIMAL SHELTER	COMMUNITY COLLEGE OF AURORA	MLK LIBRARY	CU ANSCHUTZ EARTH DAY	CENTRAL RECREATION CENTER
Saturday, April 12, 10:30 a.m.-2:30 p.m.	Wednesday, April 16, 9 a.m.-11 a.m.	Wednesday, April 16, 1 pm.-4 p.m.	Wednesday, April 23, 11 a.m.-2 p.m.	Thursday, April 24, 2-4 p.m.
9 PARTICIPANTS	**10 PARTICIPANTS**	**17 PARTICIPANTS**	**56 PARTICIPANTS**	**10 PARTICIPANTS**

STAKEHOLDER GROUP

A virtual meeting with the Connecting Aurora Stakeholder Group was held the afternoon of March 26. The meeting was attended by **13 stakeholders** and began with a review of public engagement thus far. Stakeholders were then asked to review the four visionary networks and provide feedback on each via verbal discussion or the chat function. Because this meeting took place prior to the engagement period, the stakeholders were asked to promote the Milestone 3 events, online StoryMap, and survey to their communities.

CITY OF AURORA EMPLOYEE ENGAGEMENT





Presentations on Milestone 3 were given to employees across the city at maintenance facilities and during an employee town hall. Coffee and donuts were provided, and attendees were asked to provide feedback on the visionary networks and investment categories. About **133 employees** participated.

City Staff Event Locations, Dates, Times, and Participation

EMPLOYEE TOWNHALL	BLOCK CAPTAINS	CENTRAL PROS	CENTRAL HEAVY MAINTENANCE	SEAM
Tuesday, April 8	Wednesday, April 16	Thursday, April 17	Friday, April 18	Tuesday, April 22
~50 EMPLOYEES	**~8 EMPLOYEES**	**~35 EMPLOYEES**	**~15 EMPLOYEES**	**~25 EMPLOYEES**

FOCUS GROUPS & SPECIAL PRESENTATIONS

Throughout the engagement period, specialty presentations and focus groups were held for two organizations in Aurora: Project Worthmore and Developmental Pathways. The Connecting Aurora project team presented to four English learning classes of different levels, adjusting the content to fit the needs of each class. Attendees participated in a simplified version of the investment categories jellybean funding activity. The project team also hosted several focus groups with Developmental Pathways, a local organization that provides support and services to individuals with disabilities and their families. Attendees of these focus groups were guided to the online survey following the meetings.

Event Locations, Dates, Times, and Participation

PROJECT WORTHMORE	PROJECT WORTHMORE	PROJECT WORTHMORE	DEVELOPMENTAL PATHWAYS	DEVELOPMENTAL PATHWAYS	DEVELOPMENTAL PATHWAYS
Monday, April 14	Tuesday, April 15	Wednesday, April 16	Monday, April 28	Tuesday, April 29	Wednesday, April 30
English Class	**English Class**	**English Class**	**Meeting with Aurora project team**	**In-person focus group**	**Virtual focus group**
~10 attendees	**~10 attendees**	**~10 attendees**	**~5 attendees**	**~4 attendees**	**~5 attendees**

PROMOTION

A variety of promotional materials were used throughout Milestone 3 to inform the community about the newest phase of Connecting Aurora and how to provide feedback. For details and examples of materials used, go to Appendix A: Milestone 3 Promotional Materials.

News Releases and Media Coverage

Three news releases were distributed to a comprehensive local media list, including media targeting non-English speakers. As a result, there were four news stories. For a list of news stories, go to Appendix A: Media Coverage.

Social Media

Extensive social media efforts were undertaken to promote the project and to engage the public. A variety of posts and platforms were used, including LinkedIn, Nextdoor, Facebook, Instagram and X (formerly Twitter). Additionally, Facebook posts were boosted for the most common languages: English and Spanish. Each boosted post was $50, for a total of $100 spent on social media ads.

- Total posts (including ads): 31
- Total reach/impressions (views/shown): 93K+
- Engagement (clicks/likes/comments): 1.3k

Newsletters

Several city and community newsletters distributed Milestone 3 project information, reaching over 182k community members.

- Engage Aurora emails: 3 emails were sent to the 181 Connecting Aurora project subscribers on Engage Aurora, one of which was sent to all 2,388 registered participants on Engage Aurora.
  - City of Aurora Employee Newsletter (5,001)
  - This is Aurora City Newsletter (+7,000 subscribers, 7 articles and/or mentions)
  - News Aurora (68,000 recipients)
  - Aurora TV Weekly News Program Newsletter (+1,500 subscribers, 2 stories)
  - Road Construction Roundup (490 subscribers)
- Aurora Library Branch Newsletters: Information on Connecting Aurora Milestone 3's online feedback opportunities were included in branch newsletters across the city, reaching a total of 97,470 subscribers.
  - Central: 60,683 subscribers
  - Chambers Plaza: 512 subscribers
  - Hoffman Heights: 4,275 subscribers
  - Iliff: 3,258 subscribers
  - MLK: 6,884 subscribers
  - Mission Viejo: 12,539 subscribers
  - Tallyn's Reach: 16,203 subscribers

Website Traffic

Below is a breakdown of traffic on EngageAurora.org throughout the engagement period. Visitors to the website were directed to follow a link to the interactive Milestone 3 StoryMap, where they could provide comments on a map of Aurora, learn more about the networks and investment categories, and take the survey to provide feedback.



Bill Insert

An article was included in two News Aurora issues, which was distributed in water bills in March. Approximately **80K homes** received each bill insert.

Bus Benches

Bus bench ads were placed at three locations throughout Aurora:

- 14875 E. Colfax Ave. & Altura
- 17175 E. Smoky Hill Road & Wagon Trail Parkway
- 00280 S. Chambers Road & Alameda

Photos of bus bench ads can be found in Appendix A: Bus Bench Ads.

Outreach

Outreach was conducted with various community stakeholders as described in the following sections.

STAKEHOLDER GROUP

One email was sent to the Stakeholder Group with promotional materials for Milestone 3 engagement.

STAKEHOLDER EMAILS

The project team sent emails to many stakeholders with the project information and ask them to share with members of their organizations.

  - Homeowner's Associations/Neighborhood Leader Newsletter: +1,150 subscribers
- Aurora Boards and Commissions
  - Department of Pediatrics, University of Colorado School of Medicine/Children's Hospital Colorado
  - Aurora Chamber of Commerce
- Project Worthmore
- Developmental Pathways
- Be Well
- Havana BID/On Havana Street
- Village Exchange Center
- Aurora Public Schools
- Community College of Aurora
- RISE Colorado
- Bicycle Aurora
- Painted Prairie Neighborhood
- Aurora Highlands Neighborhood

FEEDBACK RESULTS

The results described below are a compilation of the various feedback tools. Sources for each chart or fact are indicated as well as the number of respondents.

Results from the survey and all other forms of feedback can be found in Appendix C: Engagement Results.

Who We Heard From

- A variety of people who live, work, commute through, or visit Aurora.
- Individuals of all ages, from students to seniors.
- Individuals and families of varying backgrounds.

DEMOGRAPHIC INFORMATION

Demographic information was collected by online survey participants. A breakdown of the demographics is in the following charts. Entering demographic information was optional.

Wards

One hundred ninety-five of the 203 survey takers provided information about which Ward they live in. The engagement by Ward was generally evenly split; however, a large share of participants did not know their Ward or were not a resident of Aurora.

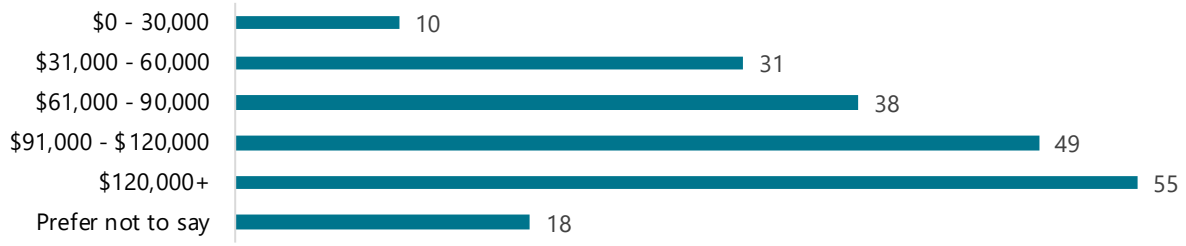
Online Survey Participants by Ward



Income

Two hundred and one of the 203 surveys takers provided information about their income. Most participants earn more than $120,000 per year.

Online Survey Participants by Income Level



Area Median Income

Area Median Income was calculated based on household size compared to size. Sixty percent of AMI is widely considered as poverty level. The results in the chart below are approximate as income was presented in a range. The ranges often fell in between the 60% AMI, in which case households were assumed to be above 60% AMI. AMI was calculated for 183 of the 203 survey responses.

Online Survey Participants by Approximate Area Median Income



Gender

Two hundred and one of the 203 survey takers provided information about their gender.

Online Survey Participants by Gender



Feedback by Demographic

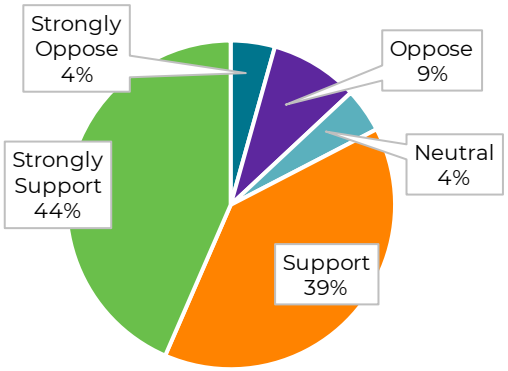
FEEDBACK BY WARDS

The online survey asked for information about which Wards participants lived in. The data in the following charts shows responses to the five survey questions based on Ward. The first four questions allowed participants to indicate their support or opposition for each visionary network (Bikeway, Transit, Sidewalk, Street). The fifth question asked them to allocate $100 worth of funding to the investment categories they wanted to see most prioritized in the future. The investment Categories graphs show the average amount of money allocated to each category based on Ward.

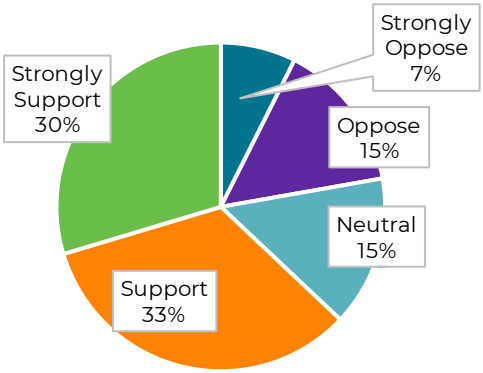
Bikeway Network

Do you support the visionary bikeway network?

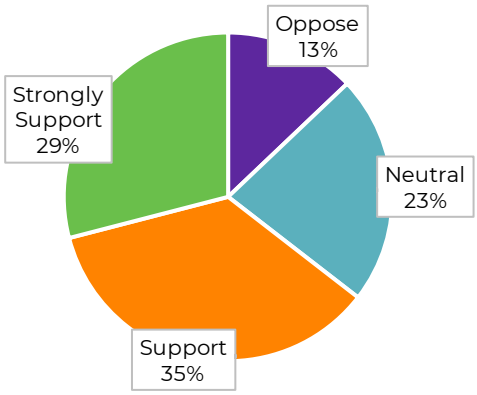
Ward I - Bikeway Network



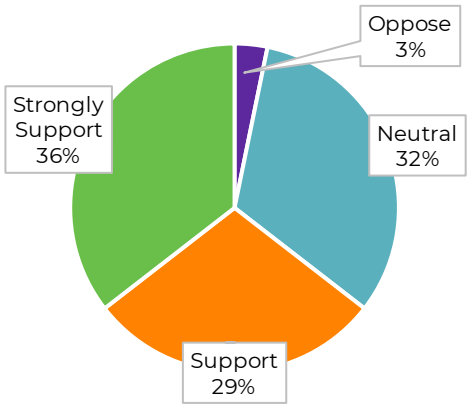
Ward II - Bikeway Network



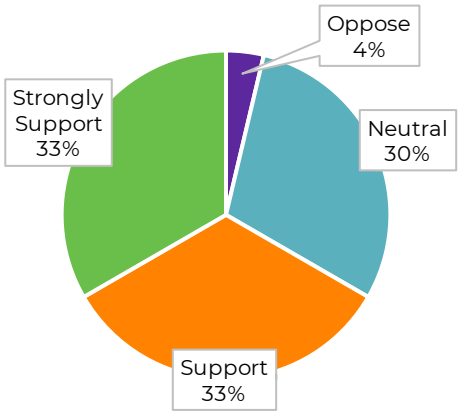
Ward III - Bikeway Network



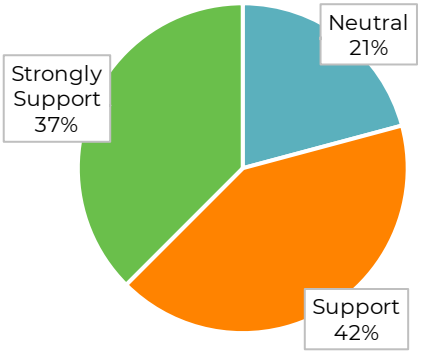
Ward IV - Bikeway Network



Ward V - Bikeway Network



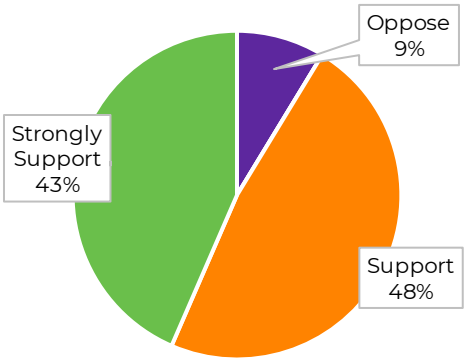
Ward VI - Bikeway Network



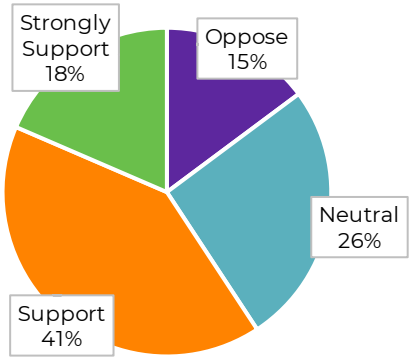
Transit Network

Do you support the visionary transit network?

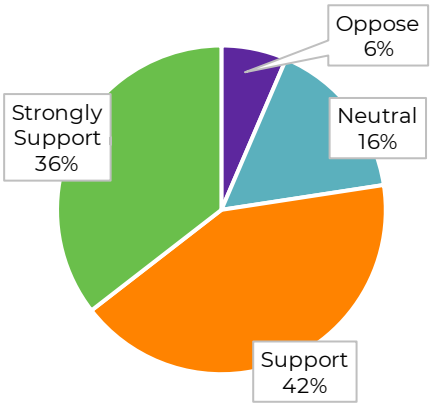
Ward I - Transit Network



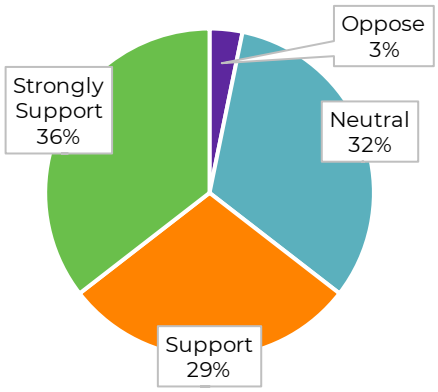
Ward II- Transit Network



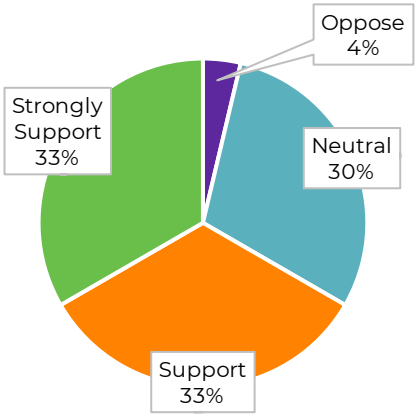
Ward III - Transit Network



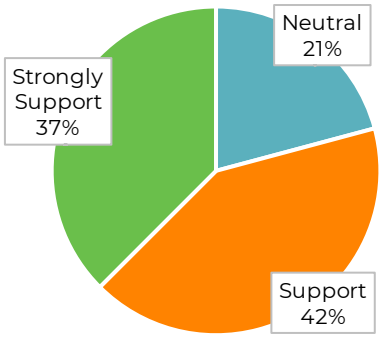
Ward IV - Transit Network



Ward V - Transit Network



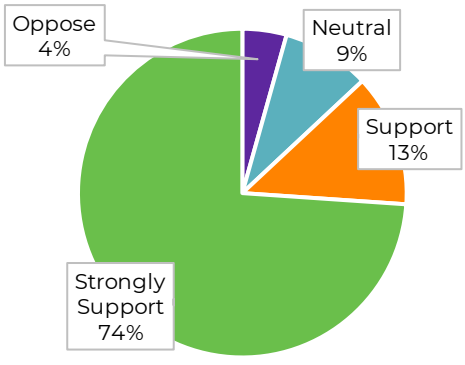
Ward VI - Transit Network



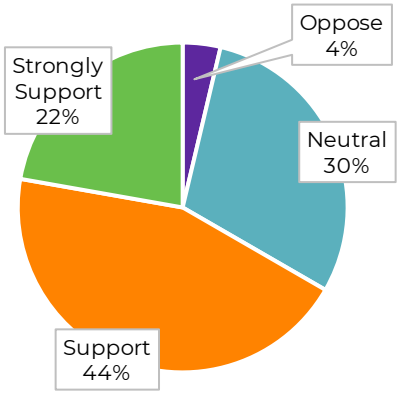
Sidewalk Improvement Areas

Do you support the sidewalk improvements areas?

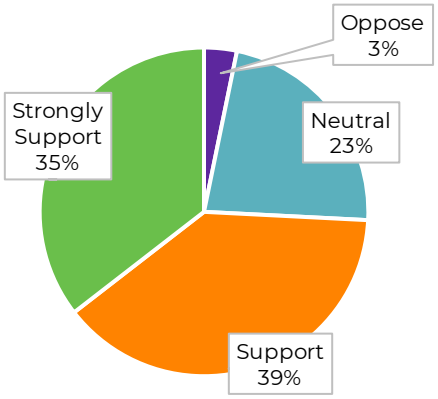
Ward I - Sidewalk Improvements



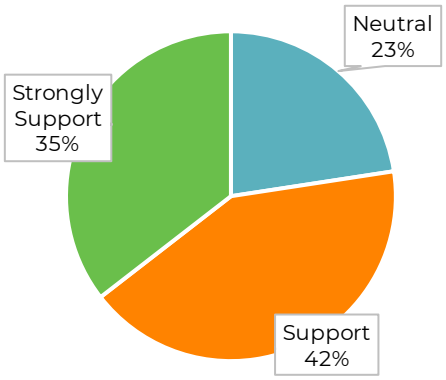
Ward II - Sidewalk Improvements



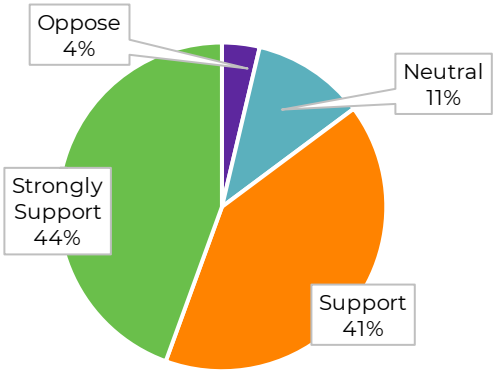
Ward III - Sidewalk Improvements



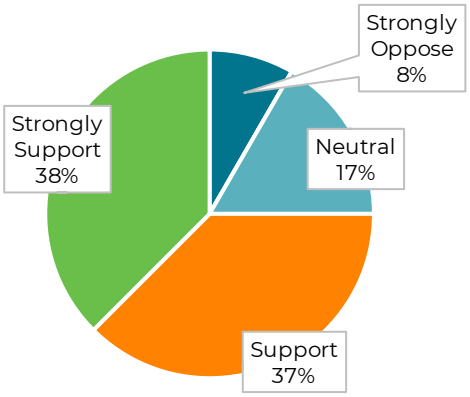
Ward IV - Sidewalk Improvements



Ward V - Sidewalk Improvements



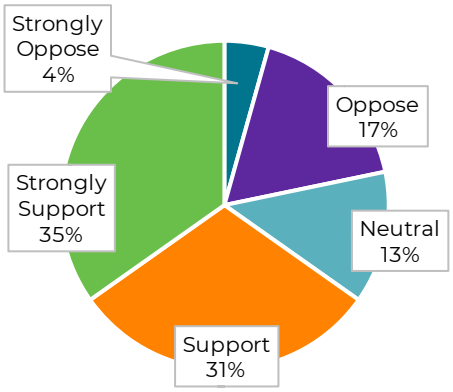
Ward VI - Sidewalk Improvements



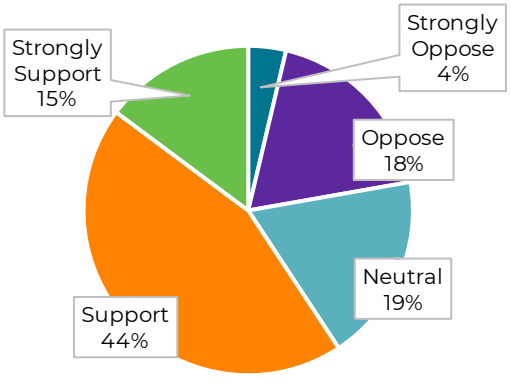
Street Improvement Areas

Do you support the street improvements areas?

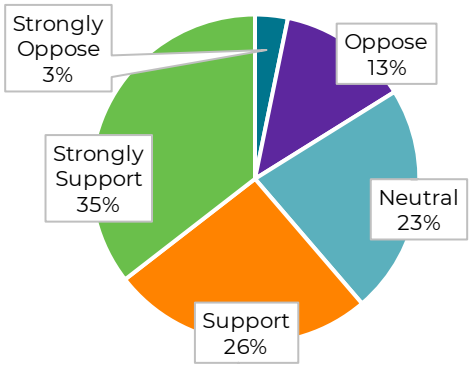
Ward I - Street Improvements



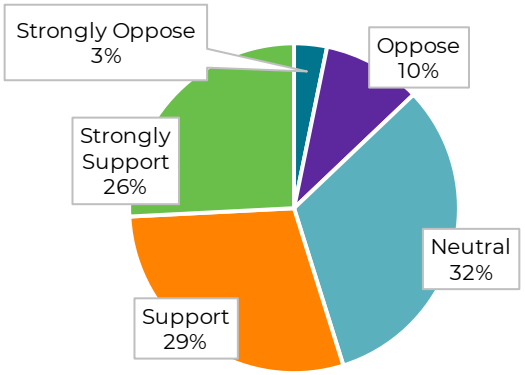
Ward II - Street Imrpovements



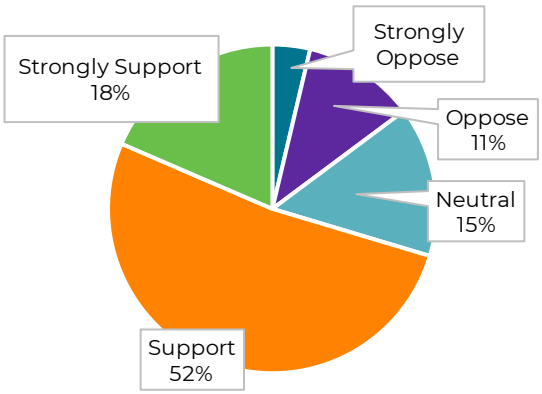
Ward III - Street Improvements



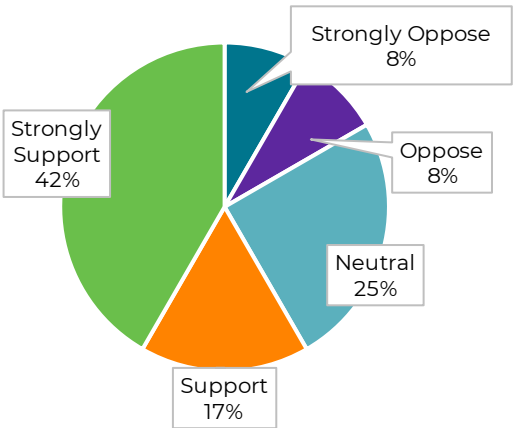
Ward IV - Street Improvements



Ward V - Street Improvements



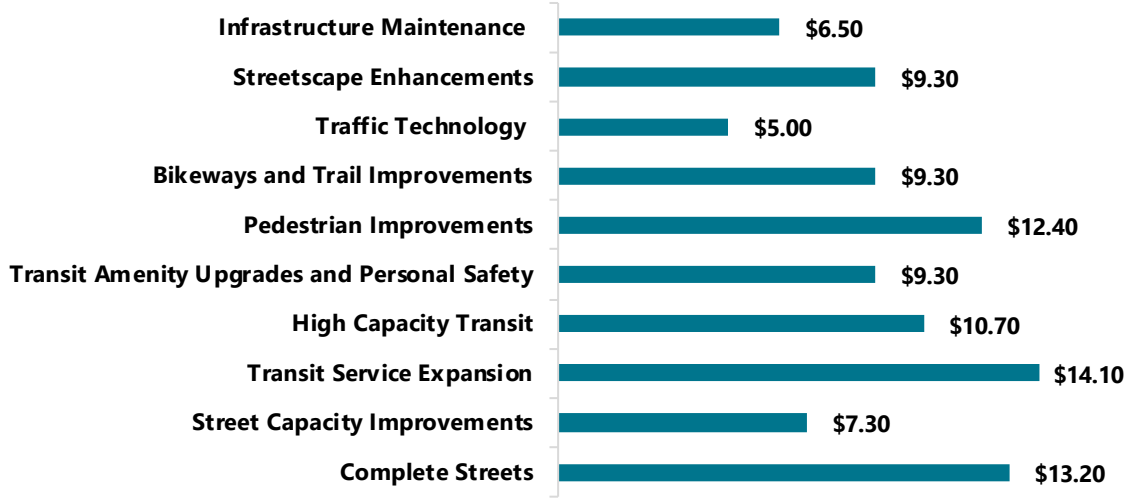
Ward VI - Street Improvements



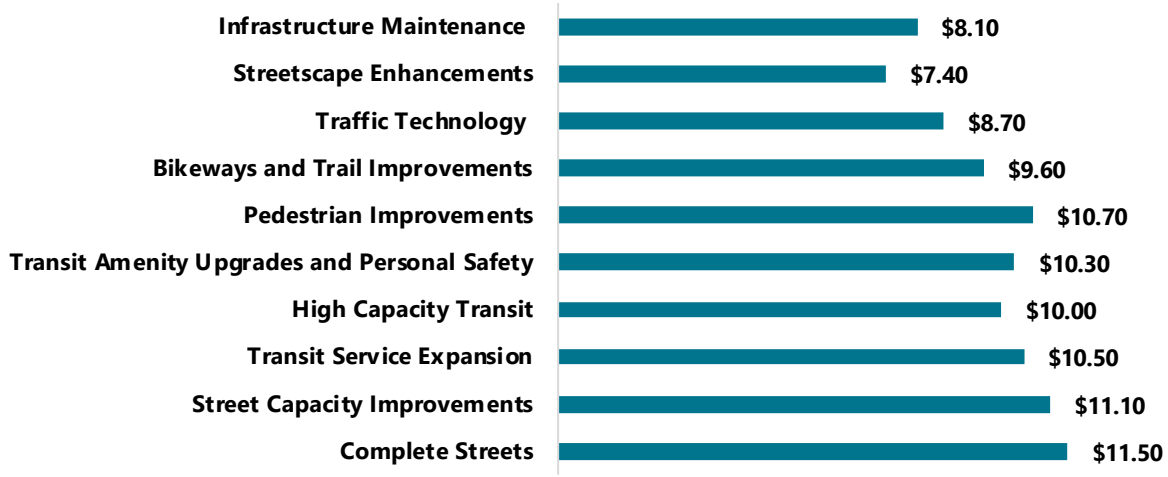
Investment Categories

The graph below shows the average amount of funding allocated to each investment category. Attendees were prompted with the question: "How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future."

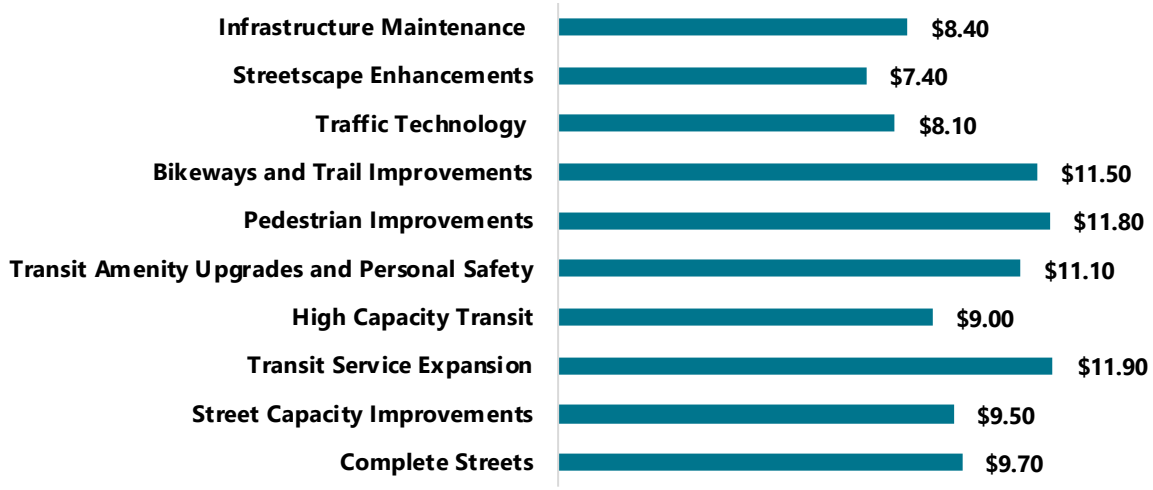
Ward I - Investment Categories



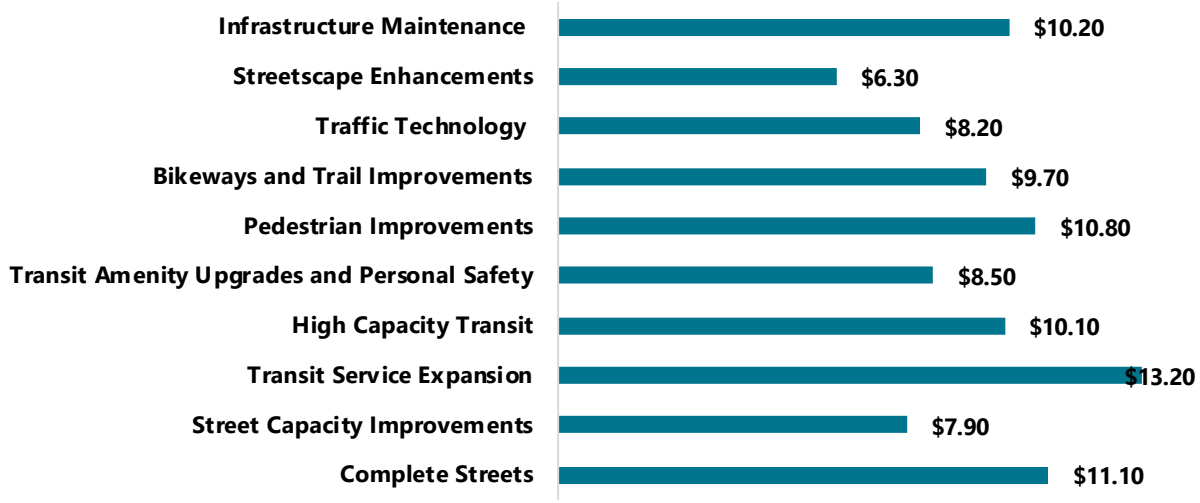
Ward II - Investment Categories



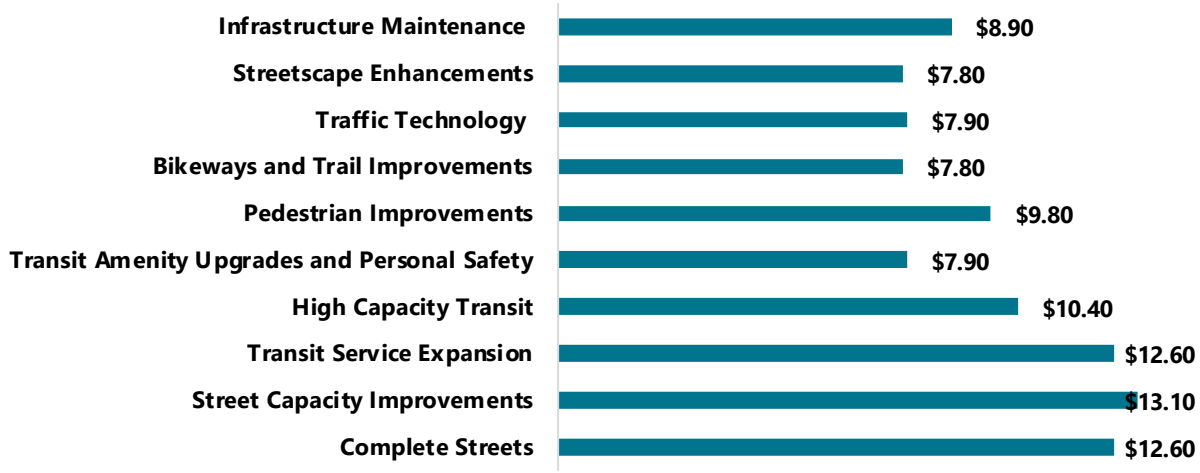
Ward III - Investment Categories



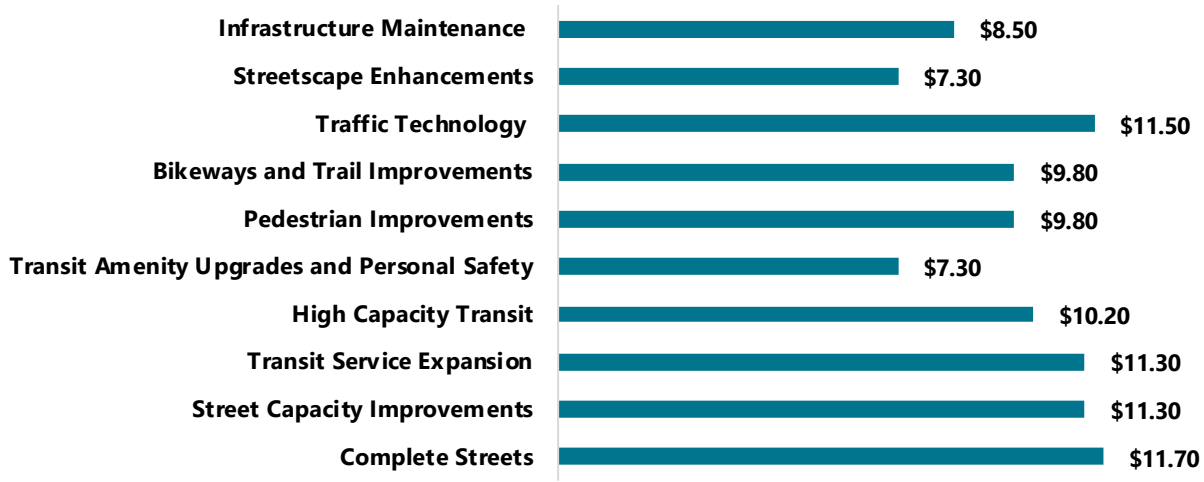
Ward IV - Investment Categories



Ward V - Investment Categories



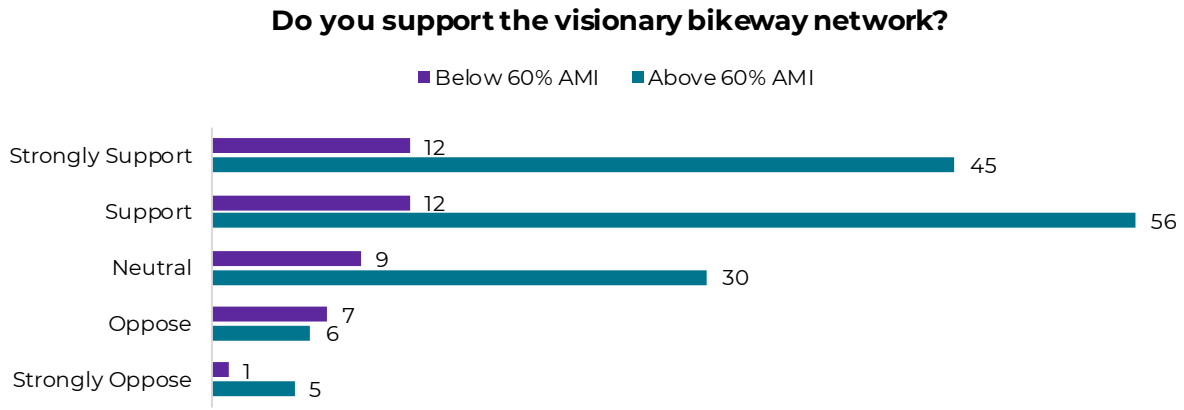
Ward VI - Investment Categories



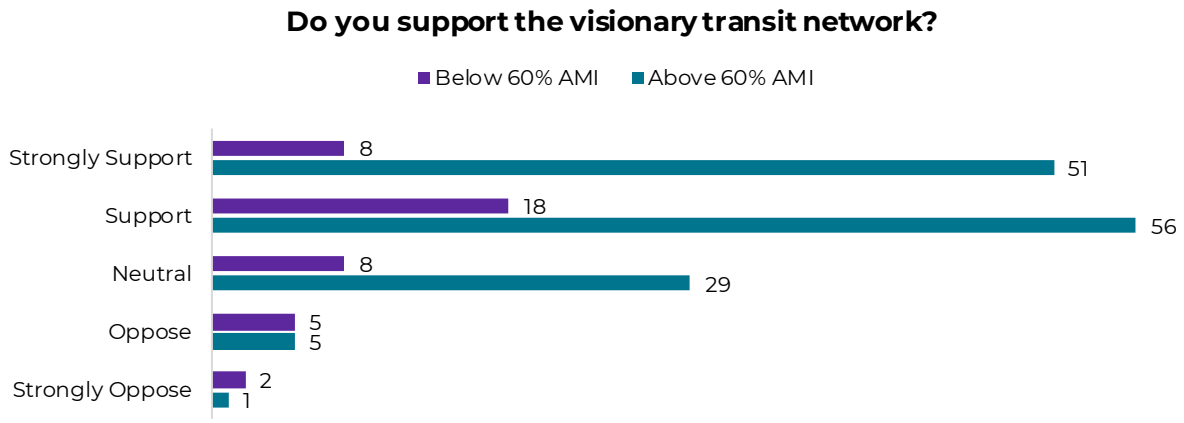
FEEDBACK BY POVERTY LEVEL

The online survey asked for information on income level and number of people per household. Based on these two questions, respondents were grouped into being either above or below 60% of the area median income. The data in the following charts show responses to the five survey questions based on poverty level. The first four questions allowed participants to indicate their support or opposition for each visionary network (Bikeway, Transit, Sidewalk, Street). The fifth question asked them to allocate funding to the investment categories they wanted to see most prioritized in the future.

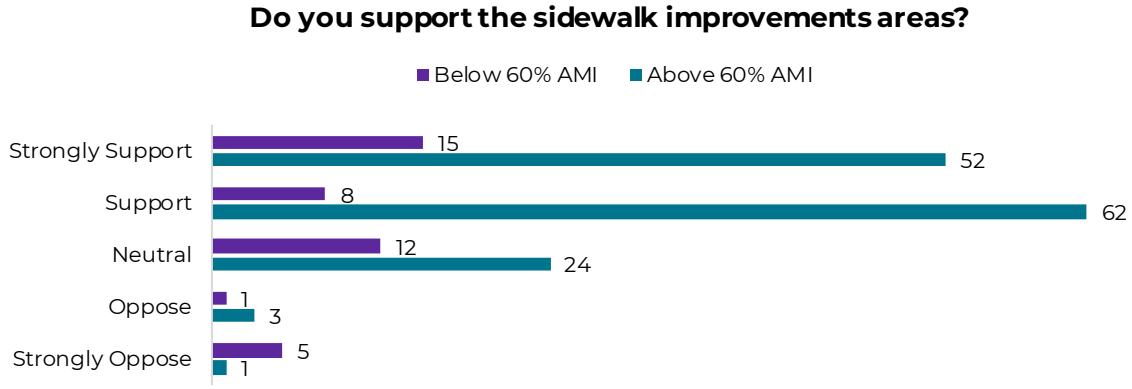
Bikeway Network



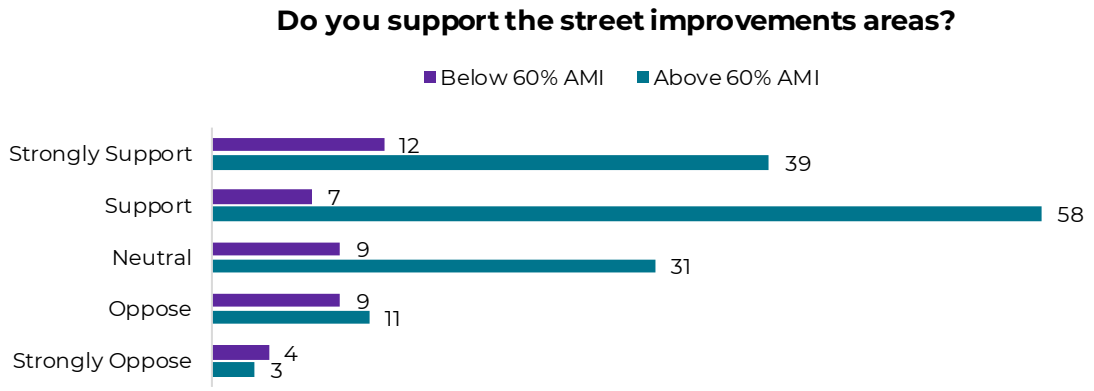
Transit Network



Sidewalk Improvement Areas

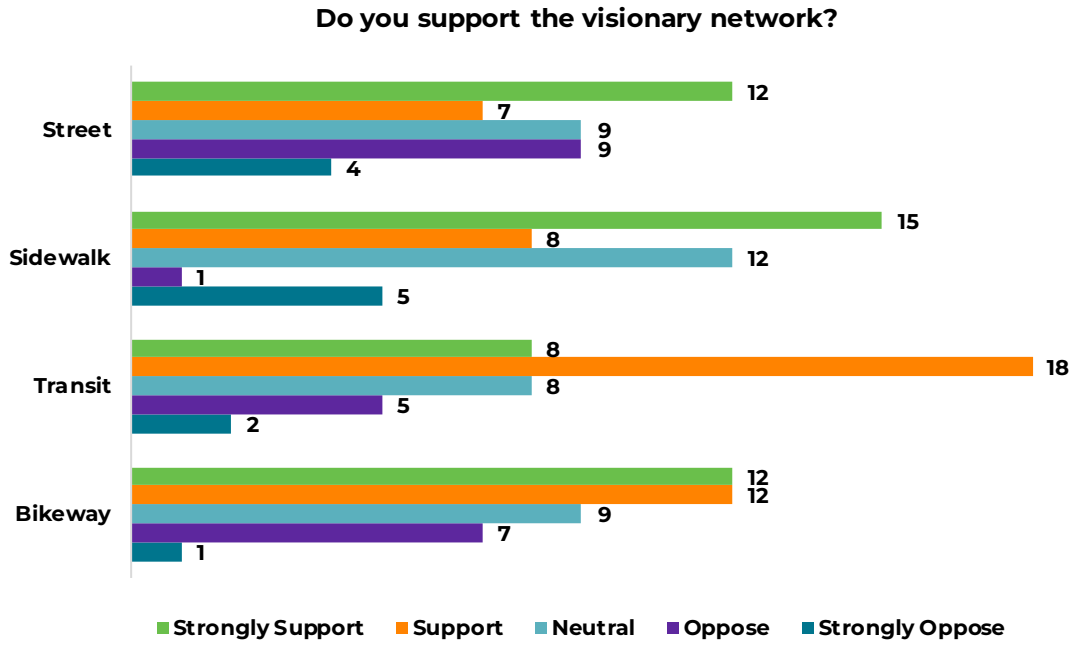


Street Improvement Areas



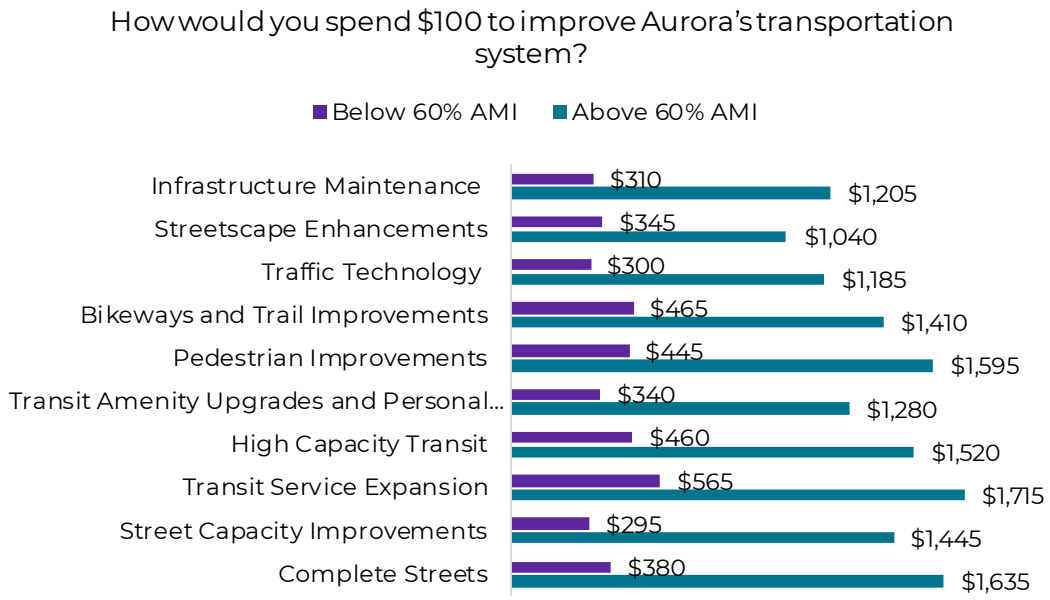
Visionary Networks – Below 60% AMI

In a closer look at the data above, participants below 60% AMI showed general support for each network, with the most support shown for the transit and bikeway networks and the most opposition shown for the street and sidewalk networks.



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



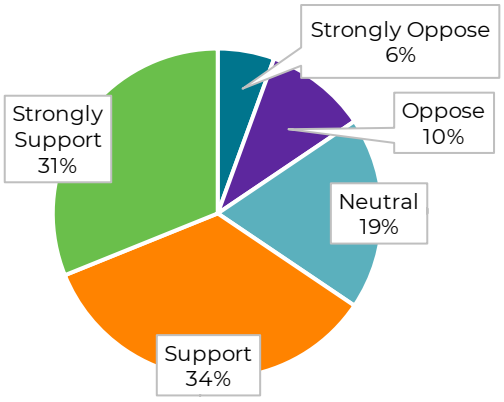
FEEDBACK BY GENDER

The online survey asked participants to signify their gender. The data in the following charts show responses to the five survey questions based on gender. The first four questions allowed participants to indicate their support or opposition for each visionary network (Bikeway, Transit, Sidewalk, Street). The fifth question asked them to allocate funding to the investment categories they wanted to see most prioritized in the future. The investment Categories graphs show the average amount of money allocated to each category based on gender.

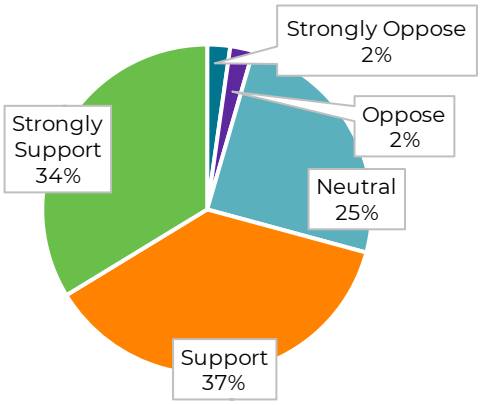
Bikeway Network

Do you support the visionary bikeway network?

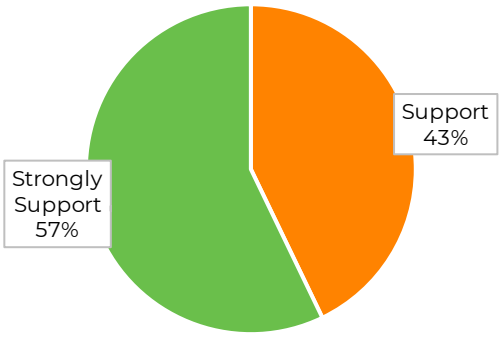
Female - Bikeway Network



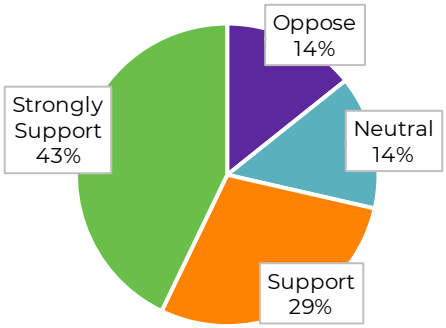
Male - Bikeway Network



Non-Binary -Bikeway Network



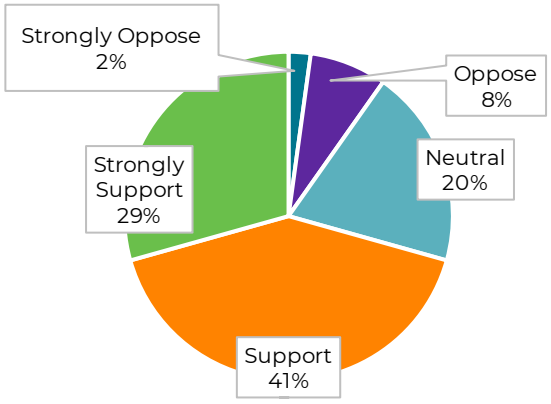
Prefer to Self-Describe/Prefer Not to Say - Bikeway Network



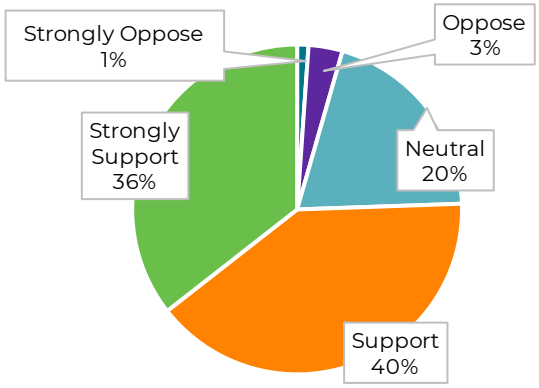
Transit Network

Do you support the visionary transit network?

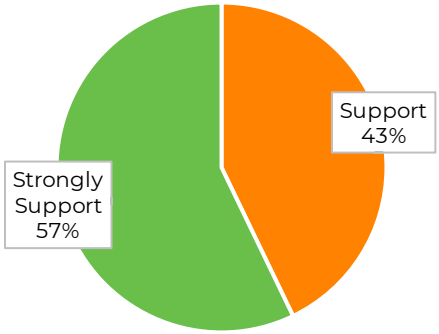
Female - Transit Network



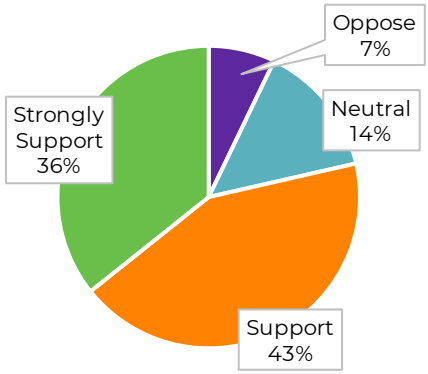
Male - Transit Network



Non-Binary - Transit Network



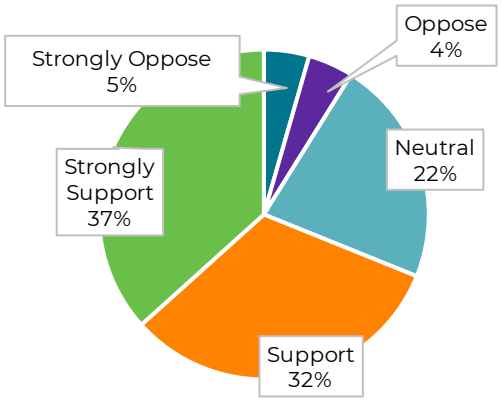
Prefer to Self-Describe/Prefer Not to Say - Transit Network



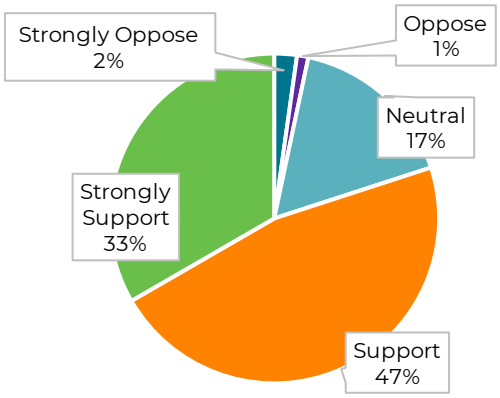
Sidewalk Improvement Areas

Do you support the sidewalk improvements areas?

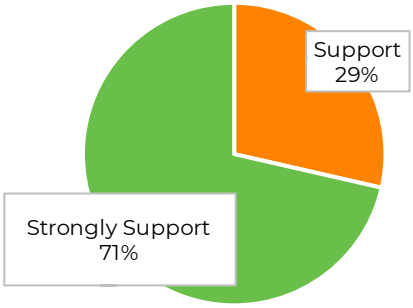
Female - Sidewalk Network



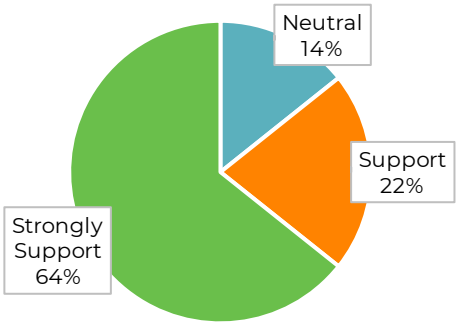
Male - Sidewalk Network



Non-Binary - Sidewalk Network



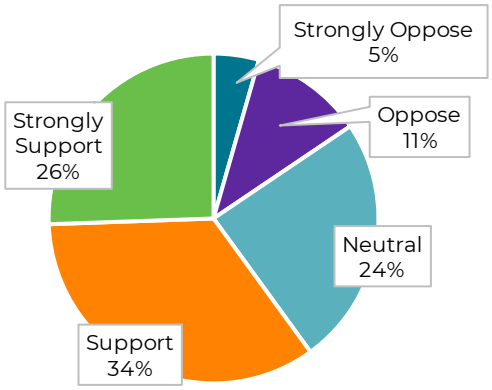
Prefer to Self-Describe/Prefer Not to Say - Sidewalk Network



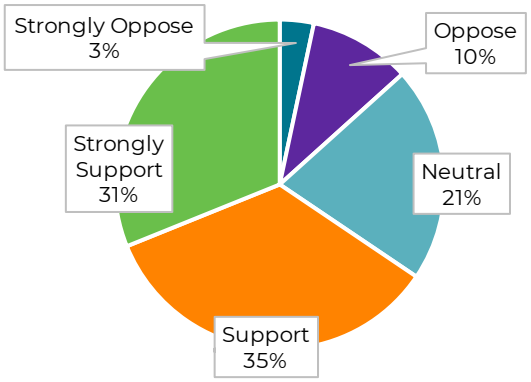
Street Improvement Areas

Do you support the street improvements areas?

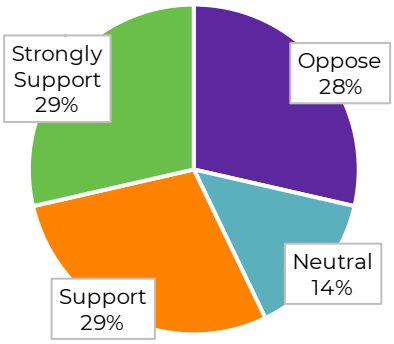
Female - Street Network



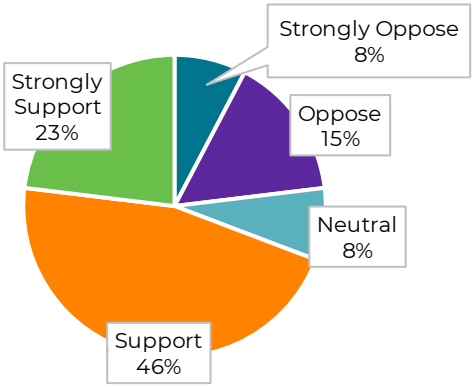
Male - Street Network



Non-Binary - Street Network



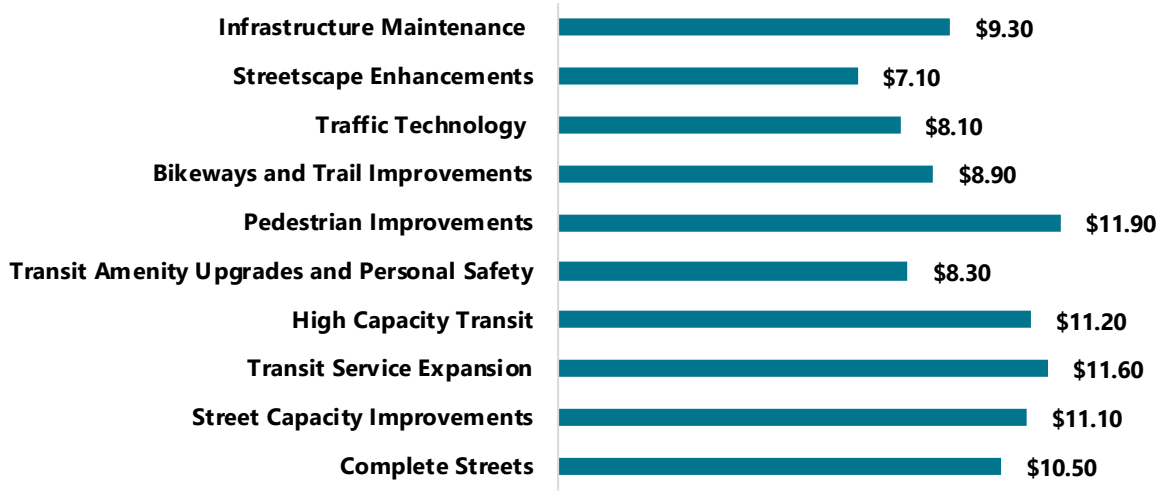
Prefer to Self-Describe/Prefer Not to Say - Street Network



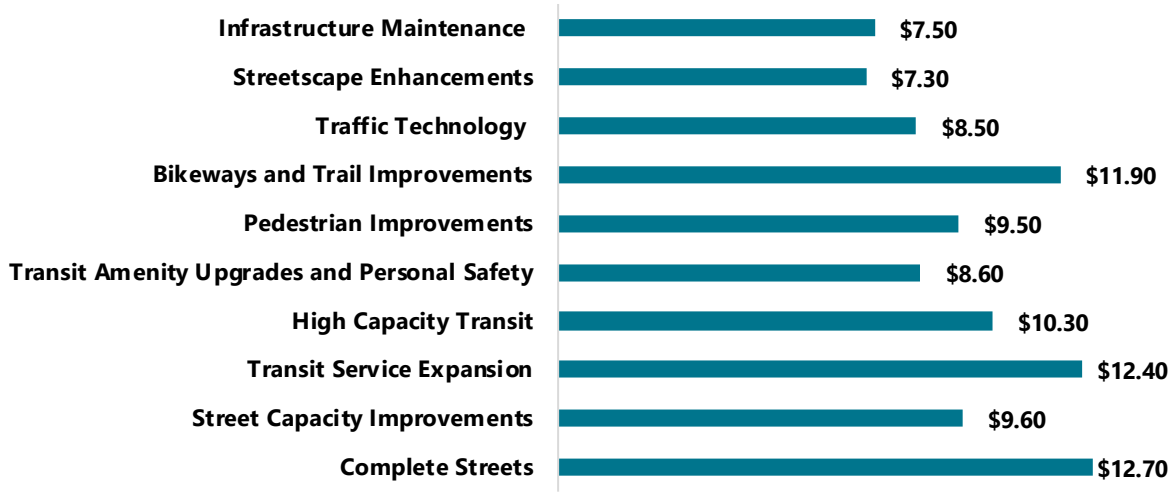
Investment Categories

The graph below shows the average amount of funding allocated to each investment category. Attendees were prompted with the question: "How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future."

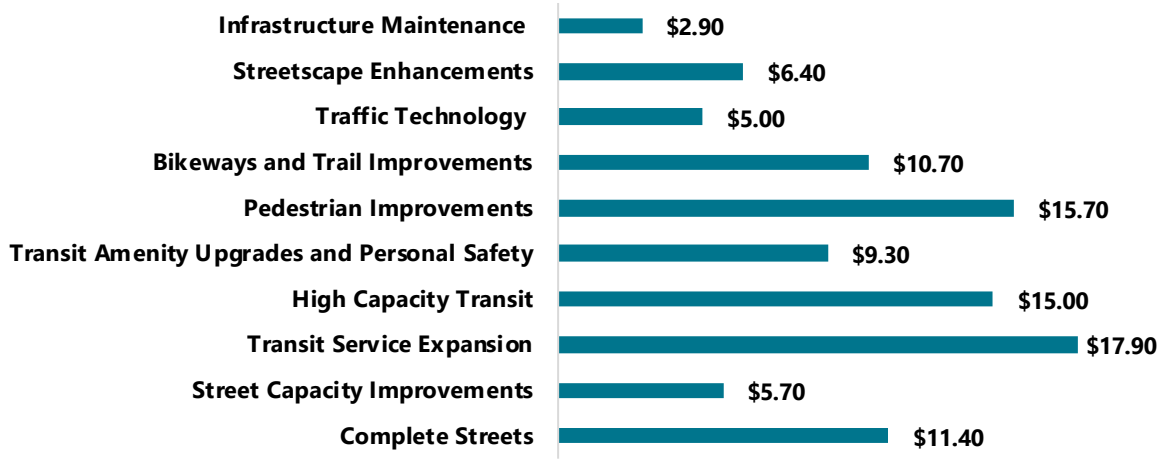
Female - Investment Categories



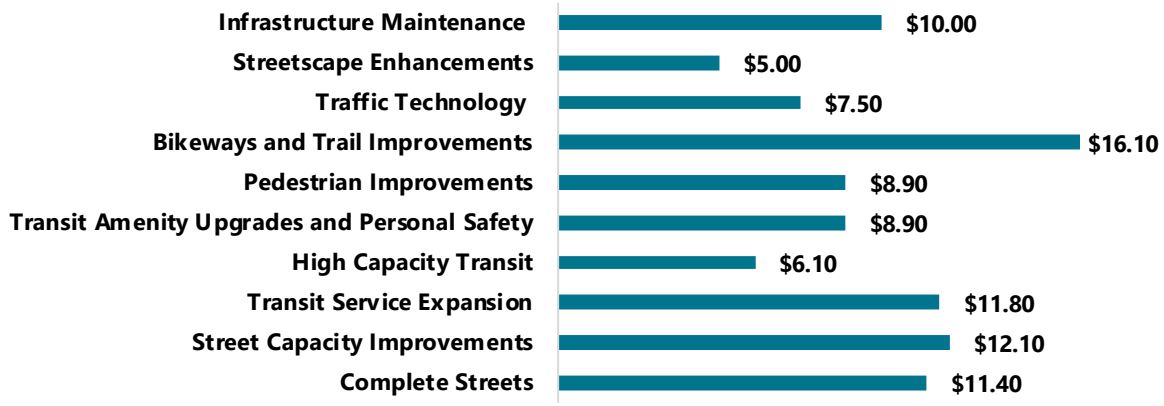
Male - Investment Categories



Non-Binary - Investment Categories



Prefer to Self Describe/Prefer Not to Say - Investment Categories



Online Feedback

ONLINE SURVEY RESPONSES OVERALL

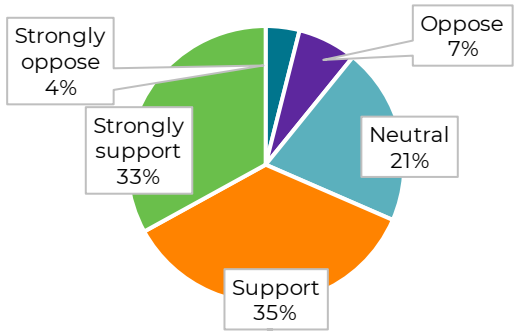
Throughout the course of Milestone 3, community members were invited to take a survey to gauge public opinion on the visionary networks and investment categories. The survey was available online on the StoryMap site via Engage Aurora. The survey consisted of three demographic questions, four visionary network questions, and one question that asked participants to allocate funding to the different investment categories. The fifth graph shows the average amount of funding allocated to each investment category.

As seen in the breakdown of each question below, the majority of participants either "support" or "strongly support" all four visionary networks, with the most support for the Sidewalk and Transit networks by a narrow margin.

The top three highest funded investment categories by participants were **Transit Service Expansion, Complete Streets, Bikeways & Trails, with Pedestrian Improvements** coming in close as the fourth highest funded category.

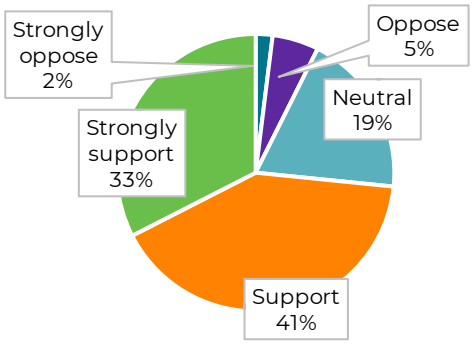
Bikeway Network

Do you support the visionary bikeway network?



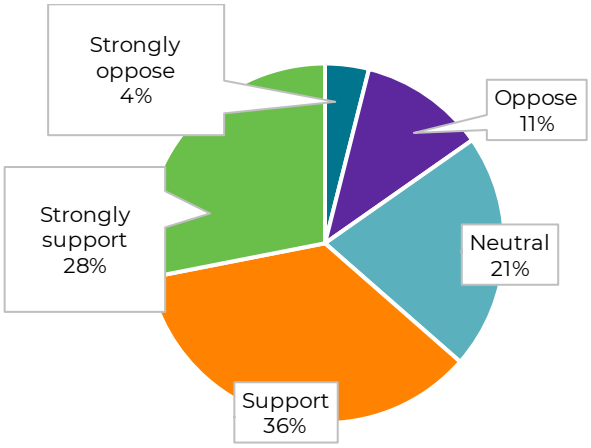
Transit Network

Do you support the visionary transit network?



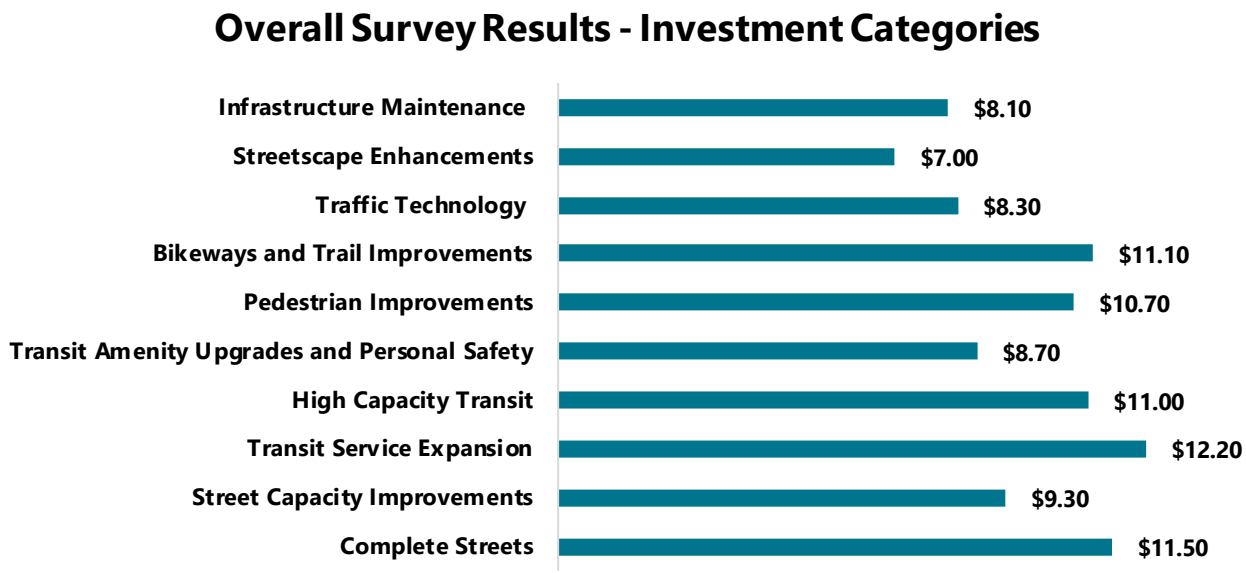
Sidewalk Improvement Areas

Do you support the sidewalk improvements areas?



Investment Categories

The graph below shows the average amount of funding allocated to each investment category. Attendees were prompted with the question: "How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future."



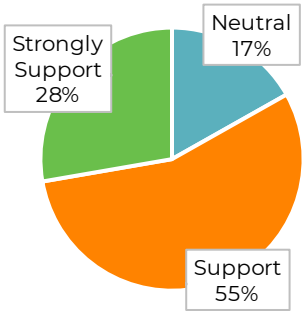
VIRTUAL TOWN HALL

- Wednesday, April 9, 2025
- Zoom
- 97 attendees
- Top 3 Investment Categories:
    1. Infrastructure Maintenance
    2. Complete Streets
    3. Pedestrian Improvements

Throughout the virtual town hall, attendees were asked to participate in four polls. These polling questions were identical to the questions asked in the Milestone 3 survey regarding support for the visionary networks. Attendess were then directed to fill out a brief survey identical to the investment category portion of the Milestone 3 survey. The town hall had a total of 97 attendees, and each poll question averaged around 17 respondents. As seen in the graphs below, most respondents during the virtual town hall showed support for all four visionary networks. The three highest funded investment categories were Infrastructure Maintenance, Complete Streets, and Pedestrian Improvements.

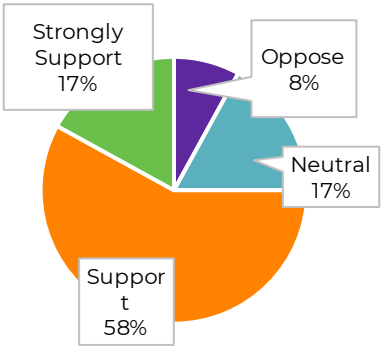
Bikeway Network

Do you support the visionary bikeway network?



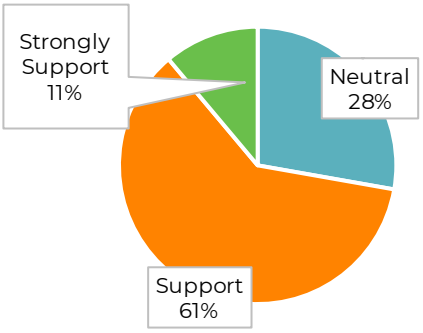
Transit Network

Do you support the visionary transit network?



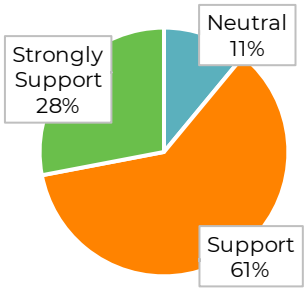
Street Improvement Areas

Do you support the street improvements areas?



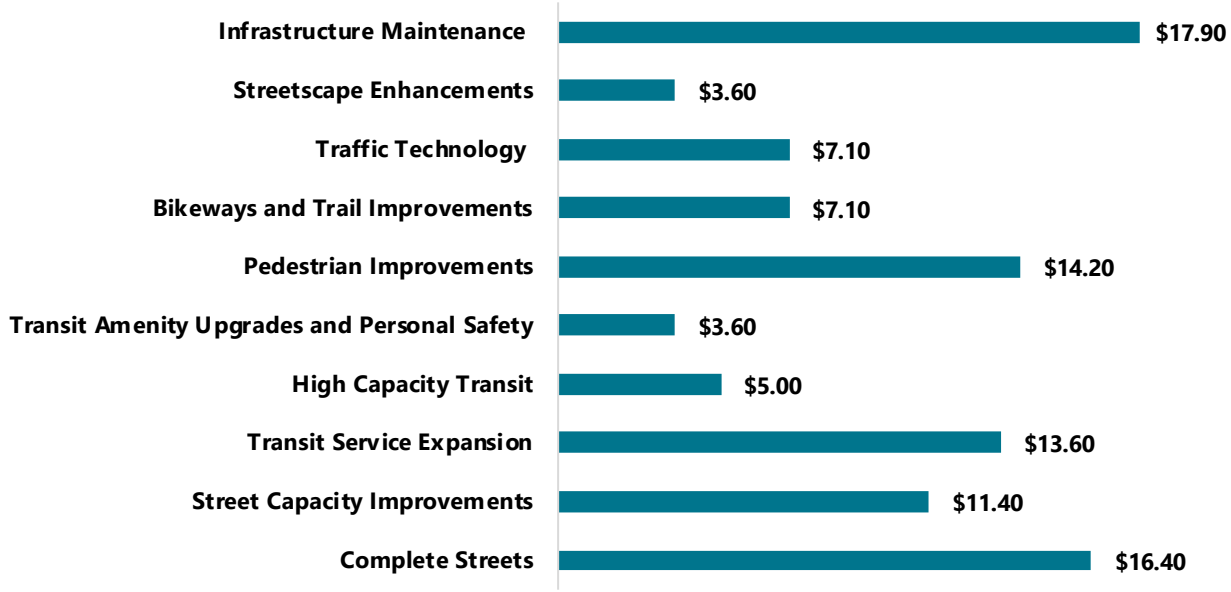
Sidewalk Improvement Areas

Do you support the sidewalk improvements areas?



Investment Categories

The graph below shows the average amount of funding allocated to each investment category. Attendees were prompted with the question: "How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future."



Feedback by Event

ROUNDTABLE DISCUSSION

- Tuesday, April 22, 2025
- Aurora Central Library
- 30 attendees
- Top 3 Investment Categories
    1. Transit Amenity Upgrades & Personal Safety
    2. Complete Streets
    3. Traffic Technology

During the Roundtable Discussion, attendees were asked to provide their feedback on the visionary networks and investment categories through two different activities. Attendees provided feedback on their support or opposition of each visionary network through a dot board activity that prompted them to answer "yes" or "no" as to whether the network would improve their quality of life. They also voted on investment categories by dispersing ten jellybeans across investment category jars to represent how they would spend $100 of funding. Of the 30 attendees, 23 participated in the jellybean activity and 16 participated in the dot activity. The graph below shows the funding totals for each category.

Based on the evening's discussions and the polling results shown below, attendees showed support for all four visionary networks. The top three highest funded investment categories were Transit Amenity Upgrades & Personal Safety, Complete Streets, and Traffic Technology.

Attendees were also provided with an opportunity to leave comments on the visionary network maps using sticky notes. A complete transcription and photos of handwritten map comments can be found in Appendix C: Roundtable Discussion Map Comments.

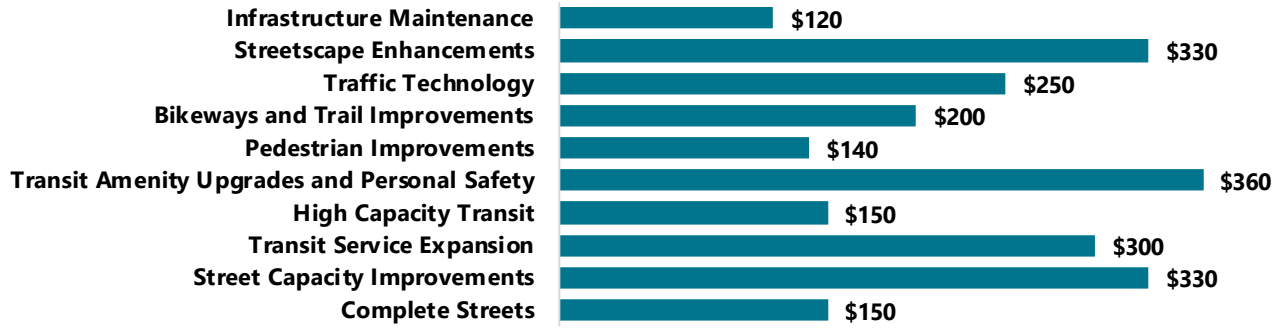
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



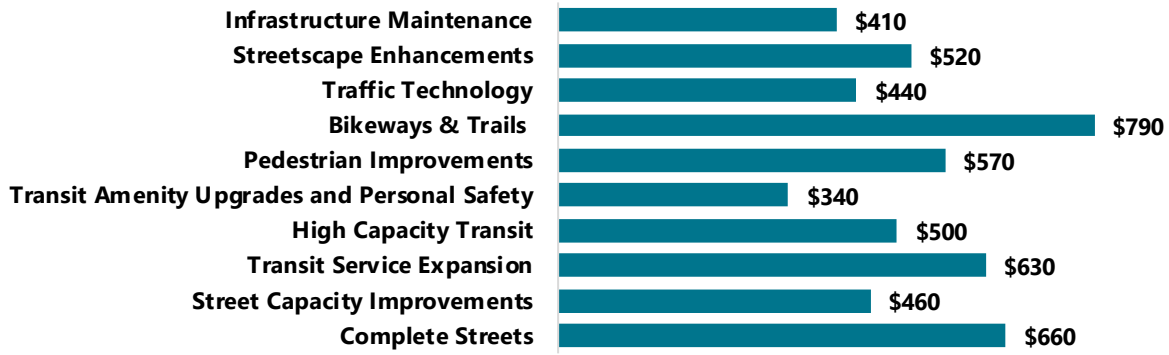
ENGAGE AURORA LIVE!

- Saturday, April 19, 2025
- Aurora Municipal Center
- 200 attendees
- Top 3 Investment Categories
    1. Traffic Technology
    2. Complete Streets
    3. Transit Service Expansion

Attendees of Engage Aurora Live!, a family friendly event designed to gather feedback on multiple critical projects impacting Aurora's future, were asked to provide feedback on the visionary networks and investment categories. Of the event's 200 attendees, 53 participated in the investment category jellybean funding activity. The graph below shows the funding totals for each category. The top three most funded categories by participants were Traffic Technology, Complete Streets, and Transit Service Expansion.

Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



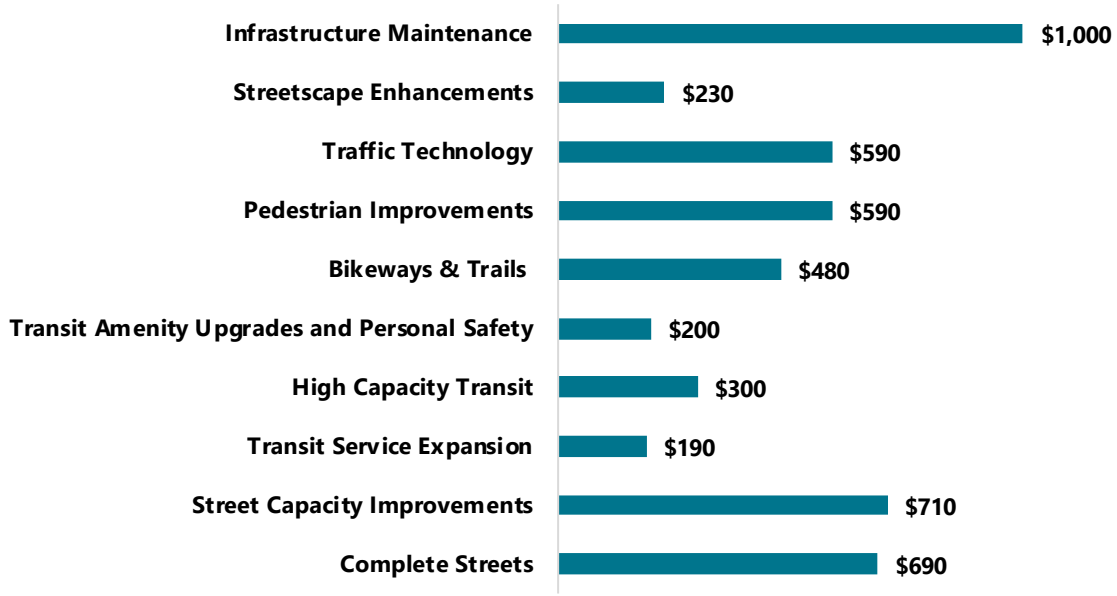
EMPLOYEE ENGAGEMENT – EMPLOYEE TOWN HALL

- Tuesday, April 8, 2025
- Aurora Municipal Center
- 50 attendees
- Top 3 Investment Categories
    - Infrastructure Maintenance
    - Street Capacity Improvements
    - Complete Streets

City of Aurora employees in attendance at the Employee Town Hall were asked to participate in the jellybean funding activity. The Connecting Aurora project team also passed out flyers directing town hall attendees to the StoryMap via Engage Aurora where they were encouraged to make comments and provide feedback on the visionary networks. The graph below shows the funding totals for each category. The top three highest funded categories were Infrastructure Maintenance, Street Capacity Improvements, and Complete Streets.

Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



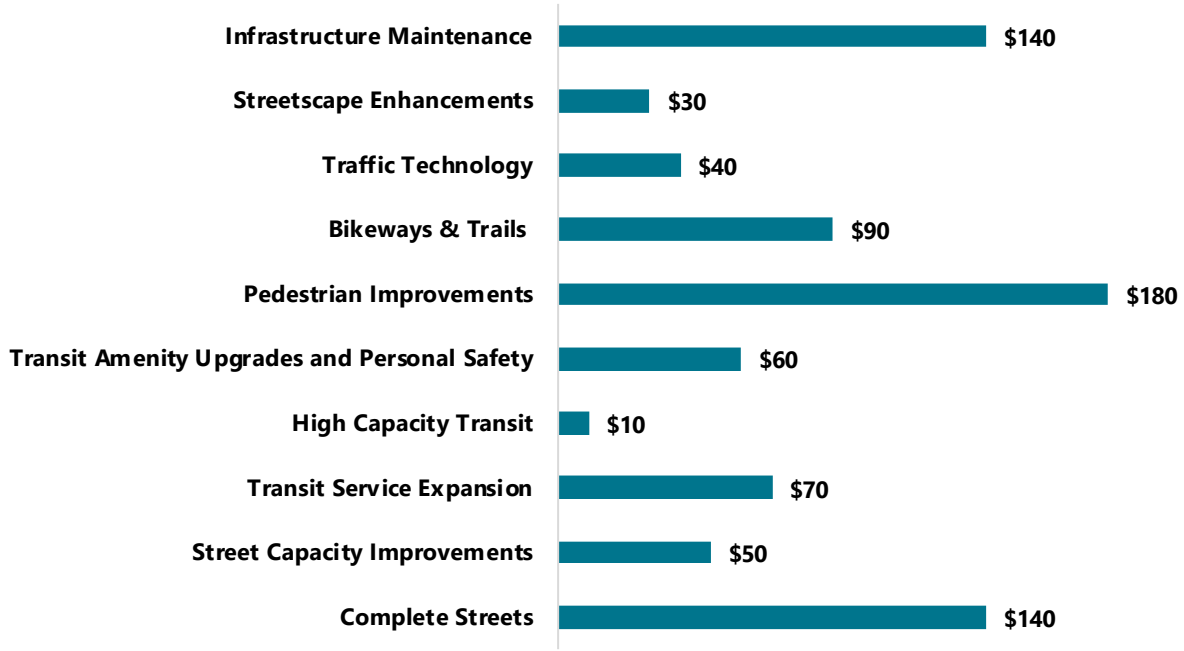
EMPLOYEE ENGAGEMENT – BLOCK CAPTAINS

- Wednesday, April 16, 2025
- 10 attendees
- Top 3 Investment Categories
    1. Pedestrian Improvements
    2. Complete Streets
    3. Infrastructure Maintenance

In addition to leaving comments on the visionary networks, employees were asked to provide feedback on the investment categories by participating in the jellybean funding activity. The graph below shows the funding totals for each category. The top three highest funded categories were Pedestrian Improvements, Complete Streets, and Infrastructure Maintenance.

Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



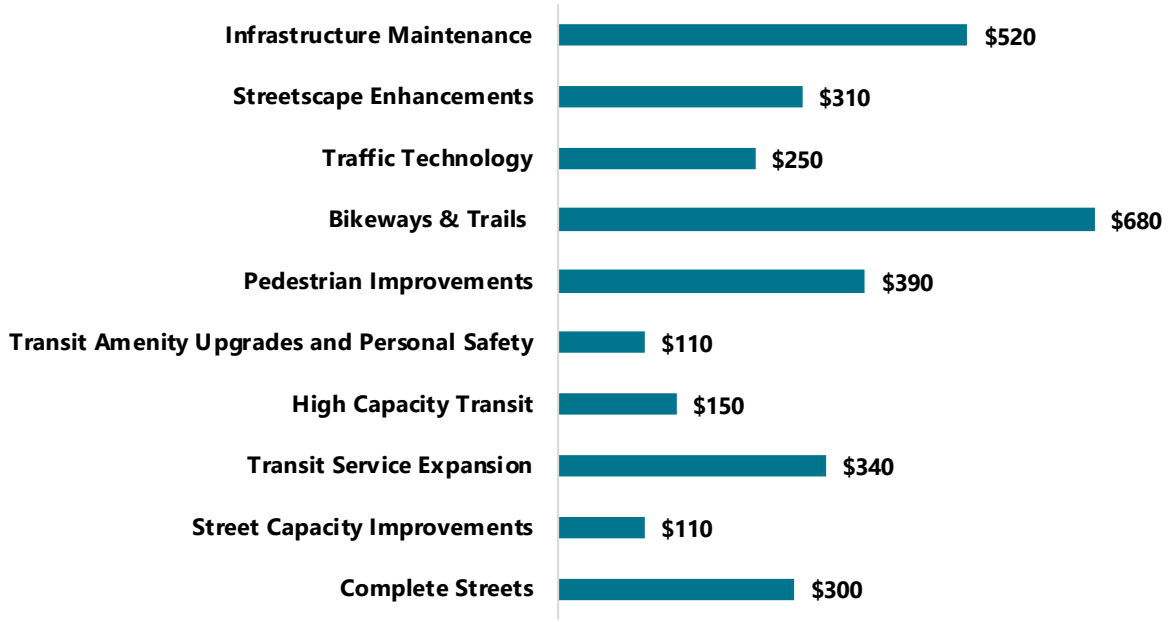
EMPLOYEE ENGAGEMENT – CENTRAL PARKS, RECREATION, & OPEN SPACE

- Thursday, April 17, 2025
- Central Maintenance
- 31 attendees
- Top 3 Investment Categories
    1. Bikeways & Trails
    2. Infrastructure Maintenance
    3. Pedestrian Improvements

In addition to leaving comments on the visionary networks, employees were asked to provide feedback on the investment categories by participating in the jellybean funding activity. The graph below shows the funding totals for each category. The top three highest funded categories were Bikeways & Trails, Infrastructure Maintenance, and Pedestrian Improvements.

Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



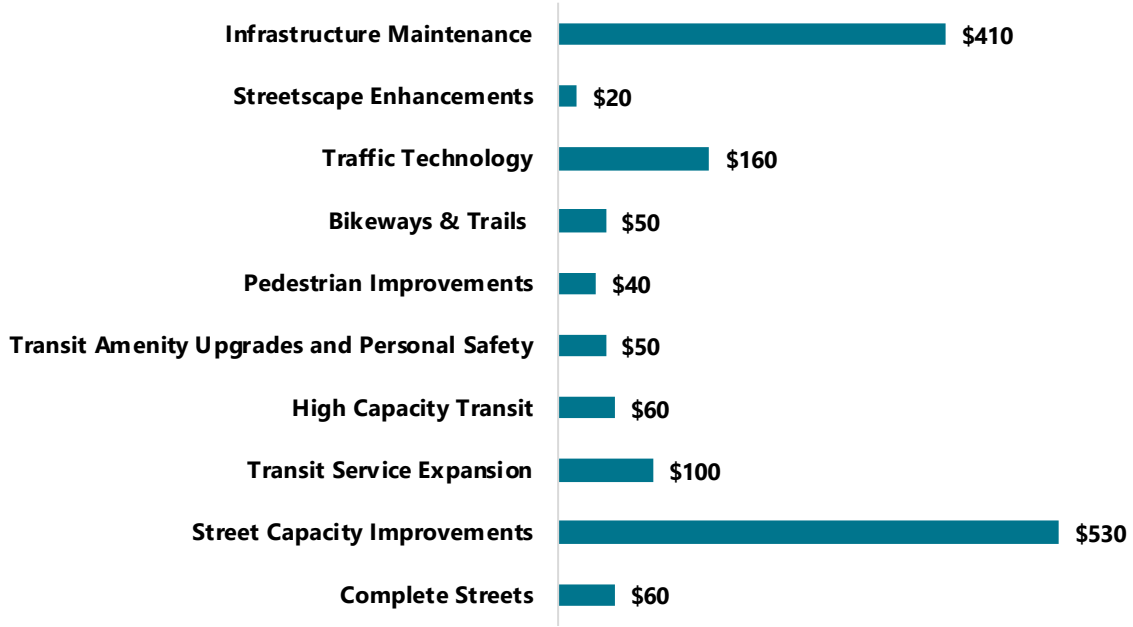
EMPLOYEE ENGAGEMENT – CENTRAL HEAVY MAINTENANCE

- Friday, April 18, 2025
- Central Maintenance
- 15 attendees
- Top 3 Investment Categories
    1. Street Capacity Improvements
    2. Infrastructure Maintenance
    3. Traffic Technology

In addition to leaving comments on the visionary networks, employees were asked to provide feedback on the investment categories by participating in the jellybean funding activity. The graph below shows the funding totals for each category. The top three highest funded categories were Street Capacity Improvements, Infrastructure Maintenance, and Traffic Technology.

Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



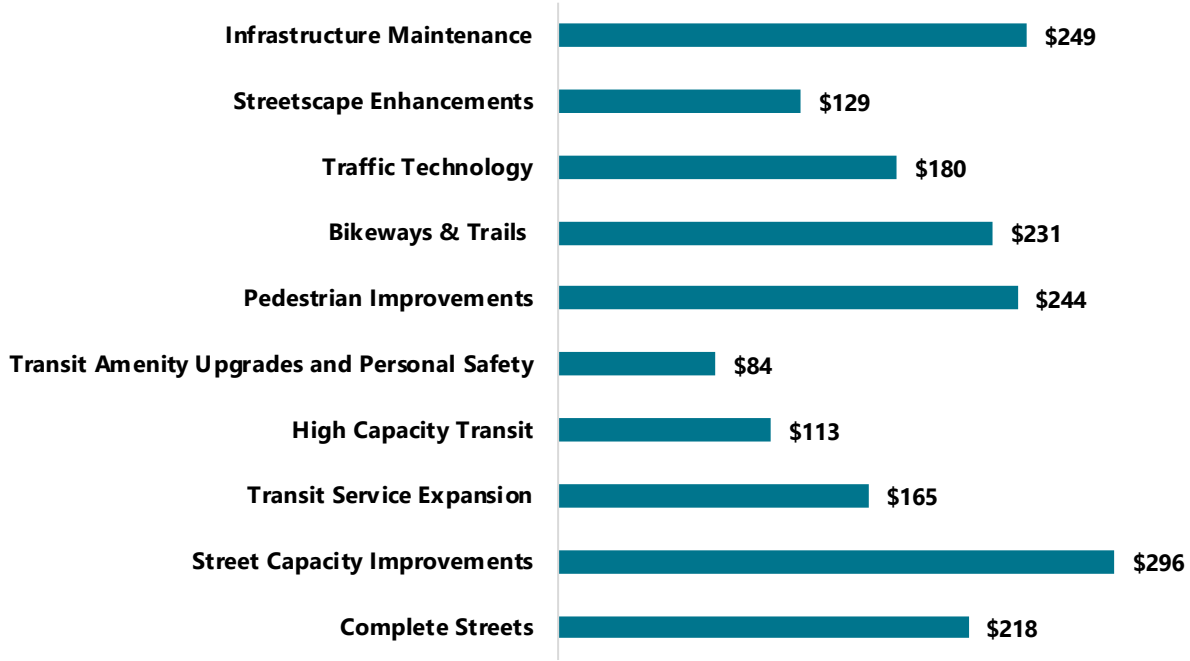
EMPLOYEE ENGAGEMENT – SEAM

- Friday, April 18, 2025
- Southeast Maintenance
- 190 attendees
- Top 3 Investment Categories
    1. Street Capacity Improvements
    2. Infrastructure Maintenance
    3. Pedestrian Improvements

In addition to leaving comments on the visionary networks, employees were asked to provide feedback on the investment categories by participating in the jellybean funding activity. The graph below shows the funding totals for each category. The top three highest funded categories were Street Capacity Improvements, Infrastructure Maintenance, and Pedestrian Improvements.

Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



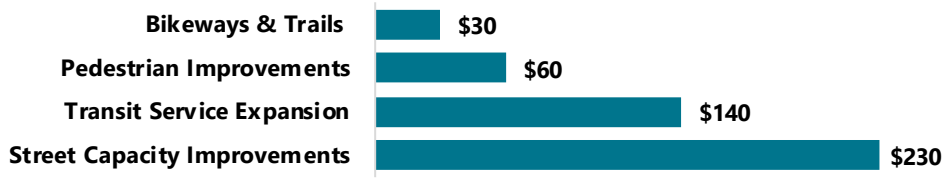
PROJECT WORTHMORE

- Monday, April 14, 2025-Wednesday, April 16, 2025
- Southeast Maintenance
- ~35 attendees

Following three specialized presentations, the Connecting Aurora project team gathered feedback from English classes at Project Worthmore. Each presentation was adjusted according to English level, and the feedback activity was simplified down to four investment categories instead of 10, focusing on streets, transit, pedestrian, and bikeway improvements. Participants were still given 10 jellybeans to represent $100 worth of funding and asked to disperse them across the categories of Street Capacity Improvements, Transit Service Expansion, Pedestrian Improvements, and Bikeways & Trails.

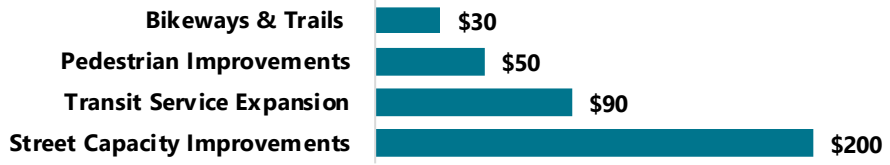
Investment Categories – English Class #1 (April 14, 2025)

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the four investment categories based on what you believe will make our transportation system better in the future.



Investment Categories – English Class #2 (April 15, 2025)

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the four investment categories based on what you believe will make our transportation system better in the future.



Investment Categories – English Class #3 (April 16, 2025)

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the four investment categories based on what you believe will make our transportation system better in the future.



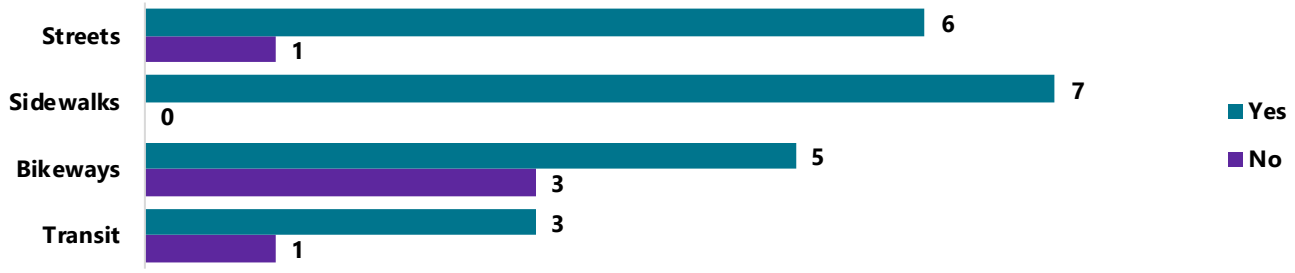
POP UP #1 – AURORA CENTER FOR ACTIVE ADULTS

- Wednesday, April 2, 2025
- 35 attendees
- Top 3 Investment Categories
    1. Street Capacity
    2. Infrastructure Maintenance
    3. Traffic Technology

The Connecting Aurora Project team hosted a pop-up event at the Aurora Center for Active Adults and gathered feedback from 35 participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the majority of participants supported the visionary networks, with the Bikeway Network receiving only slightly lower levels of support than the rest of the networks. The top three highest funded investment categories were Street Capacity, Infrastructure Maintenance, and Traffic Technology.

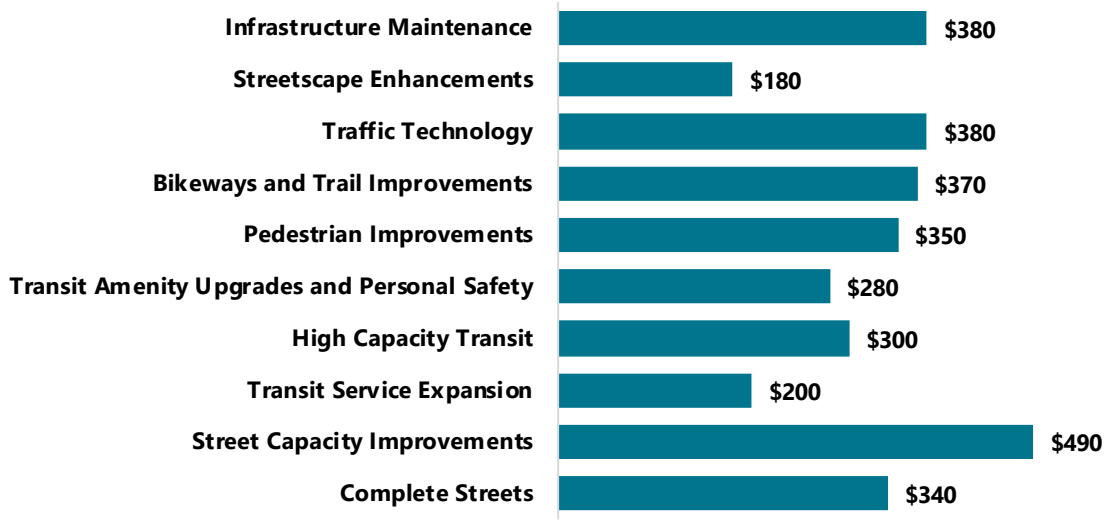
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



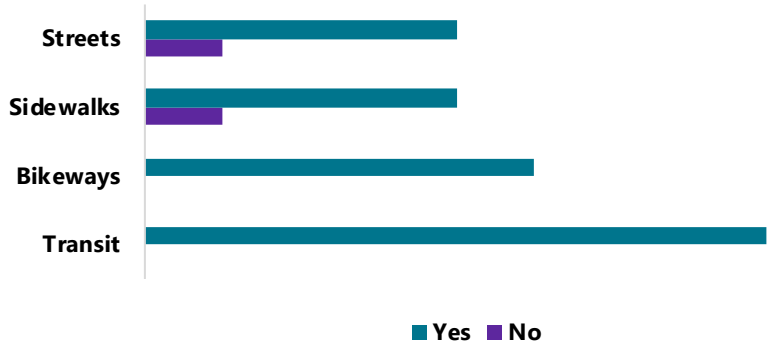
POP UP #2 – STANLEY MARKETPLACE FIRST FRIDAY

- Friday, April 4, 2025
- 32 attendees
- Top 3 Investment Categories
    1. Bikeways
    2. High-Capacity Transit
    3. Streetscape Enhancements

The Connecting Aurora Project team hosted a pop-up booth at the Stanley Marketplace First Friday in April and gathered feedback from 32 participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the majority of participants supported the visionary networks, with the Bikeway Network and Transit Network receiving 100% support. The top three highest funded investment categories were Bikeways, High-Capacity Transit, and Streetscape Enhancements.

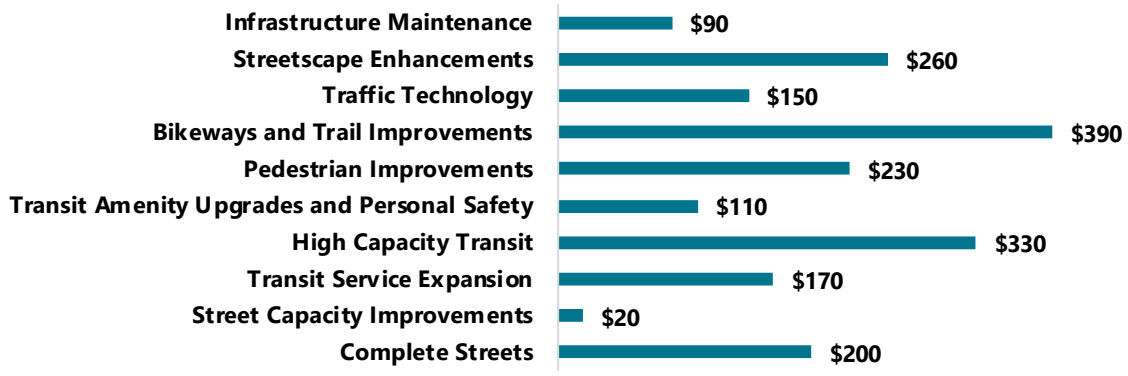
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



POP UP #3 – HOFFMAN HEIGHTS LIBRARY

- Saturday, April 5, 2025
- 6 attendees
- Top 3 Investment Categories
    1. High-Capacity Transit
    2. Pedestrian Improvements
    3. Transit Service Expansion/Infrastructure Maintenance

The Connecting Aurora Project team hosted a pop-up event at the Hoffman Heights and gathered feedback from six participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the visionary networks received 100% support. The top three highest funded investment categories were High-Capacity Transit, Pedestrian Improvements, and Transit Service Expansion and Infrastructure Maintenance tied for third

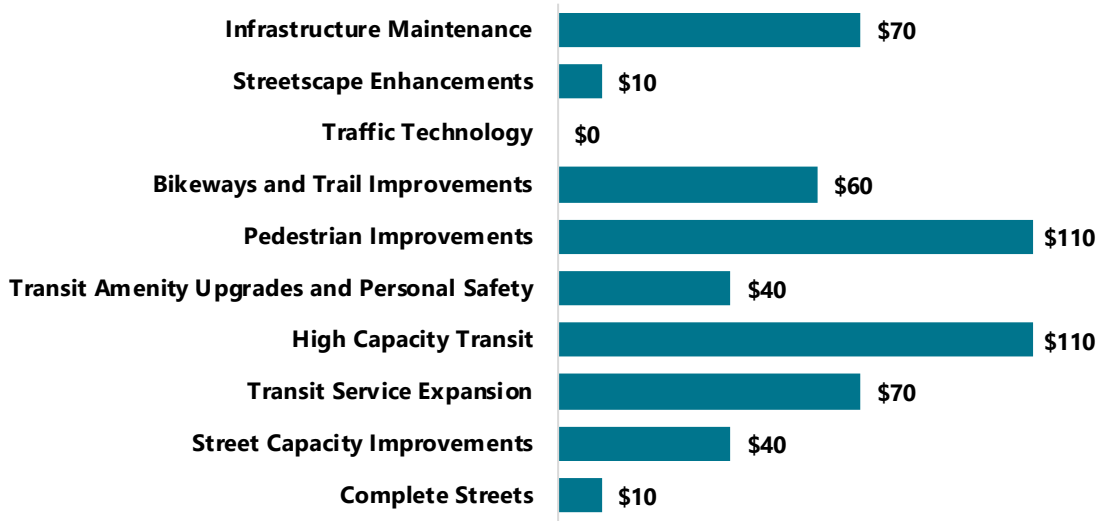
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



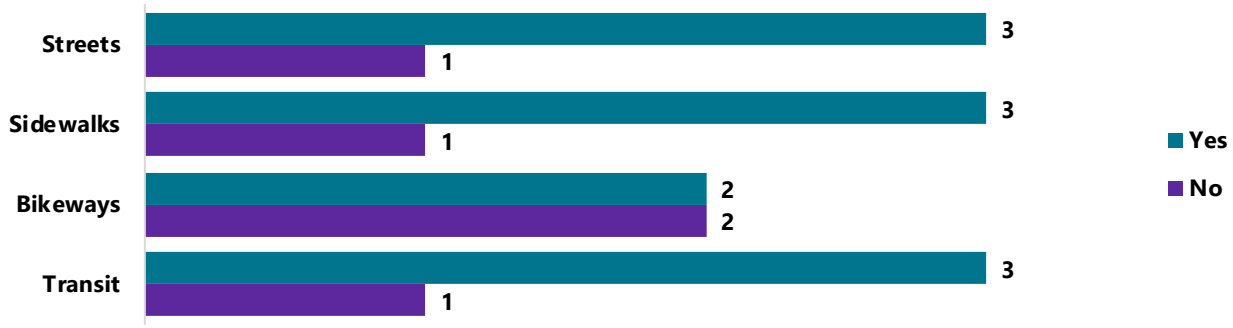
POP UP #4 – SOUTHEAST RECREATION CENTER

- Tuesday, April 8, 2025
- 20 attendees
- Top 3 Investment Categories
    1. Bikeways & Trails
    2. Street Capacity Improvements
    3. Infrastructure Maintenance

The Connecting Aurora Project team hosted a pop-up event at the Southeast Recreation Center and gathered feedback from 20 participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the majority of participants supported the visionary networks, with the Bikeway Network receiving only slightly lower levels of support than the rest of the networks. The top three highest funded investment categories were Bikeways & Trails, Street Capacity Improvements, and Infrastructure Maintenance.

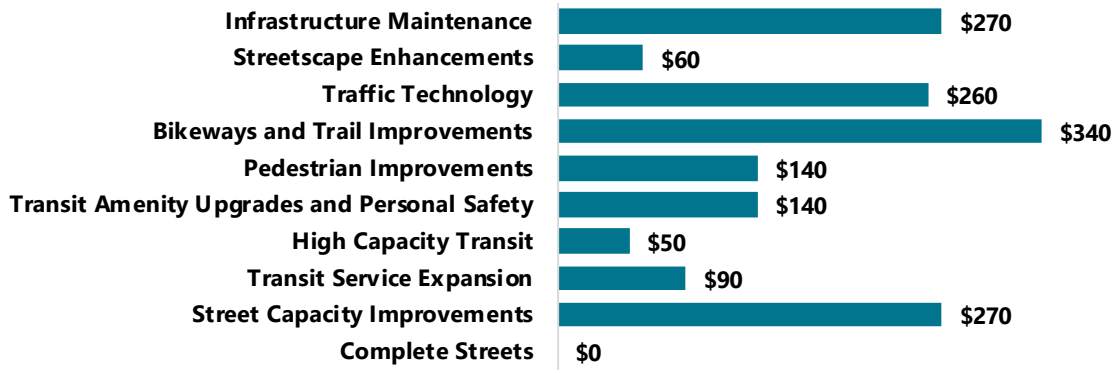
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



POP UP #5 – MISSION VIEJO LIBRARY

- Wednesday, April 9, 2025
- 5 attendees
- Top 3 Investment Categories
    1. Transit Service Expansion
    2. Transit Amenity Upgrades & Personal Safety
    3. Streetscape Enhancements

The Connecting Aurora Project team hosted a pop-up event at the Mission Viejo Library and gathered feedback from five participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the visionary networks received 100% support. The top three highest funded investment categories were Transit Service Expansion, Transit Amenity Upgrades & Personal Safety, and Streetscape Enhancements.

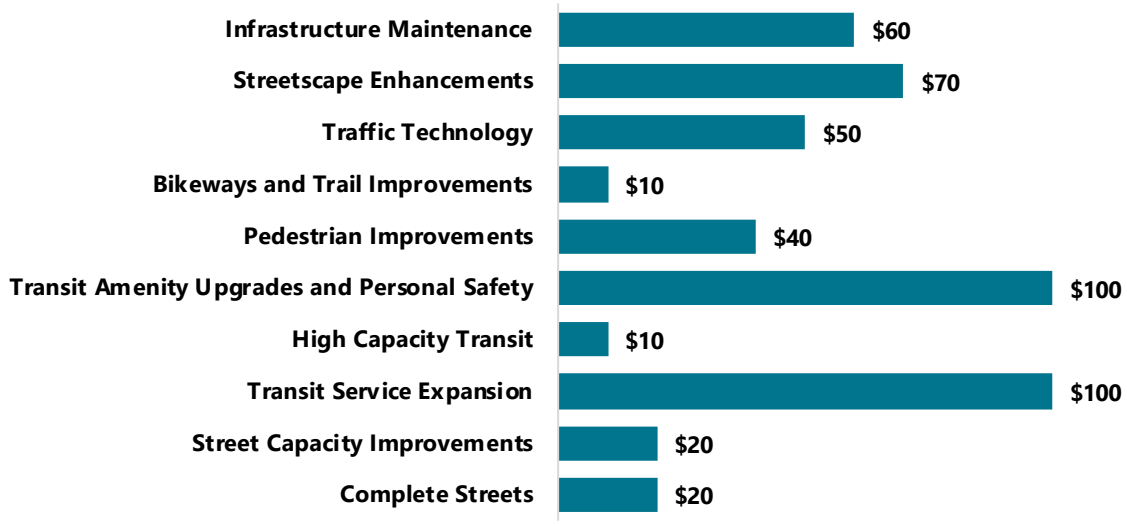
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



POP UP #6 – AURORA ANIMAL SHELTER

- Saturday, April 12, 2025
- 9 attendees
- Top 3 Investment Categories
    1. Pedestrian Improvements
    2. Bikeways & Trails
    3. Infrastructure Maintenance

The Connecting Aurora Project team hosted a pop-up event at the Aurora Animal Shelter and gathered feedback from nine participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the visionary networks received 100% support. The top three highest funded investment categories were Pedestrian Improvements, Bikeways & Trails, and Infrastructure Maintenance.

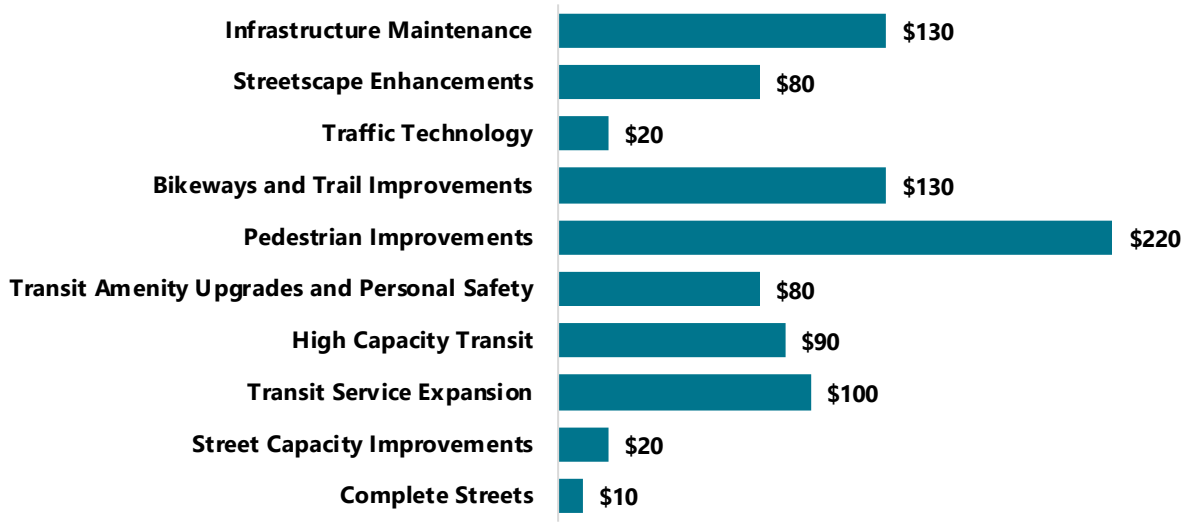
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



POP UP #7 – COMMUNITY COLLEGE OF AURORA

- Wednesday, April 16, 2025
- 10 attendees
- Top 3 Investment Categories
    1. Transit Service Expansion
    2. Transit Amenity Upgrades & Personal Safety
    3. Pedestrian Improvements

The Connecting Aurora Project team hosted a pop-up event at the Community College of Aurora and gathered feedback from 10 participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the majority of participants supported the visionary networks. The top three highest funded investment categories were Transit Service Expansion, Transit Amenity Upgrades & Personal Safety, and Pedestrian Improvements.

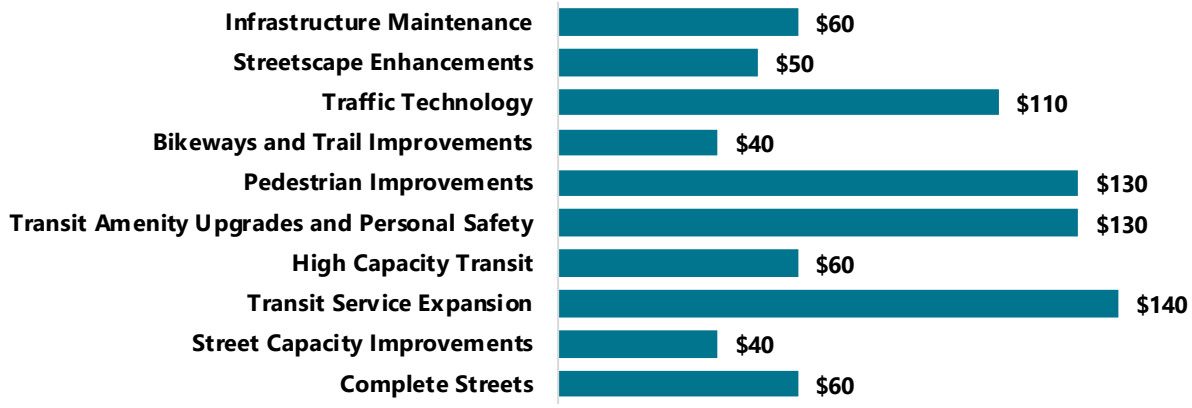
Visionary Network

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



POP UP #8 – MLK LIBRARY

- Wednesday, April 16, 2025
- 17 attendees
- Top 3 Investment Categories
    1. Transit Service Expansion
    2. Bikeways & Trails
    3. Traffic Technology

The Connecting Aurora Project team hosted a pop-up event at the MLK Library and gathered feedback from 17 participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, Transit, Sidewalk, and Street networks received 100% support, while the Bikeway network received 64%. The top three highest funded investment categories were Transit Service Expansion, Bikeways & Trails, and Traffic Technology, with Transit Service Expansion leading in funding significantly.

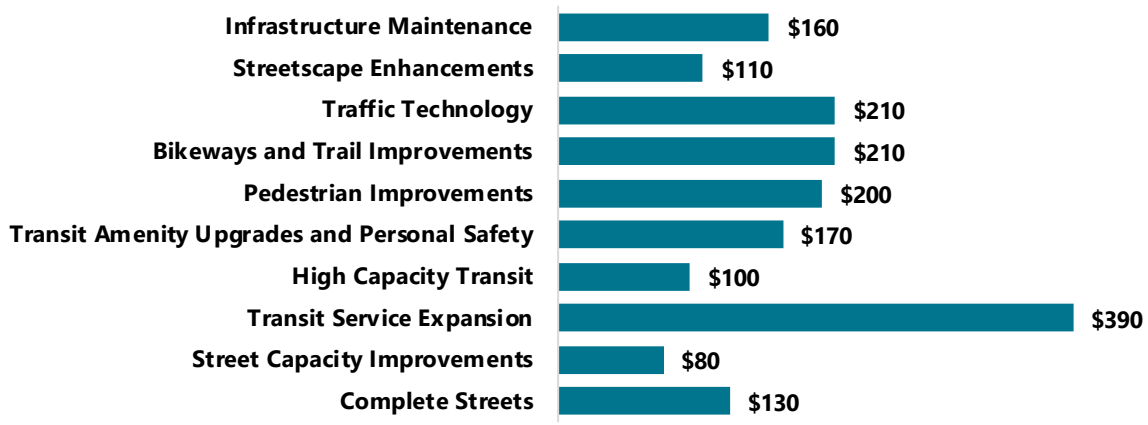
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



POP UP #9 – CU ANSCHUTZ EARTH DAY

- Wednesday, April 23, 2025
- 56 attendees
- Top 3 Investment Categories
    1. Bikeways & Trails
    2. Transit Service Expansion
    3. Pedestrian Improvements

The Connecting Aurora Project team hosted a pop-up booth at the CU Anschutz Medical Campus Earth Day event and gathered feedback from 56 participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the Bikeway, Transit, and Sidewalk networks received 100% support, while the Streets network received 64%. The top three highest funded investment categories were Bikeways & Trails, Transit Service Expansion, and Pedestrian Improvements.

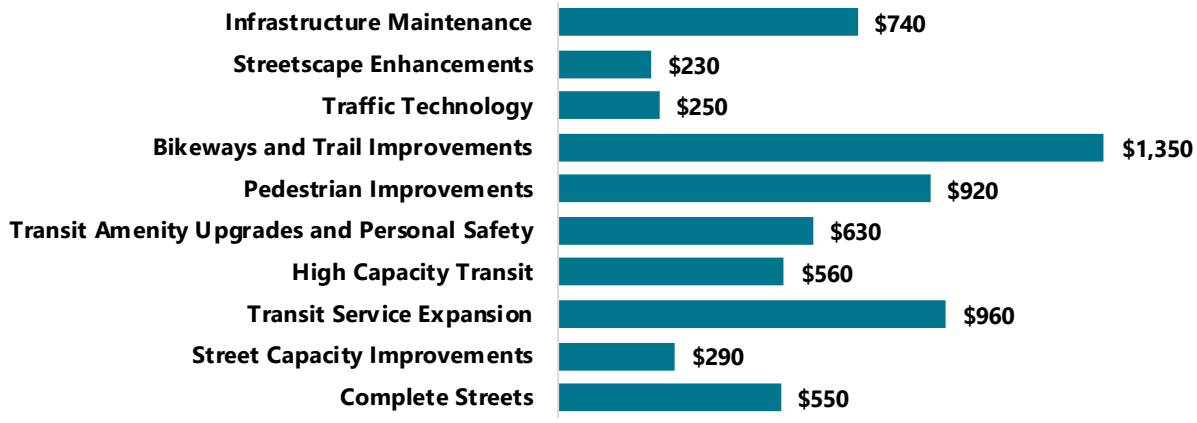
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



POP UP #10 – CENTRAL RECREATION CENTER

- Thursday, April 24, 2025
- 10 attendees
- Top 3 Investment Categories
    1. Bikeways & Trails
    2. Infrastructure Maintenance
    3. Pedestrian Improvements

The Connecting Aurora Project team hosted a pop-up event at the Central Recreation Center and gathered feedback from 10 participants on the visionary networks through a dot board activity and on the investment categories through the jellybean funding activity. As seen in the graphs below, the visionary networks received 100% support. The top three highest funded investment categories were Bikeways & Trails, Infrastructure Maintenance, and Pedestrian Improvements.

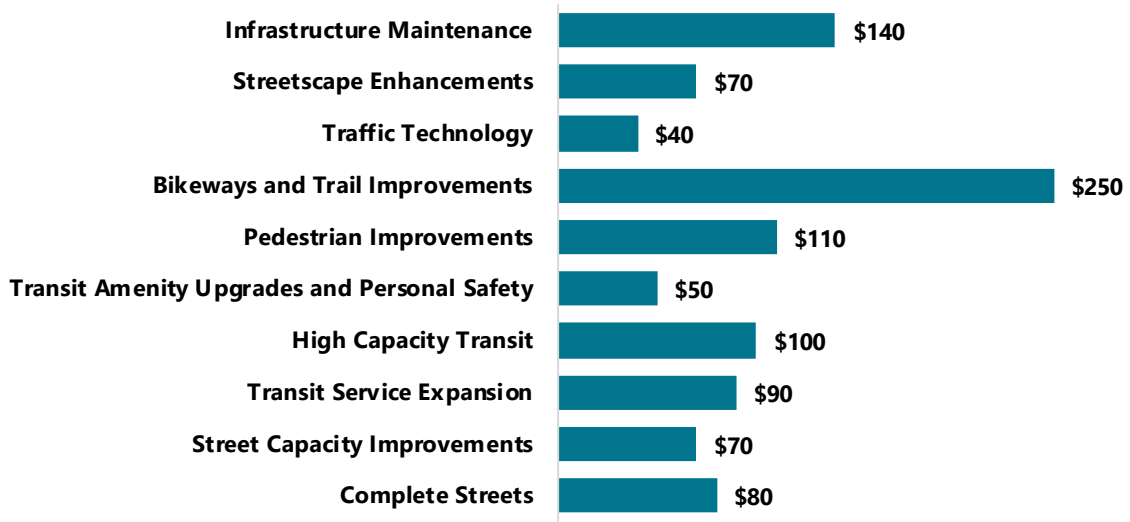
Visionary Networks

Does this network improve your quality of life?



Investment Categories

How would you spend $100 to improve Aurora's transportation system? Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.



ADDITIONAL COMMENTS & FEEDBACK

At the end of the online survey, participants were asked to provide any outstanding feedback on the networks in an open-ended question: "Please share any additional thoughts or comments you would like the city to know about the proposed networks." A complete record of these responses can be found in Appendix C: Survey: Additional Feedback.

Shortly before and during the beginning of the Milestone 3 Engagement period, the city gathered feedback on Aurora's future in the Build Up Aurora survey. Some of the questions related to transportation and their responses were deemed relevant to Connecting Aurora. A complete record of those responses can be found in Appendix C: Build Up Aurora: Related Survey Comments.

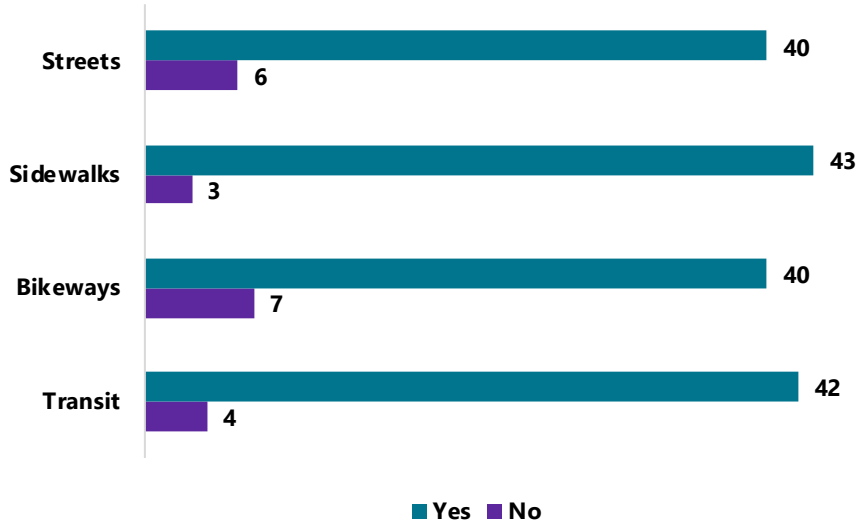
OVERALL RESULTS

- Feedback was fairly evenly distributed across all Wards.
- There were equal number of responses from those who identify as female and those who identify as male.
- The income bracket with the most responses was $120,000+ per year.
- Many pop-up event participants and roundtable discussion attendees expressed **appreciation for the project as a whole and were glad to have an opportunity to have a voice in the process.**
- Most participants, in both in-person and virtual engagement opportunities, **showed support for all four visionary networks**.
- The three consistently highest funded investment categories by in-persona and virtual participants:
    1. **Bikeways & Trail Improvements**
    2. **Transit Service Expansion**
    3. **Pedestrian Improvements**.

What We Heard Overall – Visionary Networks

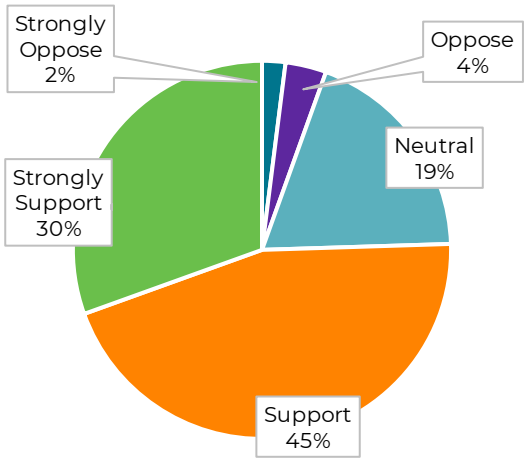
Based on data from the in-person events, 89% of community members agreed that the visionary networks would improve their quality of life.

Does this network improve your quality of life?



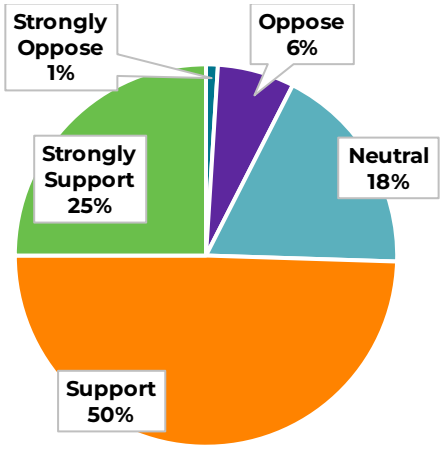
WHAT WE HEARD OVERALL – BIKEWAY NETWORK

Based on data from the online survey and the virtual town hall, 85% of community members support or strongly support the Bikeway Network.



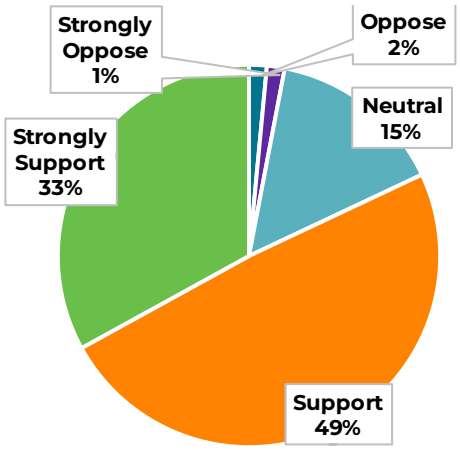
WHAT WE HEARD OVERALL – TRANSIT NETWORK

Based on data from the online survey and the virtual town hall, 75% of community members support or strongly support the Transit Network.



WHAT WE HEARD OVERALL – SIDEWALK NETWORK

Based on data from the online survey and the virtual town hall, 82% of community members support or strongly support the Sidewalk Network.

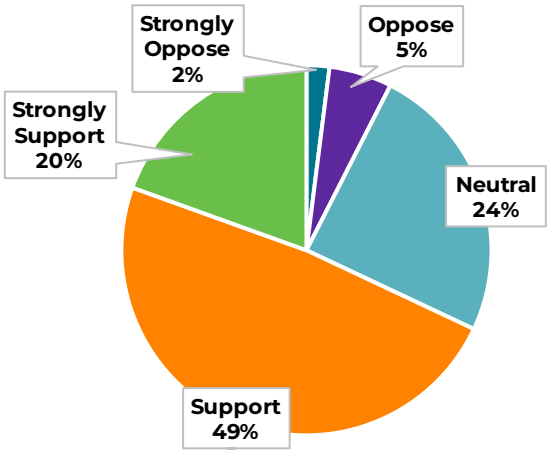


Based on data from the in-person events, 93% of community members agreed that the sidewalk network would improve their quality of life.

WHAT WE HEARD OVERALL – STREET NETWORK

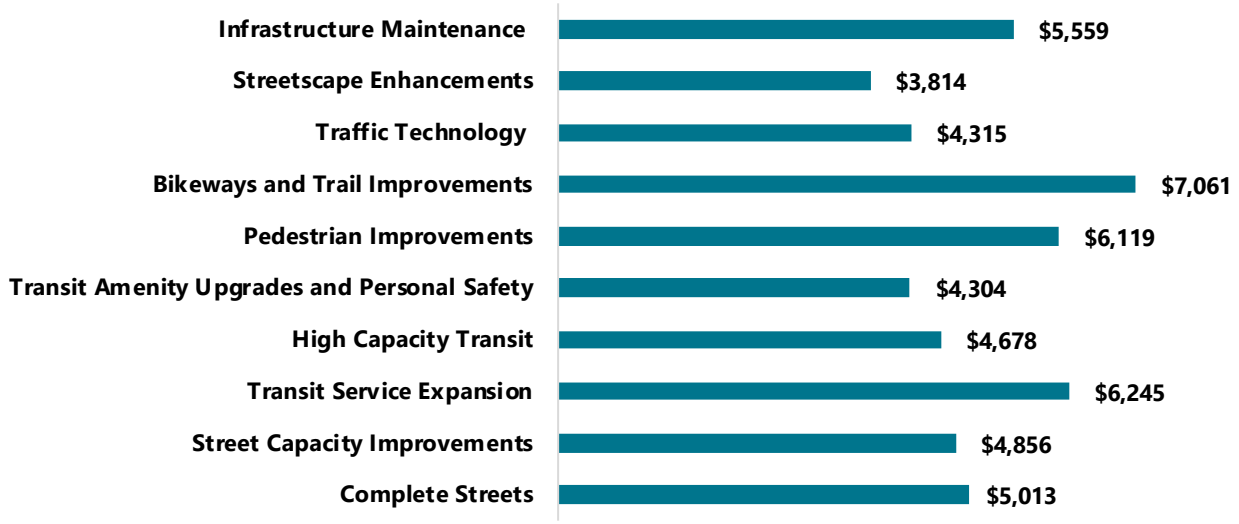
Based on data from the online survey and the virtual town hall, 69% of community members support or strongly support the Street Network.

Do you support the visionary streets improvements areas?



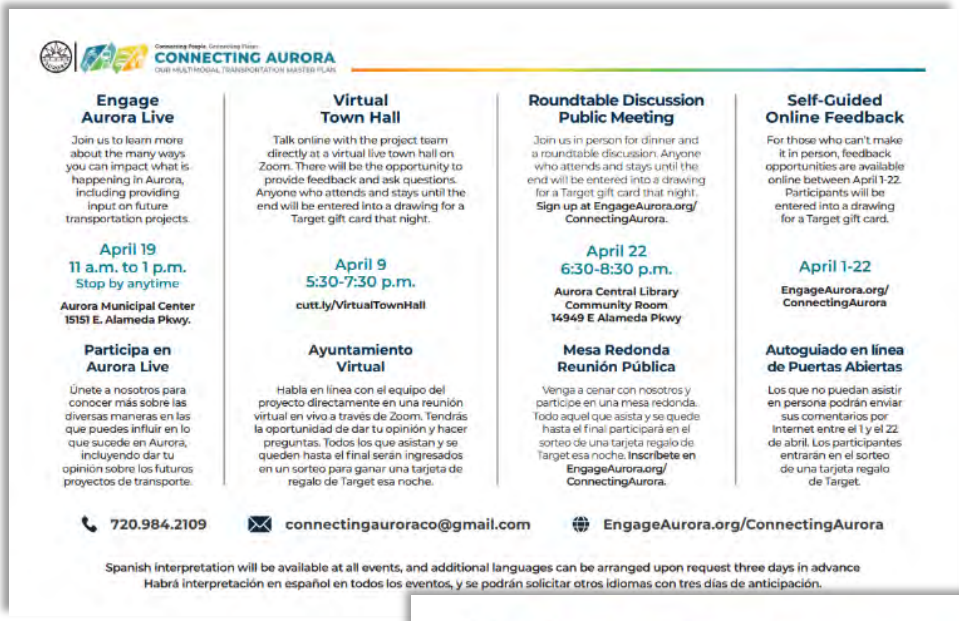
What We Heard Overall – Investment Categories

After combining the data from the online survey and from the jellybean funding activity that took place at nearly every in-person event, the top three most supported investment categories were Bikeways & Trail Improvements, Transit Service Expansion, and Pedestrian Improvements. Infrastructure Maintenance trailed closely behind in fourth place.


Infrastructure Maintenance
$5,559
Streetscape Enhancements
$3,814
Traffic Technology
$4,315
Bikeways and Trail Improvements
$7,061
Pedestrian Improvements
$6,119
Transit Amenity Upgrades and Personal Safety
$4,304
High Capacity Transit
$4,678
Transit Service Expansion
$6,245
Street Capacity Improvements
$4,856
Complete Streets
$5,013

APPENDIX A: MILESTONE 3 PROMOTIONAL MATERIALS

LEAVE BEHIND FLYER



CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Engage Aurora Live

Join us to learn more about the many ways you can impact what is happening in Aurora, including providing input on future transportation projects.

April 19
11 a.m. to 1 p.m.
Stop by anytime

Aurora Municipal Center
15151 E. Alameda Pkwy.

Participa en Aurora Live

Únete a nosotros para conocer más sobre las diversas maneras en las que puedes influir en lo que sucede en Aurora, incluyendo dar tu opinión sobre los futuros proyectos de transporte.

Virtual Town Hall

Talk online with the project team directly at a virtual live town hall on Zoom. There will be the opportunity to provide feedback and ask questions. Anyone who attends and stays until the end will be entered into a drawing for a Target gift card that night.

April 9
5:30-7:30 p.m.

cutt.ly/VirtualTownHall

Ayuntamiento Virtual

Habla en línea con el equipo del proyecto directamente en una reunión virtual en vivo a través de Zoom. Tendrás la oportunidad de dar tu opinión y hacer preguntas. Todos los que asistan y se queden hasta el final serán ingresados en un sorteo para ganar una tarjeta de regalo de Target esa noche.

Roundtable Discussion Public Meeting

Join us in person for dinner and a roundtable discussion. Anyone who attends and stays until the end will be entered into a drawing for a Target gift card that night. **Sign up at EngageAurora.org/ConnectingAurora.**

April 22
6:30-8:30 p.m.

Aurora Central Library Community Room
14949 E Alameda Pkwy

Mesa Redonda Reunión Pública

Venga a cenar con nosotros y participe en una mesa redonda. Todo aquel que asista y se quede hasta el final participará en el sorteo de una tarjeta regalo de Target esa noche. **Inscríbete en EngageAurora.org/ConnectingAurora.**

Self-Guided Online Feedback

For those who can't make it in person, feedback opportunities are available online between April 1-22. Participants will be entered into a drawing for a Target gift card.

April 1-22

EngageAurora.org/ConnectingAurora

Autoguiado en línea de Puertas Abiertas

Los que no puedan asistir en persona podrán enviar sus comentarios por Internet entre el 1 y el 22 de abril. Los participantes entrarán en el sorteo de una tarjeta regalo de Target.

720.984.2109 connectingauroraco@gmail.com EngageAurora.org/ConnectingAurora

Spanish interpretation will be available at all events, and additional languages can be arranged upon request three days in advance
Habrá interpretación en español en todos los eventos, y se podrán solicitar otros idiomas con tres días de anticipación.



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Help Prioritize Future Transportation Projects

Ayude a Priorizar los Futuros Proyectos de Transporte

Final Opportunity to Provide Input

The final opportunity to offer feedback for Connecting Aurora, the city's first-ever multimodal transportation master plan, is coming up in April. Your input will help inform the final multimodal network for Aurora and what traffic, bicycle, pedestrian, and transit projects, programs, and policies we should prioritize in the coming years.

Provide feedback online from April 1-22 or join us at one of our virtual or in-person events.

Última oportunidad para hacer comentarios

En abril se acerca la última oportunidad para dar su opinión sobre Connecting Aurora, el primer plan maestro de transporte multimodal de la ciudad. Sus aportaciones ayudarán a definir la red multimodal definitiva de Aurora y los proyectos, programas y políticas de tráfico, ciclismo, peatones y tránsito a los que debemos dar prioridad en los próximos años.

Envíe sus comentarios en línea del 1 al 22 de abril o participe en uno de nuestros eventos virtuales o en persona.

FACT SHEET



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Winter 2025

More about the Connecting Aurora plan

Over the next couple of years, the city will examine how to make traveling in Aurora better for everyone in our community.

The plan will propose improvements that will offer safer, more comfortable, and more convenient transportation options for everyone who walks, rolls, bikes, drives and takes transit.

The purpose is to create a complete transportation system for people of all backgrounds, incomes, ages, and abilities. The plan will identify necessary projects, policies, and programs for all modes of transportation, including bike, pedestrian, transit, freight and vehicular traffic consistent with the city's overall development vision expressed in the adopted comprehensive plan, Aurora Places.

Connecting Aurora will guide the development, design, and delivery of future multimodal transportation infrastructure projects and programs that focus on providing safer, more sustainable and convenient mobility options for the community.

Get involved

Your feedback is critical in guiding the development of Connecting Aurora.

The final plan will reflect the community's shared vision for Aurora and includes improvements that will enhance your quality of life. There will be several online and in-person opportunities for the community to engage in the planning process throughout the next two years.

GIVE US A C
720.984.2109

SEND US AN
connectingaurora

LEARN MOR
EngageAurora.org



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Winter 2025

Project overview

Many studies conducted over the years in Aurora have targeted specific areas of the city to gather public input and provide guidance for transportation needs, resulting in new or improved ways to get around. But this year, the city is launching Connecting Aurora – its first-ever citywide multimodal transportation master plan – to look holistically at the transportation needs of the entire city.

Connecting Aurora is a transportation plan that will identify projects, policies, and programs to be implemented over the next five to 20 years and beyond. This plan aims to better connect our residents, employees, and visitors to various destinations across the city. This plan will also help to create more interesting and safer places for our city through better and innovative transportation design and improvements.

What does multimodal mean?

Multimodal is a transportation term that means all the different ways people travel. This could be your car, a bus or train, your feet or wheels, bicycle, scooter, skateboard, hoverboard, or box truck. You name it.

We want to make sure this plan considers all types of transportation modes.

PLANNING PROCESS AND TIMELINE

Connecting Aurora is being developed over the next two years and a final draft will be presented at the end of 2025. Throughout the process, we will work closely with you to make sure we are headed in the right direction and that the outcomes reflect the needs of our community.

Below is a timeline of the planning process.

Discover (Early 2024)
- Existing Conditions Analysis
- Future Trends Analysis

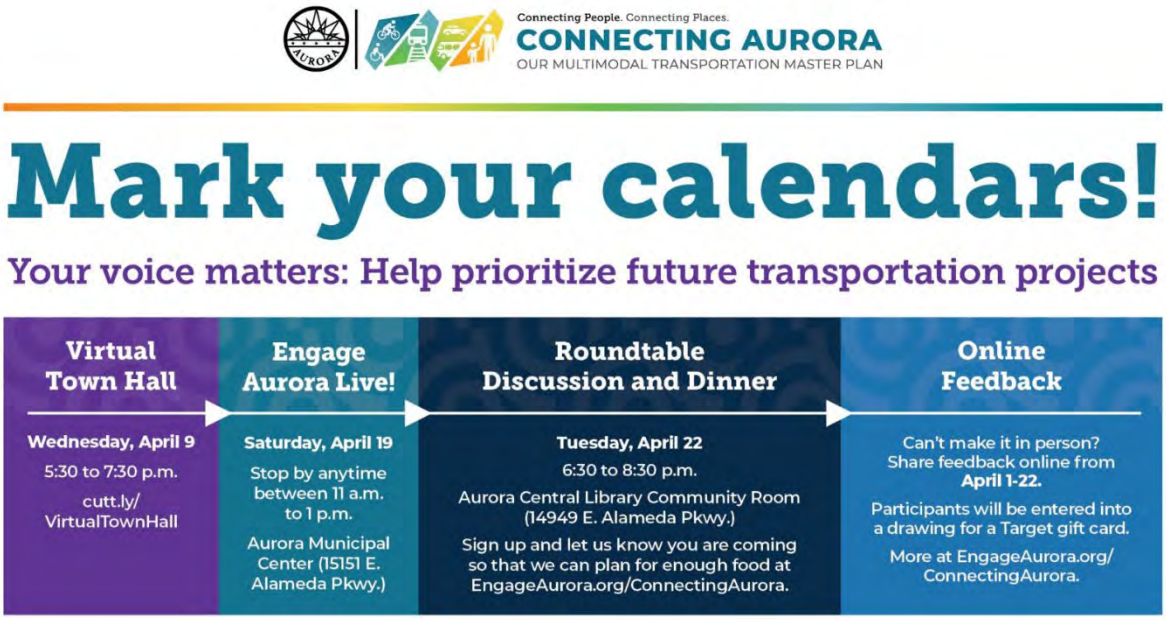
Synthesize (Late-2024)
- Vision, Goals, Objectives, Values, Priorities
- Strength, Weakness, Opportunities, and Challenges Analysis
- Scenario Development
- Modeling and Testing

Visualize (Early 2025 to Mid-2025)
- Multimodal System Development and Evaluation

Realize (Mid-2025)
- Policies and Programs
- Implementation Plan
- Final Report and citywide Transportation Information System

SOCIAL MEDIA POSTS: NEXTDOOR





SOCIAL MEDIA POSTS: FACEBOOK




Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
There's still time to register!
Cutt.ly/VirtualTownHall


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Mark your calendars!
6400C


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
This weekend is Engage Aurora Live!


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Join us for dinner and a conversation about transportation in Aurora.
15L VIA
9302


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
There's still time to register for our Roundtable Discussion dinner and conversation!


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Interested in providing input on what Aurora's transportation future could look like?

SOCIAL MEDIA POSTS: X



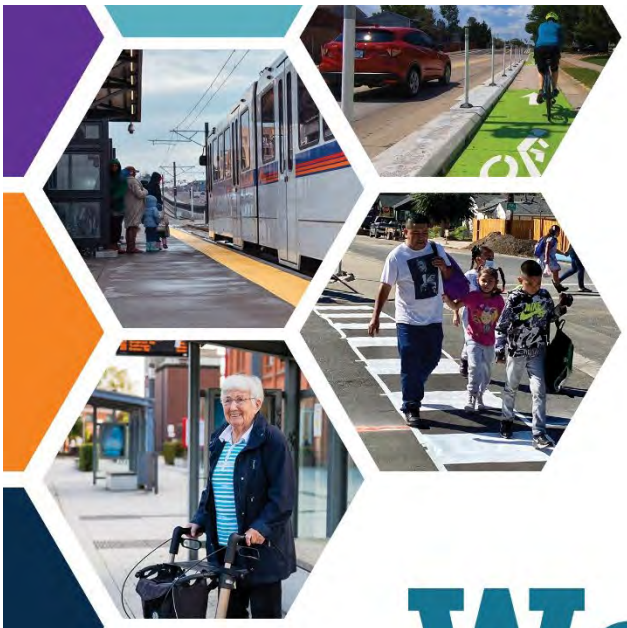


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Connecting Aurora's Virtual Town Hall kicks off soon!

Cutt.ly/VirtualTownHall


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Your voice matters!
EngageAurora.org/ConnectingAurora



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

We want to hear from you!

EngageAurora.org/ConnectingAurora


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Chat with us!
EngageAurora.org/ConnectingAurora

Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Engage Aurora Live! is this weekend!

EngageAurora.org/EngageAuroraLive




130 BUCKLEY RD
6539C
RTD
Let's talk transportation!
EngageAurora.org/ConnectingAurora
Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN


Be part of the conversation!
EngageAurora.org/ConnectingAurora
Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Help shape Aurora's transportation future today!



EngageAurora.org/ConnectingAurora

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN



Your feedback matters!

EngageAurora.org/ConnectingAurora


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
There's still time!
EngageAurora.org/ConnectingAurora
EMERGENCY
EMERGENCY

HOA OUTREACH

Communications Department
City of Aurora
15151 E. Alameda Parkway
Aurora, Colorado 80012
email communications@auroragov.org
AuroraGov.org

Join us and share with your neighbors

Dear HOA and neighborhood leader,



For those of you who attended our first-ever Engage Aurora Live! over the weekend or recently participated in providing input on some of the critical city projects we have going on, we thank you!

Connecting Aurora Multimodal Transportation Master Plan: Milestone 3

If you haven't yet reviewed our proposed visionary transportation networks for streets, sidewalks, transit and bikeways, we encourage you to explore the maps online, post comments and respond to other people's comments.

Then take our short survey to let us know if we are on the right track and also let us know how you would prioritize transportation projects if you had $100 to spend. Everyone who participates will be entered into a drawing for a Target gift card. **We have extended the deadline for feedback to May 2.**

We also invite you to join us **tomorrow, April 22**, for a roundtable discussion and dinner from 6:30 to 8:30 p.m. at the Central Library, 14949 E. Alameda Parkway, Community Room. We will have large, printed copies of the network maps for you to review and add comments, and talk with us in person. Please RSVP if you plan to attend so we have enough food for everyone.

THIS IS AURORA: CITY NEWSLETTER ARTICLES/MENTIONS

Connecting Aurora Milestone 3 Map Comments and Survey

Deadline: Saturday, May 2

Anyone who travels in Aurora is invited to review the proposed visionary transportation networks (streets, transit, sidewalks and bikeways) developed as part of our citywide multimodal transportation master plan. The deadline has been extended to allow more time to review the maps online, drop pins on the maps, make comments and take the 5-minute project priority survey. Anyone who participates will be entered into a drawing for a Target gift card.

Map link available at EngageAurora.org/ConnectingAurora

Engage Aurora Live! coming this Saturday for resident input and family fun



You are invited to share your thoughts on critical projects, enjoy family friendly activities and free food from 11 a.m. to 1 p.m. this Saturday, April 19, at the Aurora Municipal Center, 15151 E. Alameda Parkway (park on the west side).

The city's first-ever Engage Aurora Live! will offer indoor stations to provide input on city infrastructure, transportation, libraries, Colfax transit services, community services federal funding plan and more. A spring gardening craft for all ages and free food will be available while supplies last.

Tour the AuroraTV studios at 11:30 a.m. and 12:30 p.m. Find out more about city jobs, boards and commissions, and how to get more involved in your local government.

Outside, explore our Touch-A-Truck area with vehicles from the Aurora Police Department, Aurora Fire Rescue, Falck Rocky Mountain, the Public Works Department and AuroraTV. Check out the Aurora Public Library Bookmobile.

When you arrive, stop at our tent to pick up an event passport to get stamped. Visit the designated stations to be entered into a drawing for a gift basket.

Spanish interpretation will be available on site.

To find out more, visit EngageAurora.org/EngageAuroraLive.

Connecting Aurora Milestone 3 Survey

Through April 23

Review the latest information and give feedback for Milestone 3 of this citywide multimodal transportation planning effort. Anyone who takes the survey will be entered into a drawing for a Target gift card.

EngageAurora.org/ConnectingAurora

Connecting Aurora Roundtable Discussion and Dinner

Tuesday, April 22, 6:30 to 8:30 p.m.

Join us in person for dinner and a roundtable discussion to give feedback for Milestone 3 of this citywide multimodal transportation planning effort. Spanish interpretation will be available, and additional languages can be arranged on request at least three days in advance. Anyone who attends and stays until the end will be entered into a drawing that night for a Target gift card.

Central Library Community Room, 14949 E. Alameda Parkway

Sign up (so we can plan for food): EngageAurora.org/ConnectingAurora

Engage Aurora Live!

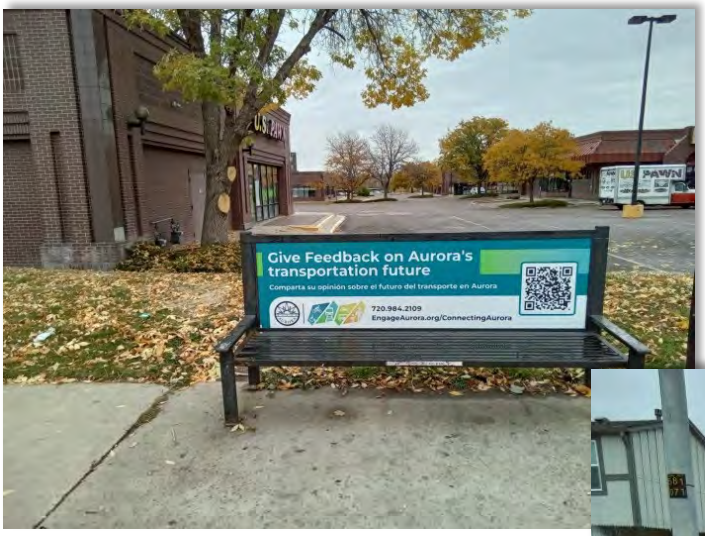
Saturday, April 19, 11 a.m. to 1 p.m.

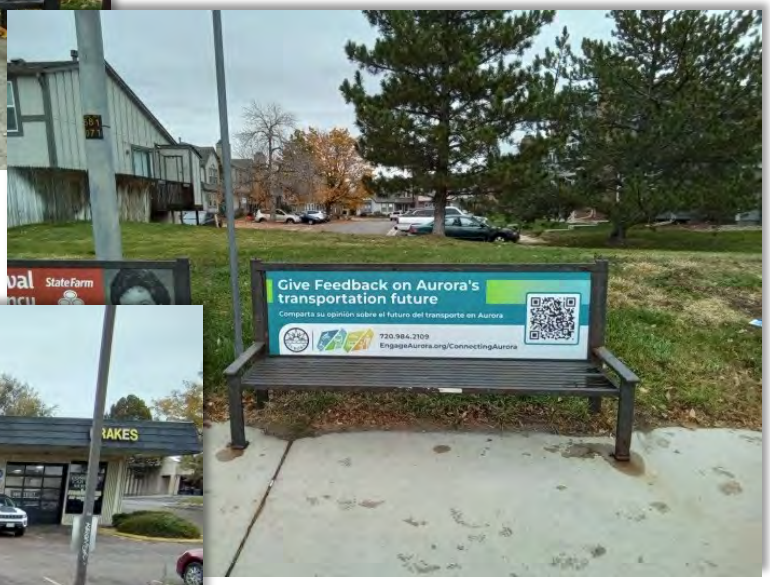
Provide input on some critical projects impacting Aurora's future, and enjoy food and family friendly activities like Touch-A-Truck. Park on the west side to access the event. When you arrive, stop at our tent to pick up an event passport to get stamped and be entered into a drawing for a gift basket. Offer feedback on projects like Build Up Aurora infrastructure planning, Connecting Aurora multimodal transportation master plan, Colfax BRT Next bus rapid transit east of I-225, and Radiating Possibilities library master plan.

Aurora Municipal Center, 15151 E. Alameda Parkway

EngageAurora.org/EngageAuroraLive

BUS BENCH ADS





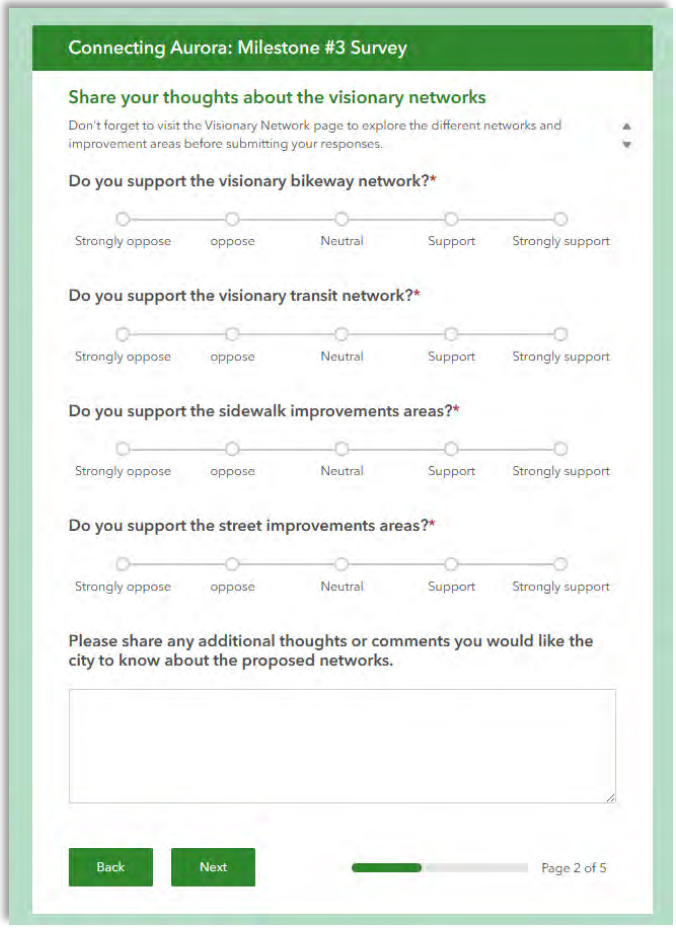


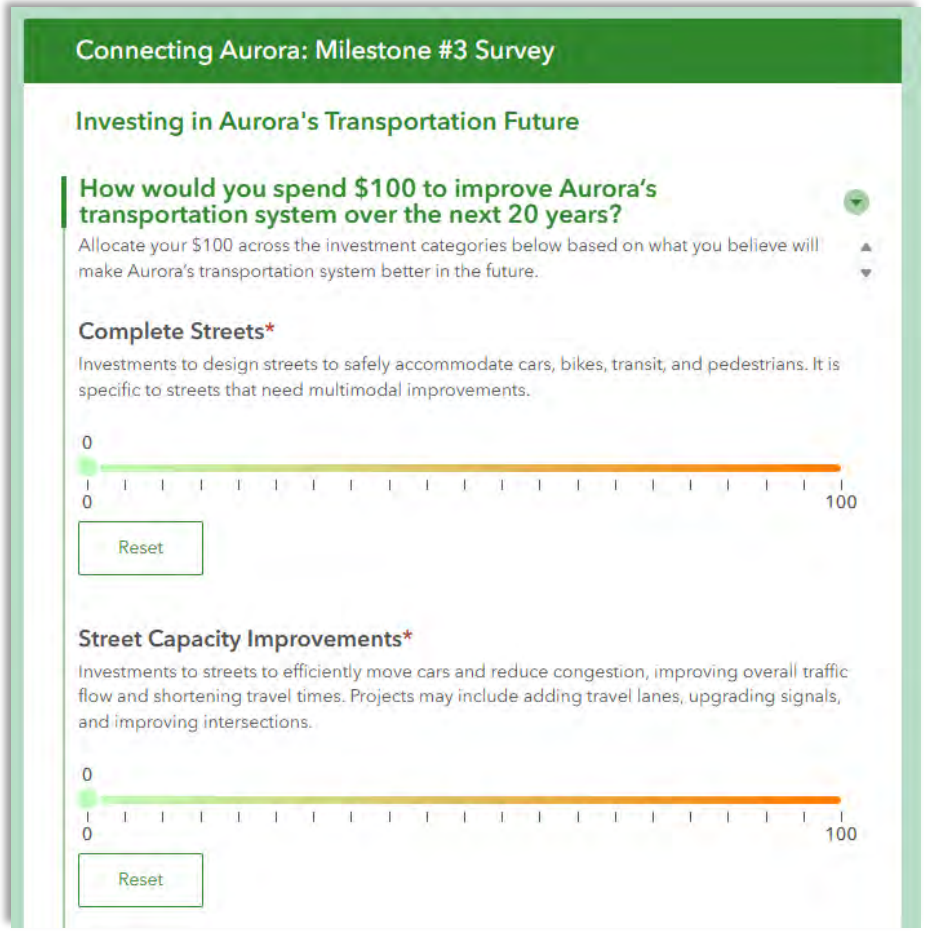
MEDIA COVERAGE

Outlet	Date	Link to Story
Aurora TV	3/27/25	Your weekly Aurora news from AuroraTV
Denver Gazette	3/31/25	Aurora asking for final public feedback on transit plan | Aurora | denvergazette.com
Aurora Sentinel	3/31/25	Talk about wheel life in Aurora - Sentinel Colorado
Aurora TV	4/17/25	Your weekly Aurora news from AuroraTV

APPENDIX B: ENGAGEMENT MATERIALS

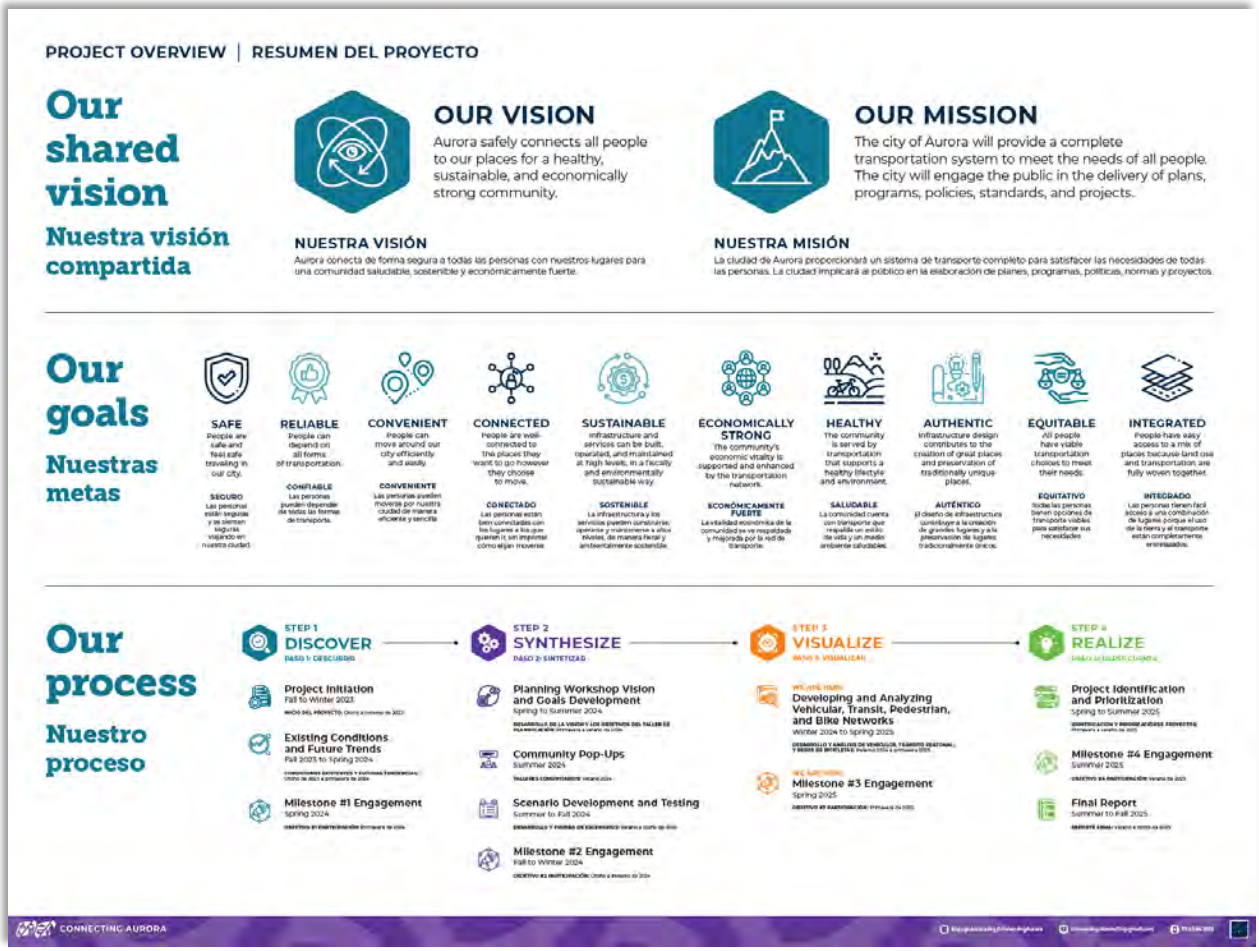
SURVEY

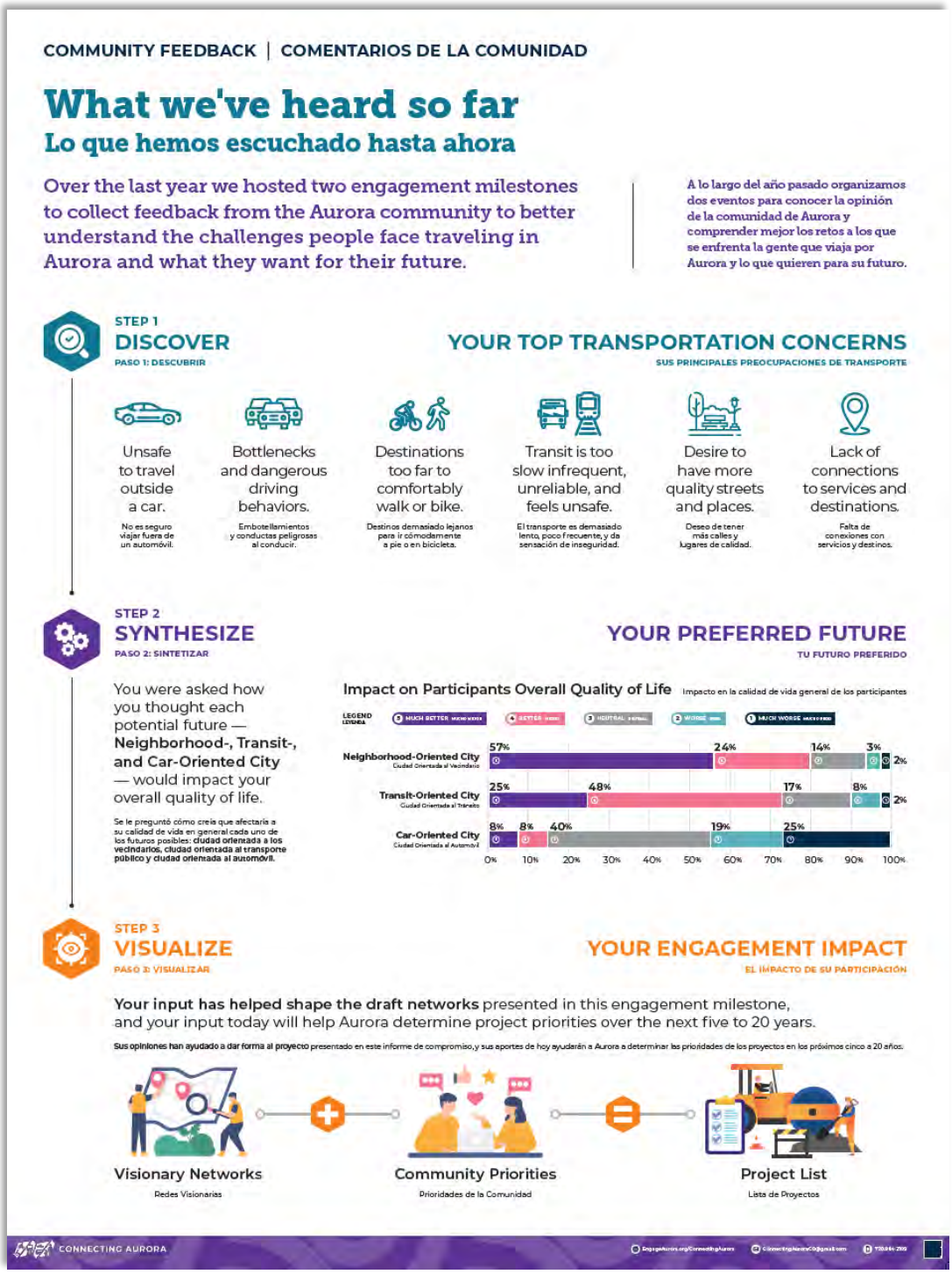


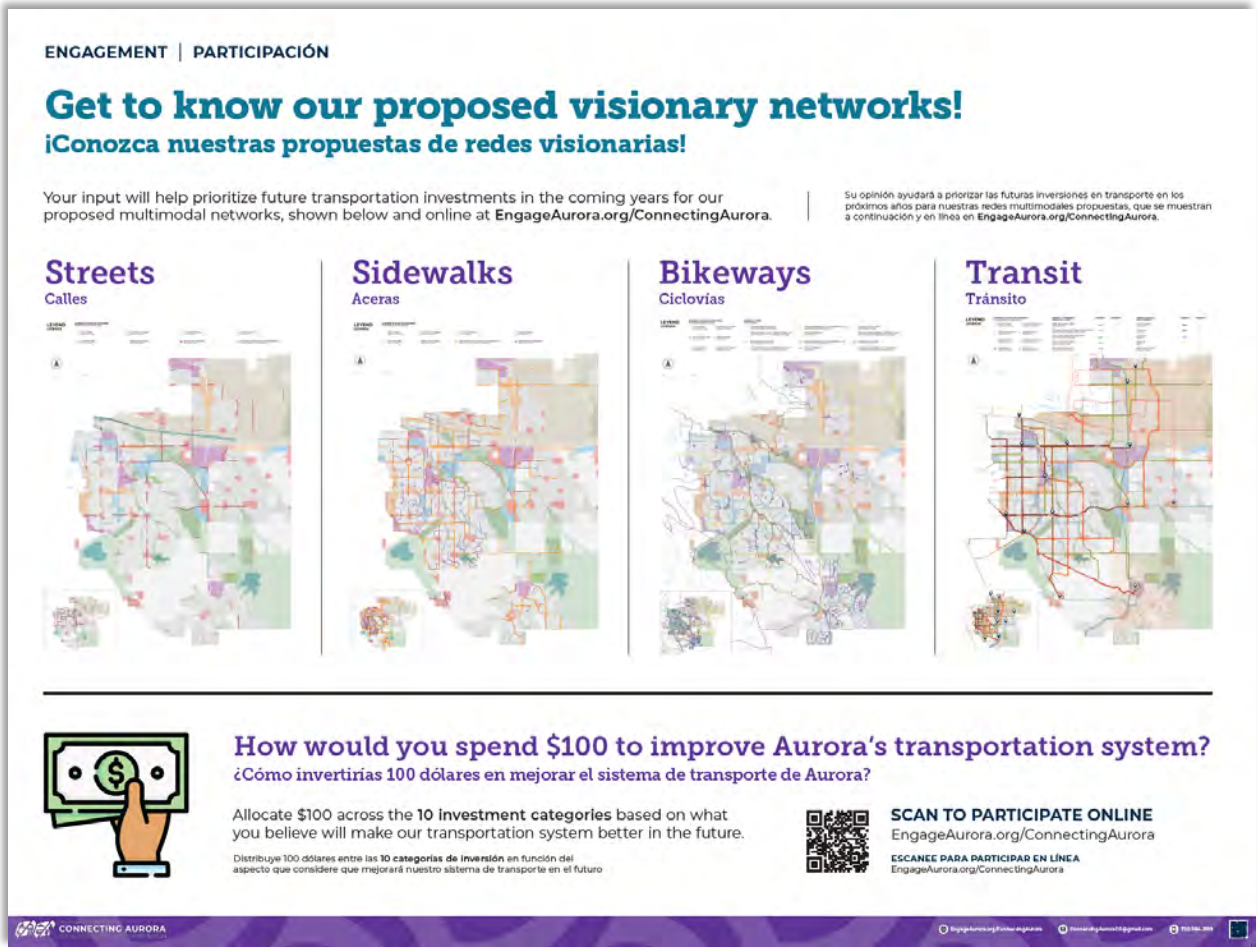


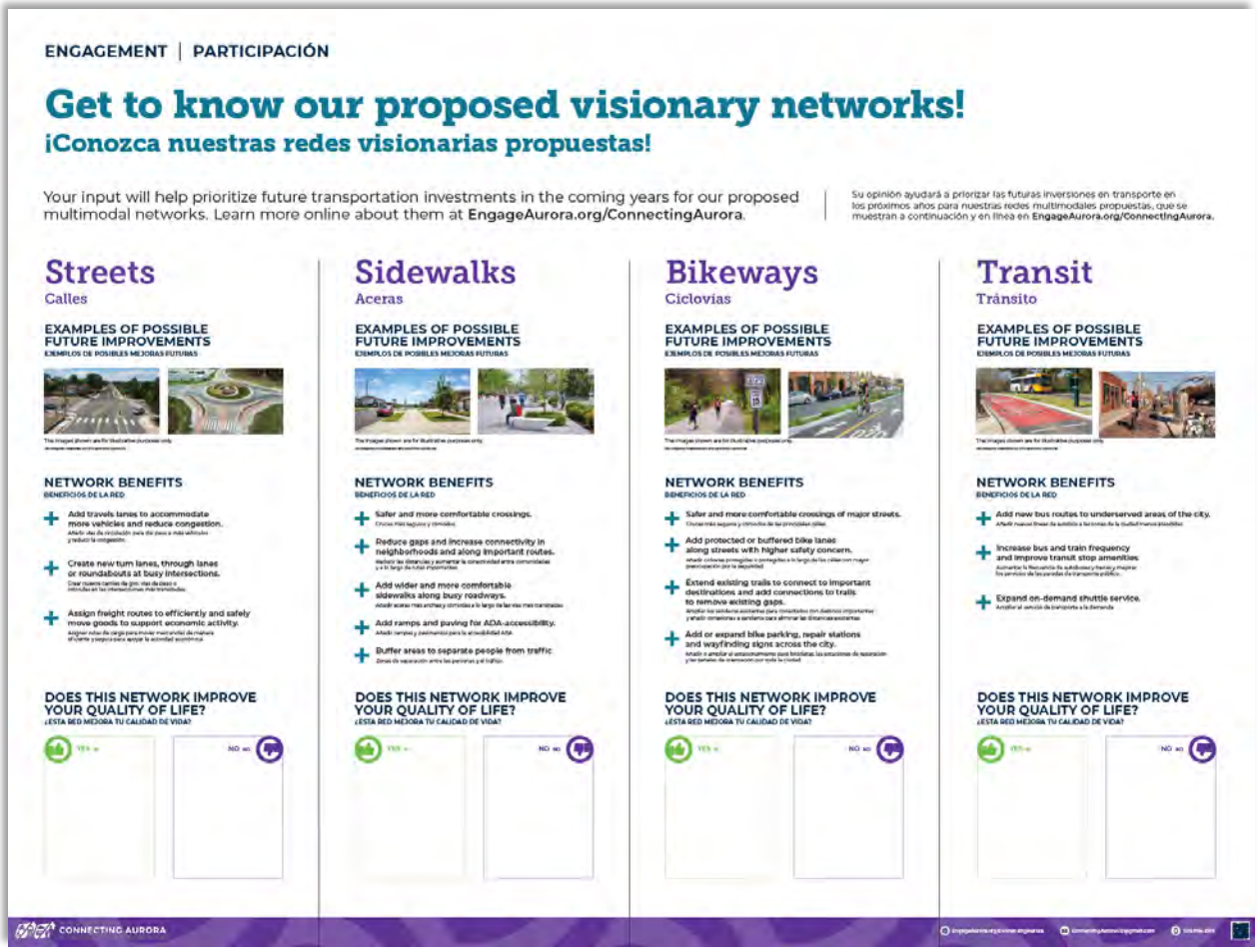
PROJECT BOARDS




PROJECT OVERVIEW | RESUMEN DEL PROYECTO
Our shared vision
Nuestra visión compartida
OUR VISION
Aurora safely connects all people to our places for a healthy, sustainable, and economically strong community.
NUESTRA VISIÓN
Aurora conecta de forma segura a todas las personas con nuestros lugares para una comunidad saludable, sostenible y económicamente fuerte.
OUR MISSION
The city of Aurora will provide a complete transportation system to meet the needs of all people. The city will engage the public in the delivery of plans, programs, policies, standards, and projects.
NUESTRA MISIÓN
La ciudad de Aurora proporcionará un sistema de transporte completo para satisfacer las necesidades de todas las personas. La ciudad implicará al público en la elaboración de planes, programas, políticas, normas y proyectos.
Our goals
Nuestras metas
SAFE
RELIABLE
CONVENIENT
CONNECTED
SUSTAINABLE
ECONOMICALLY STRONG
HEALTHY
AUTHENTIC
EQUITABLE
INTEGRATED
Our process
Nuestro proceso
STEP 1 DISCOVER
Project Initiation
Fall to Winter 2023
Existing Conditions and Future Trends
Fall 2023 to Spring 2024
Milestone #1 Engagement
Spring 2024
STEP 2 SYNTHESIZE
Planning Workshop Vision and Goals Development
Spring to Summer 2024
Community Pop-Ups
Summer 2024
Scenario Development and Testing
Summer to Fall 2024
Milestone #2 Engagement
Fall to Winter 2024
STEP 3 VISUALIZE
Developing and Analyzing Vehicular, Transit, Pedestrian, and Bike Networks
Winter 2024 to Spring 2025
Milestone #3 Engagement
Spring 2025
STEP 4 REALIZE
Project Identification and Prioritization
Spring to Summer 2025
Milestone #4 Engagement
Summer 2025
Final Report
Summer to Fall 2025
CONNECTING AURORA


COMMUNITY FEEDBACK | COMENTARIOS DE LA COMUNIDAD
What we've heard so far
Lo que hemos escuchado hasta ahora
Over the last year we hosted two engagement milestones to collect feedback from the Aurora community to better understand the challenges people face traveling in Aurora and what they want for their future.
A lo largo del año pasado organizamos dos eventos para conocer la opinión de la comunidad de Aurora y comprender mejor los retos a los que se enfrenta la gente que viaja por Aurora y lo que quieren para su futuro.
STEP 1
DISCOVER
PASO 1: DESCUBRIR
YOUR TOP TRANSPORTATION CONCERNS
SUS PRINCIPALES PREOCUPACIONES DE TRANSPORTE
Unsafe to travel outside a car.
No es seguro viajar fuera de un automóvil.
Bottlenecks and dangerous driving behaviors.
Embotellamientos y conductas peligrosas al conducir.
Destinations too far to comfortably walk or bike.
Destinos demasiado lejanos para ir cómodamente a pie o en bicicleta.
Transit is too slow infrequent, unreliable, and feels unsafe.
El transporte es demasiado lento, poco frecuente, y da sensación de inseguridad.
Desire to have more quality streets and places.
Deseo de tener más calles y lugares de calidad.
Lack of connections to services and destinations.
Falta de conexiones con servicios y destinos.
STEP 2
SYNTHESIZE
PASO 2: SINTETIZAR
YOUR PREFERRED FUTURE
TU FUTURO PREFERIDO
You were asked how you thought each potential future — Neighborhood-, Transit-, and Car-Oriented City — would impact your overall quality of life.
Se le preguntó cómo creía que afectaría a su calidad de vida en general cada uno de los futuros posibles: ciudad orientada a los vecindarios, ciudad orientada al transporte público y ciudad orientada al automóvil.
Impact on Participants Overall Quality of Life
Impacto en la calidad de vida general de los participantes
LEGEND
Neighborhood-Oriented City
57%
24%
14%
3%
2%
Transit-Oriented City
25%
48%
17%
8%
2%
Car-Oriented City
8%
8%
40%
19%
25%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
STEP 3
VISUALIZE
PASO 3: VISUALIZAR
YOUR ENGAGEMENT IMPACT
EL IMPACTO DE SU PARTICIPACIÓN
Your input has helped shape the draft networks presented in this engagement milestone, and your input today will help Aurora determine project priorities over the next five to 20 years.
Sus opiniones han ayudado a dar forma al proyecto presentado en este informe de compromiso, y sus aportes de hoy ayudarán a Aurora a determinar las prioridades de los proyectos en los próximos cinco a 20 años.
Visionary Networks
Redes Visionarias
Community Priorities
Prioridades de la Comunidad
Project List
Lista de Proyectos
CONNECTING AURORA


ENGAGEMENT | PARTICIPACIÓN
Get to know our proposed visionary networks!
¡Conozca nuestras propuestas de redes visionarias!
Your input will help prioritize future transportation investments in the coming years for our proposed multimodal networks, shown below and online at EngageAurora.org/ConnectingAurora.
Su opinión ayudará a priorizar las futuras inversiones en transporte en los próximos años para nuestras redes multimodales propuestas, que se muestran a continuación y en línea en EngageAurora.org/ConnectingAurora.
Streets
Calles
Sidewalks
Aceras
Bikeways
Ciclovías
Transit
Tránsito
How would you spend $100 to improve Aurora's transportation system?
¿Cómo invertirías 100 dólares en mejorar el sistema de transporte de Aurora?
Allocate $100 across the 10 investment categories based on what you believe will make our transportation system better in the future.
Distribuye 100 dólares entre las 10 categorías de inversión en función del aspecto que considere que mejorará nuestro sistema de transporte en el futuro
SCAN TO PARTICIPATE ONLINE
EngageAurora.org/ConnectingAurora
ESCANEE PARA PARTICIPAR EN LÍNEA
EngageAurora.org/ConnectingAurora
CONNECTING AURORA



ENGAGEMENT | PARTICIPACIÓN

Get to know our proposed visionary networks!

¡Conozca nuestras redes visionarias propuestas!

Your input will help prioritize future transportation investments in the coming years for our proposed multimodal networks. Learn more online about them at **EngageAurora.org/ConnectingAurora**.

Su opinión ayudará a priorizar las futuras inversiones en transporte en los próximos años para nuestras redes multimodales propuestas, que se muestran a continuación y en línea en **EngageAurora.org/ConnectingAurora**.

Streets
Calles

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS
EJEMPLOS DE POSIBLES MEJORAS FUTURAS

NETWORK BENEFITS
BENEFICIOS DE LA RED

- Add travel lanes to accommodate more vehicles and reduce congestion.
- Create new turn lanes, through lanes or roundabouts at busy intersections.
- Assign freight routes to efficiently and safely move goods to support economic activity.

DOES THIS NETWORK IMPROVE YOUR QUALITY OF LIFE?
¿ESTA RED MEJORA TU CALIDAD DE VIDA?

YES

NO

Sidewalks
Aceras

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS
EJEMPLOS DE POSIBLES MEJORAS FUTURAS

NETWORK BENEFITS
BENEFICIOS DE LA RED

- Safer and more comfortable crossings.
- Reduce gaps and increase connectivity in neighborhoods and along important routes.
- Add wider and more comfortable sidewalks along busy roadways.
- Add ramps and paving for ADA-accessibility.
- Buffer areas to separate people from traffic.

DOES THIS NETWORK IMPROVE YOUR QUALITY OF LIFE?
¿ESTA RED MEJORA TU CALIDAD DE VIDA?

YES

NO

Bikeways
Ciclovías

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS
EJEMPLOS DE POSIBLES MEJORAS FUTURAS

NETWORK BENEFITS
BENEFICIOS DE LA RED

- Safer and more comfortable crossings of major streets.
- Add protected or buffered bike lanes along streets with higher safety concern.
- Extend existing trails to connect to important destinations and add connections to trails to remove existing gaps.
- Add or expand bike parking, repair stations and wayfinding signs across the city.

DOES THIS NETWORK IMPROVE YOUR QUALITY OF LIFE?
¿ESTA RED MEJORA TU CALIDAD DE VIDA?

YES

NO

Transit
Tránsito

EXAMPLES OF POSSIBLE FUTURE IMPROVEMENTS
EJEMPLOS DE POSIBLES MEJORAS FUTURAS

NETWORK BENEFITS
BENEFICIOS DE LA RED

- Add new bus routes to underserved areas of the city.
- Increase bus and train frequency and improve transit stop amenities.
- Expand on-demand shuttle service.

DOES THIS NETWORK IMPROVE YOUR QUALITY OF LIFE?
¿ESTA RED MEJORA TU CALIDAD DE VIDA?

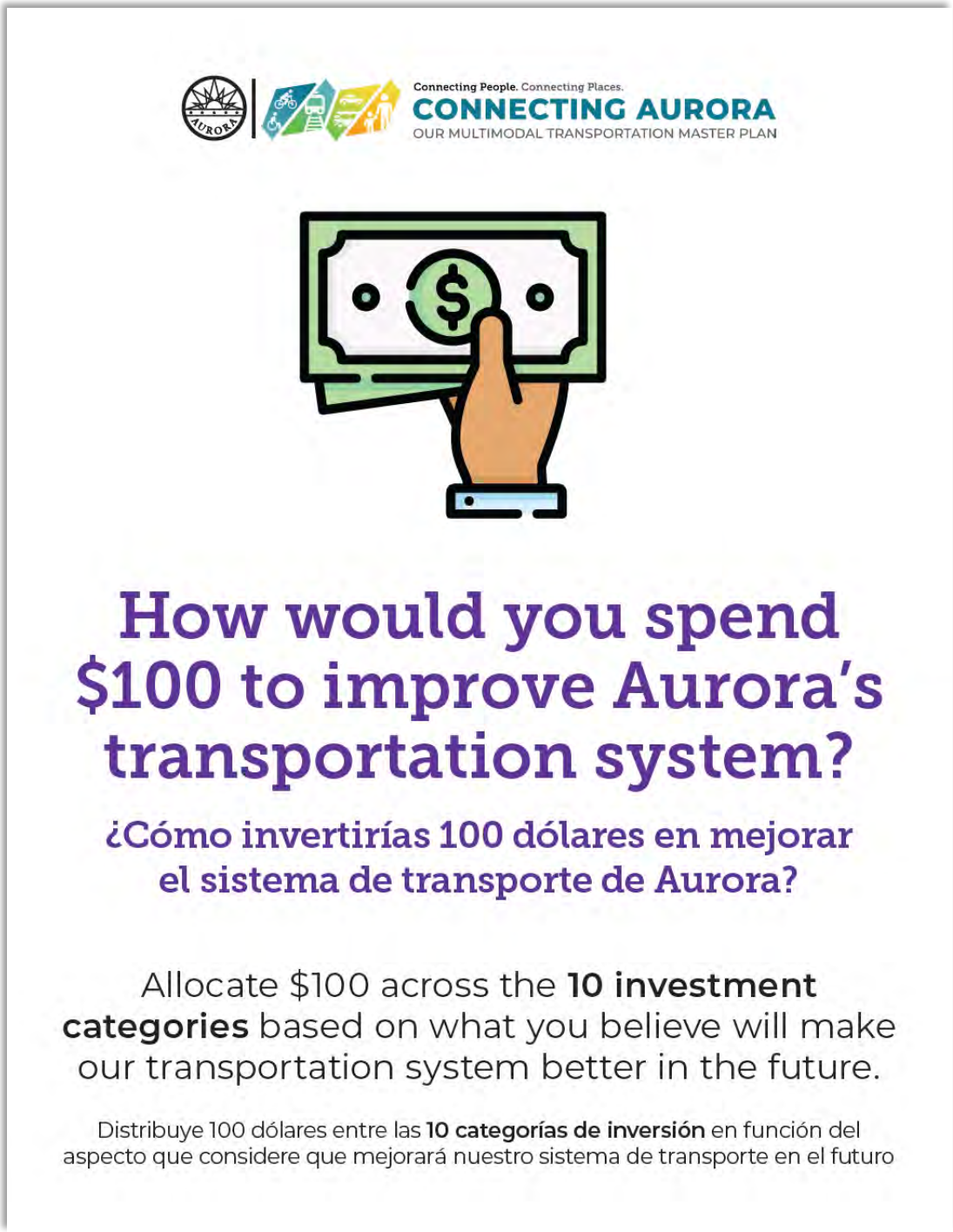
YES

NO

CONNECTING AURORA

JELLYBEAN FUNDING ACTIVITY

Instructional Sign



Investment Category Cards



Complete Streets

Complete street investments focus on designing streets to safely accommodate cars, bikes, transit, and pedestrians. It is specific to streets that need multimodal improvements.

Project Types

- Traffic Calming Measures
  - Speed Bumps
  - Curb Extensions
- Sidewalk expansion
- Bike lanes or shared-use path
- Transit signal priority



Street Capacity Improvements

Street Capacity Improvements focus on increasing the ability of roadways to accommodate more vehicles and reduce congestion, improving overall traffic flow and shortening travel times. These projects aim to enhance the efficiency and capacity of existing streets or add new capacity to support increased demand.

Project Types

- Adding travel lanes
- Adding turn lanes or through lanes at intersections
- Constructing new streets
- Freight corridor improvements
- Improving intersections



Transit Service Expansion

Transit Service Expansion focuses on increasing the reach, frequency, and coverage of public transit services to improve access and connectivity for more users. These projects aim to enhance mobility options and reduce reliance on single-occupancy vehicles.

Project Types

- New bus routes to underserved areas
- Increased bus and train frequency
- Microtransit service (on-demand shuttles)
- Extended service hours



Transit Amenity Upgrades and Personal Safety

Transit Amenity Upgrades and Personal Safety focus on improving the comfort, convenience, and security of transit facilities and services to enhance the overall rider experience and encourage transit use. These projects aim to make transit more accessible, user-friendly, and safe for all passengers.

Project Types

- Enhanced bus stops (shelter, seating, etc.)
- Improved lighting
- Security measures (cameras, call boxes, etc.)
- ADA compliant boarding areas
- Pedestrian and bicycle access



High Capacity Transit

High-Capacity Transit focuses on developing and expanding transit services that can move large numbers of passengers efficiently and reliably, typically along regionally significant corridors. These projects aim to provide faster, more frequent, and higher-volume transit options to reduce congestion and improve regional connectivity.

Project Types

- Light rail and commuter rail extensions
- Bus Rapid Transit (dedicated bus lanes and supporting infrastructure)
- Express bus service (limited stops)
- Dedicated transit lanes
- Transit signal priority
- Mobility Hubs



Pedestrian Improvements

Sidewalk Projects focus on improving and expanding pedestrian infrastructure to enhance safety, accessibility, and walkability. These projects aim to create a more connected and comfortable pedestrian network.

Project Types

- New sidewalks to fill network gaps
- Sidewalk widening in areas with higher pedestrian volumes
- ADA compliant sidewalks (ramps and paving)
- Buffer areas to separate people from traffic
- Enhanced pedestrian crossings



Streetscape Enhancements

Streetscape Enhancements focus on improving the visual appeal, functionality, and comfort of streets and public spaces to create more inviting and pedestrian-friendly environments. These projects aim to support vibrant, accessible, and safe streetscapes.

Project Types

- Street furniture (benches, trash cans)
- Public art and murals
- Decorative lighting
- Landscaping and street trees



Infrastructure Maintenance

Infrastructure Maintenance focuses on preserving and maintaining existing transportation infrastructure to extend its lifespan, improve safety, and maintain functionality. These projects aim to prevent deterioration and reduce long-term repair costs.

Project Types

- Pavement resurfacing
- Pothole filling and crack sealing
- Bridge and overpass repairs
- Sidewalk and curb repairs
- Stormwater drainage repairs
- Traffic signal and streetlight repairs
- Guardrail and barrier replacements

APPENDIX C: ENGAGEMENT RESULTS

ROUNDTABLE DISCUSSION PHOTOS









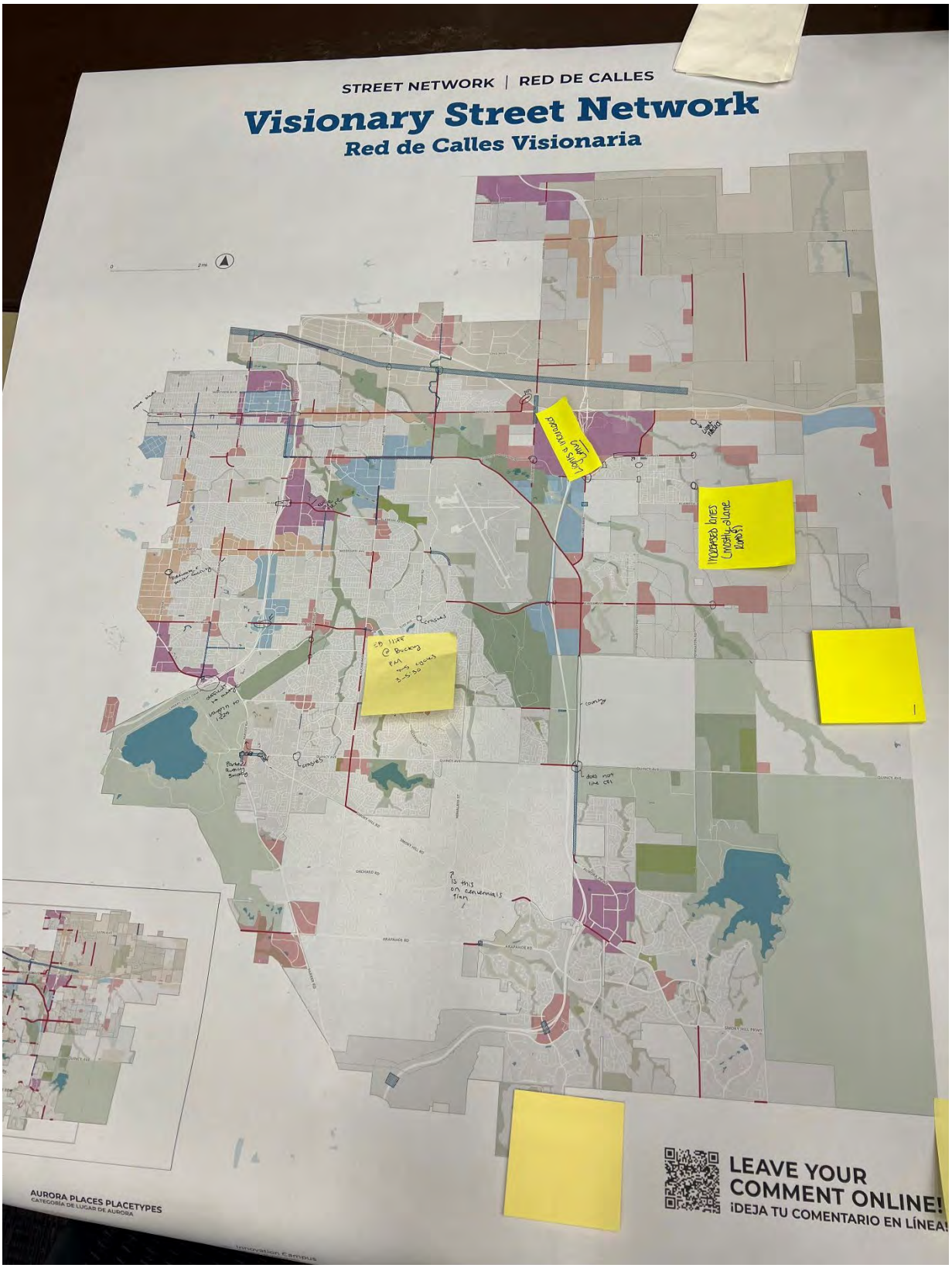
ROUNDTABLE DISCUSSION ATTENDEES

Name	*City of Residence*	*Organization*
Joyce B.	Aurora	Country Squires HOA
Jim B.	Aurora	Country Squires HOA
Douglas S.	Aurora	
Barbara B.	Aurora	Commission for Older Adults
Vince C.	Aurora	Housing & Community Development
Melvin B.	Aurora	
Larry S.	Aurora	Youth Commission
Barb S.	Aurora	Youth Commission
Neal W.	Aurora	Vic II & The Villas
Lynda H.	Aurora	Historic Preservation Commission
Margaret T.	Aurora	
Amy W.	Aurora	HRC
Tim H.	Aurora	Housing Authority
Karen J.	Aurora	AFCOA, AIPP
Bob S.	Aurora	Judicial Committee
Dick E.	Aurora	CWAC
Dan R.	Aurora	
Yvonne Q.	Aurora	Golf Advisory
Jeannine D.	Aurora	Commission for Older Adults
Jalisa H.	Aurora	COA
DaVonne A.	Denver	Cultural Affairs Commission
Kristian A.	Aurora	
Kassia B.	Boulder	CU Boulder
Rebecca A.	Aurora	
Elaine L.	Aurora	AIPPC
Danielle L.	Aurora	Aurora Fire Foundation
Caroline K.	Aurora	ACPOA

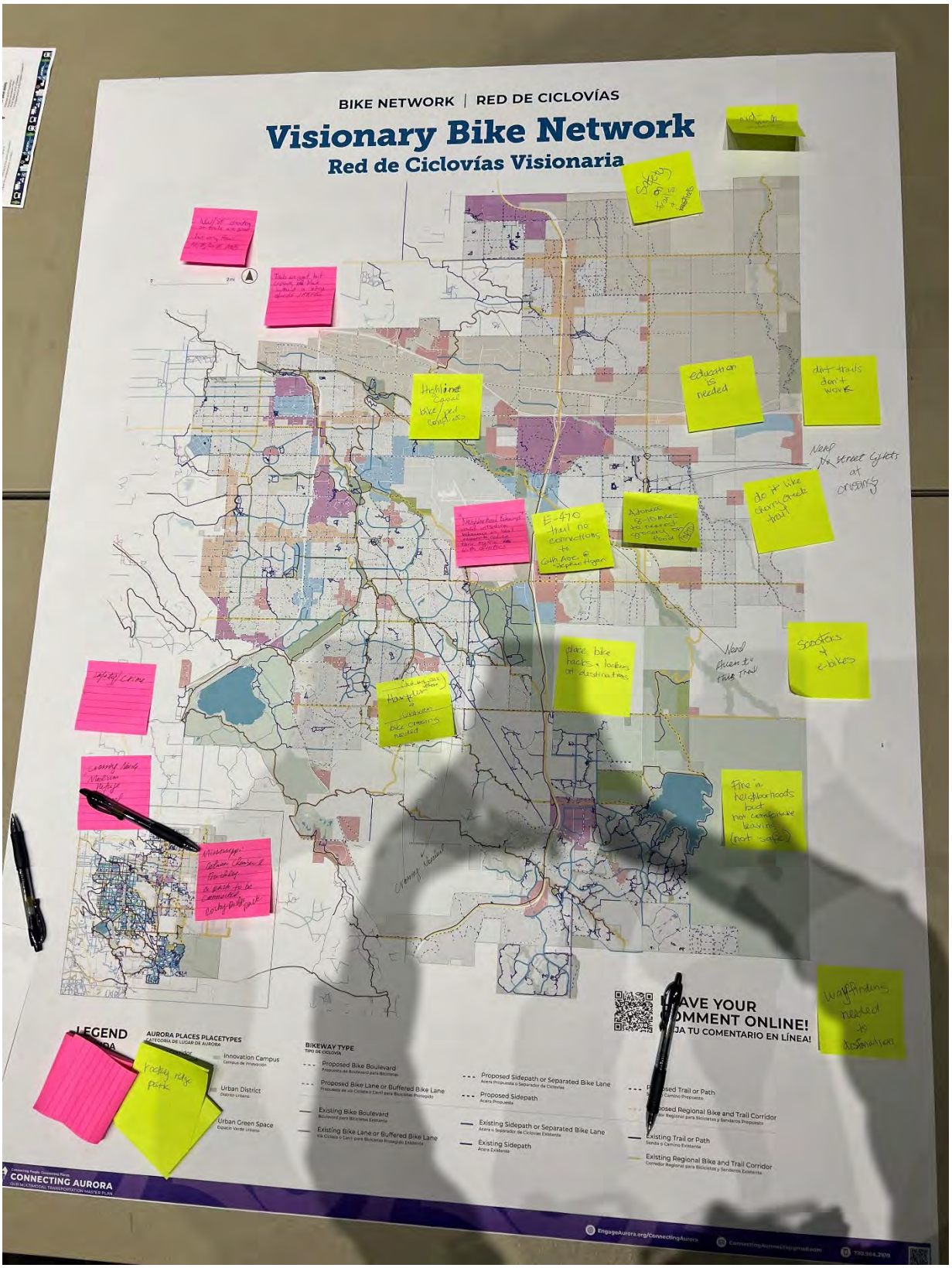
David M.	Aurora	Rotary/Ponderosa HOA
John S.	Aurora	
Chance	Aurora	

ROUNDTABLE DISCUSSION MAP COMMENTS




STREET NETWORK | RED DE CALLES
Visionary Street Network
Red de Calles Visionaria
AURORA PLACES PLACETYPES
CATEGORÍA DE LUGAR DE AURORA
LEAVE YOUR COMMENT ONLINE!
¡DEJA TU COMENTARIO EN LÍNEA!


SIDEWALKS NETWORK | RED DE ACERAS
Visionary Sidewalks Network
Red de Aceras Visionaria
LEAVE YOUR COMMENT ONLINE!
¡DEJA TU COMENTARIO EN LÍNEA!
LEGEND
LEYENDA
AURORA PLACES PLACETYPES
CATEGORÍA DE LUGAR DE AURORA
City Corridor
Corredor de la Ciudad
Industrial Hub
Centro industrial
Innovation Campus
Campus de innovación
Urban Green Space
Espacio Verde Urbano
Major Roadway Crossing Improvements
Mejoras en Cruces de Carreteras importantes
Urban District
Distrito Urbano
Sidewalk Improvements
Mejoras en las Aceras
EngageAurora.org/ConnectingAurora
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN


BIKE NETWORK | RED DE CICLOVÍAS
Visionary Bike Network
Red de Ciclovías Visionaria
education is needed
dirt trails don't work
E-470 trail no connections to Gateway Aurora & Stephen Hogan
place bike racks + lockers at destinations
Scooters + e-bikes
fine in neighborhoods but not commercial areas (not safe)
Wayfinding needed to destination
LEGEND
AURORA PLACES PLACETYPES
Innovation Campus
Urban District
Urban Green Space
BIKEWAY TYPE
Proposed Bike Boulevard
Proposed Bike Lane or Buffered Bike Lane
Existing Bike Boulevard
Existing Bike Lane or Buffered Bike Lane
Proposed Sidepath or Separated Bike Lane
Proposed Sidepath
Existing Sidepath or Separated Bike Lane
Existing Sidepath
Existing Trail or Path
Existing Regional Bike and Trail Corridor
CONNECTING AURORA

ENGAGE AURORA LIVE! PHOTOS









POP-UP EVENT PHOTOS









CITY OF AURORA EMPLOYEE ENGAGEMENT PHOTOS









STAKEHOLDER MEETING NOTES

MEETING SUBJECT: Stakeholder Group – Meeting #6
LOCATION: Virtual – MS Teams
DATE/TIME: March 26, 2025, at 2 PM

1. Attendees:

1. Tara Bettale, HDR
2. Shaida Libhart, HDR
3. Ambriel Speagle, HDR
4. Carlie Campuzano, City of Aurora
5. Huiliang Liu, City of Aurora
6. Julie Patterson, City of Aurora
7. Tom Worker-Braddock, City of Aurora
8. Nick Leach, Aurora Public Schools Planning Department
9. Courtney Stryker, Arapahoe County Council on Aging/ Arapahoe County Senior Resources
10. Eugenia Titterington, Village Exchange Center
11. John Hudgens, Children's Hospital Colorado
12. Lyle Artz, Fitzsimmons Redevelopment Authority
13. Ryan Billings, Nelson Nygaard
14. Desiree Banka, Sunny Homes and Associates
15. Matt Schaefer, Cherry Creek School District
16. Ryan Shaaban, Tryba Architects (FRA Master Plan)
17. Yarkenda Payne, Foundation for Sustainable Urban Communities
18. Erik Balsley, Anschutz Medical Campus
19. Sam Valeriano, Foundation for Sustainable Urban Communities
20. Tom Tobiassen, Bicycle Aurora

2. Presentation & Discussion:

1. Welcome and Introductions (5 minutes)

2. Schedule Overview (10 minutes)

3. Public Engagement Review (20 minutes)

- What we heard during Milestone 2

4. Milestone 3 – Multimodal Network Development Input (45 minutes)

- Review of multimodal network categories and opportunity to provide input

5. Discussion of Networks

- **Tom Tobiassen**: I am vacationing in Tucson, AZ and I'm astounded by the increase in e-bikes on the bikeways and trails. People are traveling much longer distances on less expensive e-bikes.
- **Tom Tobiassen**: I think e-bikes will evolve and provide more transportation options in the future.
- **Shaida Libhart**: We are seeing more and more use of e-bikes, so we are trying to be thoughtful of how the network can accommodate that
- **Tom Tobiassen**: Netherlands is a great model for separated lanes for each mode.

- **Lyle Artz**: You are showing maps of only different parts of Aurora for each slide. Recommend you show the entire City of Aurora in the different maps."
- **Tara Bettale**: Thanks for the comment! The full city will be showed - for the sake of readability, we wanted to zoom in
- **Tom Worker-Braddock**: We recognize the map snapshots we showed are very limited, so we are looking for general feedback at this point. We hope that everyone can plan some time to sit down in the coming weeks and provide feedback on the networks.
- **John Hudgens**: Recognizing that this is a City of Aurora project, to what extent will RTD be involved. For example, is Aurora going to provide funding to RTD to increase / change public transit within the city limits?
- **Shaida Libhart**: We have been thoughtful about coordinating with RTD. Part of the approach is to understand where there are opportunities and where there are other models or implementation strategies to address any issues.
- **Ryan Billings**: The goal is to understand the need for increased transit, align the needs with potential solutions related to new routes, increased service, & improved infrastructure, and understand the costs of those solutions. Then we must have internal conversations about which projects are most important. RTD is an essential partner in working through transit needs and how we can potentially fund those solutions, and what might those projects look like in the first place.
- **Shaida Libhart**: It is important to consider the future corridor and what that might look like. We want to make it easier on ourselves for the future. There may be priorities listed here that might not actually happen, but we want to be prepared. Things like population and needs can change, but we want to make sure we are thinking things through now.
- **Tom Worker-Braddock**: RTD and the City have a good relationship. Before this, we did not have a citywide plan. Now that we have a masterplan, we can point to what the City has agreed to be important when meeting with RTD in the future. This process has also identified areas of the City where bus routes are delayed due to infrastructure issues. Traditionally, the City is responsible for the roads RTD buses use, and RTD is responsible for the actual service. So, the City does have the power to increase service reliability by improving infrastructure. We do also want to consider what the capacity of the City is to self-fund additional transit service. This plan allows us to at least begin that conversation.
- **Tara Bettale**: RTD is also part of our Technical Advisory Committee and will be present at our Roundtable Discussion on April 22.
- **Yarkenda Payne**: Is RTD on the call? They are currently doing a transit equity study to see where the gaps in service are. This could be a great opportunity for collaboration or at least convo (if this isn't happening already). This work seems similar, so it might be a good idea to have a conversation with RTD.
- **Ryan Billings**: We've been chatting with RTD about this—once we finalize the networks on the service side, we can make sure the service is serving folks in the appropriate way. We need to consider more than just geography when it comes to this.

- **John Hudgens**: On a completely different line of thought, is the city looking into building out the EV charging station infrastructure to encourage the transition to EVs. It can be a huge barrier to people transitioning over to EVs.
- **Tara Bettale**: Cities have been mobilizing to increase these efforts through rolling out EV readiness plans in the recent years. Politics can impact this of course, but that type of effort could come out of this plan.
- **Shaida Libhart**: The policies are the underlying structure that help the infrastructure investments get built. Programmatic piece that helps leverage these investments. We haven't figured out the level of the need/scope of EV infrastructure yet. Once we get into policy and programmatic phase, we will know more. There could be a recommended policy or program that is related to EVs that come out of this plan. Either way, there would need to be follow up to put those into place by the City.
- **John Hudgens**: So, EV are not part of this study, but it could be an outgrowth of it?
- **Huiliang Liu**: This project includes a phase of policy and programs—so EV could be part of that phase.
- **Lyle Artz**: We are now installing 2 new electric Car charging stations with a State Grant that was available. There is a program that ends in June that you can get state funding for charging stations.
- **Lyle Artz**: I will have to leave at 3:10 for another meeting. Will you be sending out info/tasks to us to accomplish?
- **Tara Bettale**: Yes, Lyle! We'll send these materials as well as instructions, next step needs, etc.

5. Milestone 3 Promotion Reminder (5 minutes)

6. Next Meeting – May 14 - *Could shift based on Milestone 4 efforts* (5 minutes)

MAP COMMENTS

Figure 1. Visionary Transit Network Comment Map

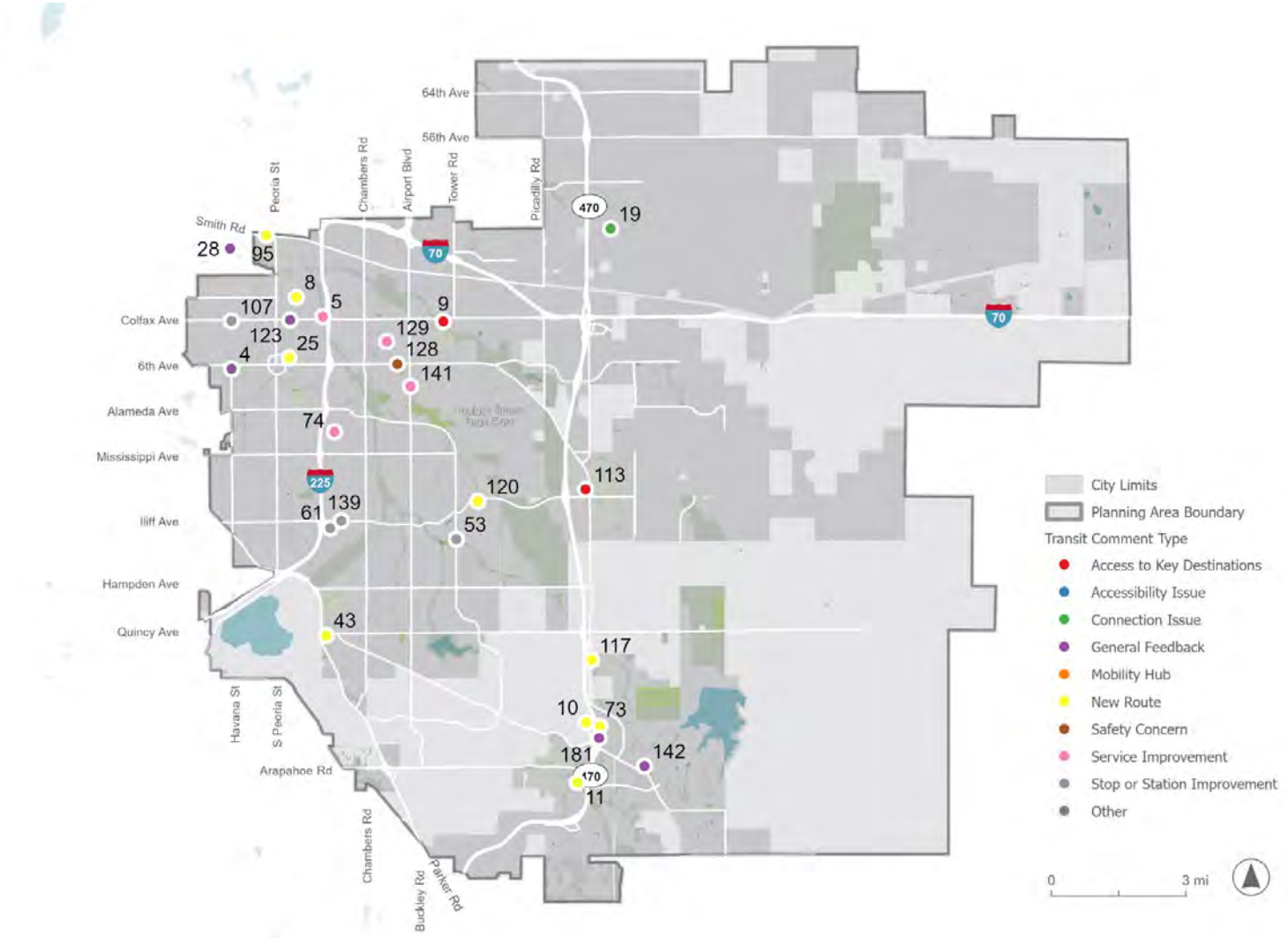


Table 1. Transit Map Comments

ID	Type	Impact	Comment	Like	Dislike
4	General Feedback	High - This issue significantly impacts my ability to take transit.	TWB Test	1	
5	Service Improvements	High - This issue significantly impacts my ability to take transit.	Need a minimum of 15 minute service frequency	6	
8	New Route	High - This issue significantly impacts my ability to take transit.	Need RTD Bus service to Run on Montview from Peoria to The Fitzsimons parkway thru the Fitzsimons Anschutz Campus	2	
9	Access to Key Destinations	Medium - This issue somewhat impacts my ability to take transit.	Triple Creek Trailhead at 18000 E Colfax Ave, Aurora, CO 80011 is slated for improvements. There is an unlit bus stop with no shelter, just a bench. Additionally, the parking lot is not lit. Improvements potentially include a shelter, bike skills course, and public art. How can collaborative funding an site design for this project account for more appealing multi-modal bike / ped / transit connectivity in an area potentially slated for future BRT. Potential partners in include City of Aurora PROS, City of Aurora Art in Public Places, RTD, High Line Canal Conservancy, Sand Creek Regional Greenway Partnership	2	
10	New Route	High - This issue significantly impacts my ability to take transit.	Would love to get a light rail out in this area that easily goes to Anschutz Medical Campus. The one at Parker and 225 is so far I just drive, would take longer to take the train from the Parker station	4	
11	New Route	High - This issue significantly impacts my ability to take transit.	Would love a train stop close to here. Huge residential area - could cut down on traffic	4	
19	Connection Issue	Low – This issue is a minor inconvenience or suggestion.	As the city builds out to the north east, there is a an opportunity to build rail or at least set aside right-of-way to build rail. It is WAY more expensive to add rail once the city is built up. As neighborhoods and large city places (eg The Aurora Highlands) are built, additional conference centers, future additions to the Air & Space Port, entertainment venues, etc. are added, we need to think about adding rail connections. There would be a huge benefit to people moving to Aurora on the east I-70	9	

ID	Type	Impact	Comment	Like	Dislike
			corridor if they could take a commuter rail train into Denver rather than commuting by car or bus.		
25	New Route	High - This issue significantly impacts my ability to take transit.	TWB 4/11/25 Transit test. Confirm and delete.		
28	General Feedback	High - This issue significantly impacts my ability to take transit.	TWB 4/11/25 Chrome test. Confirm and delete.		
43	New Route	Medium - This issue somewhat impacts my ability to take transit.	Allowing for a future rail station at the East Bank development for rail (probably underground) to lead north to Nine Mile Station & up Havana and southeast to Southlands would really help connect the city.	4	
53	Stop or Station Improvement	High - This issue significantly impacts my ability to take transit.	The bus stop at Tower and Sterling Hills Parkway is miserable on days after snow or rain as the sludge and muck is sprayed all over the sidewalk and bench by passing drivers. Please move the sidewalk and bench further from the street. Would be nice if there was also a delineated part of the sidepath for bicycles so they aren't crossing right where people are waiting for the bus.	4	
61	Stop or Station Improvement	Low – This issue is a minor inconvenience or suggestion.	The parking garage at the Iliff light rail station is paid, even for same-day transit. This discourages daily travel via light rail and can cause confusion compared to other Park-n-Ride facilities. Removing the fee for same-day parking would likely improve ridership.	4	1
73	New Route	High - This issue significantly impacts my ability to take transit.	Planning for a train station for the Southlands area to connect north to the airport and new developments near the airport and northwest towards Denver would be amazing. Even if such high capacity is not in the cards for the near future planning ahead to ensure it's possible when the funds are available would be great. Grade separated rail is high capacity without the drawbacks of getting stuck in traffic or possible pedestrian collisions. With well planned stations areas can be restricted to those with tickets and platform screen doors can be installed to make it even safer.	5	
74	Service Improvements	Medium - This issue somewhat impacts my ability to take transit.	If there is any way to grade separate the rail leading to the Aurora Transit Center to smooth out the current sharp corners and aviod conflicts with cars such a plan ought to be considered, even if gathering the funds would take some time.	6	

ID	Type	Impact	Comment	Like	Dislike
			This would also create an opportunity to upgrade the stations at the Transit Center and 2nd Ave & Abilene Station. By elevating or burying the tracks it would allow for a convenience store/coffee shop/other amenities & restrooms on the ground floor while making it easier to have fare gates leading to the platform, which could be widened and better protected from the elements.		
95	New Route	High - This issue significantly impacts my ability to take transit.	I live close to Nine Mile Station, but would never consider taking transit again to the airport because it's inconvenient and takes too long. There needs to be a train that goes from Nine Mile directly to the airport without requiring a transfer at Peoria Station, where train schedules don't line up very well. It takes too long and the system is just too unreliable.	4	
107	Stop or Station Improvement	High - This issue significantly impacts my ability to take transit.	Colfax is the most direct way to get to downtown from near this area. A lightrail down Colfax connecting Aurora to Downtown would be so beneficial.	2	
113	Access to Key Destinations	High - This issue significantly impacts my ability to take transit.	The time to plan for, budget, and build a light rail line going straight south from DIA is now. E470 and Jewell is expected to be the center if Aurora in the next 15 years. If there were a light rail hub at Southlands with a line that went along 470 or even farther East where the roads are not as complete, it would make transportation to the airport so much easier, would decrease traffic along E470, Tower Road, and Pecos.	5	
117	New Route	High - This issue significantly impacts my ability to take transit.	A future rail route along the E470 with stations at the airport, new Aurora Highlands development, Jewel, Quincy (to serve Copperleaf) and at Southlands would be a great amenity for the city, and would improve traffic along Aurora Parkway, Quincy, Airport Blvd/Buckley and other streets. It would also be an attractive option in general by giving people a way to ge to the airport without having to park there.	6	
120	New Route		I hope I'm out of Aurora and Colorado before you libtards build a rail line right in my backyard to bring more gang members, car theifs and drug addicts within yards of my house. Why would you want to bring more of Denver into Aurora? Oh,so it's convenient for Denver high rollers to cruise through my backyard on their way to the airport!	2	

ID	Type	Impact	Comment	Like	Dislike
123	General Feedback	Medium - This issue somewhat impacts my ability to take transit.	Glad to see that Aurora has plans to have the BRT on Colfax continue along the Aurora segment of the street.	3	
128	Safety Concern	High - This issue significantly impacts my ability to take transit.	HALP		
129	Service Improvements	High - This issue significantly impacts my ability to take transit.	TWB test		
135	General Feedback	High - This issue significantly impacts my ability to take transit.	I'd like to see more robust community outreach. Signs in the ground, tables at local shops, speaking at community centers. Realistically, how many people know about this, provide feedback, etc?		
139	Stop or Station Improvement	Low – This issue is a minor inconvenience or suggestion.	Beatutify all stops. Benches that are cleaned. Add drought tolerant plants like ice plants. Getting more people to ride transit means changing how people perceive it, and that includes the stops.	1	
141	Service Improvements	High - This issue significantly impacts my ability to take transit.	There are 6 schools and 3 APS department buildings on Airport between Centerpoint and 6th. 5 of these programs serve all of APS, making bus systems important. The 169 runs every 60 minutes. We need more frequent routes during the school year. In general, Aurora is lacking E-W routes. Since Covid, we lost the 157, 131 and the frequency of the 15 and the 169 has decreased. It seems like RTD is decreasing service throughout the center of your map. We need accessible stops that feel safe for all.	2	
142	General Feedback	Medium - This issue somewhat impacts my ability to take transit.	It might be worth addressing transit in far southeast Aurora with a micromobility solution to connect far-flung newer neighborhoods with existing but limited RTD regional connections and also facilitate local travel. I also wonder if there is a consideration about a micromobility solution that could connect far southeast Aurora with Parker as many far southeast Aurora residents travel often to Parker and likely many Parker residents go to Southlands for shopping. Is multi-jurisdictional collaboration a consideration?	1	
181	General Feedback	Medium - This issue somewhat impacts my ability to take transit.	Appreciate the future transit corridor marked along the E-470. Hope it can be a fully grade separated rail segment for optimal functionality and safety.	1	

Figure 2. Visionary Bicycle Network Comment Map

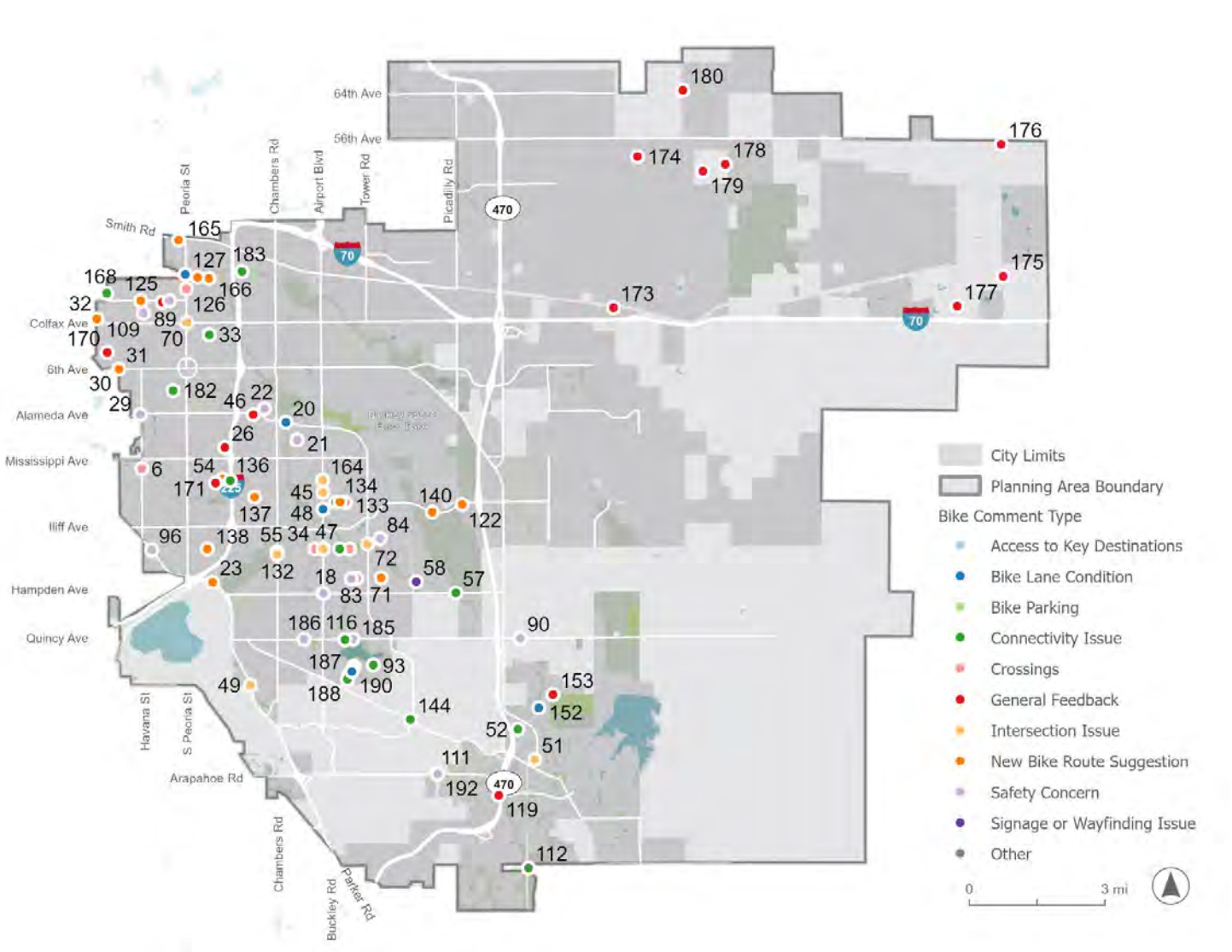


Table 2. Visionary Bicycle Network Map Comments

ID	Type	Impact	Comment	Likes	Dislikes
6	Crossings	High - This issue significantly impacts my ability to safely bike.	need a signal protected crossing	2	
18	Safety Concern (e.g. conflict with cars, visibility)	High - This issue significantly impacts my ability to safely bike.	Buckley rd. is designated a bike route to the right of the right driving lane. Very unsafe in current condition. . Cars are going 50+ mph. Not safe to bike on this "bike route"	9	
20	Bike Lane Condition (e.g. pavement quality, debris)	High - This issue significantly impacts my ability to safely bike.	During colder months, water drips from the bridge above and creates a massive sheet of ice on the incline to the North. Even walking there is dangerous during that time.	4	
21	Safety Concern (e.g. conflict with cars, visibility)	High - This issue significantly impacts my ability to safely bike.	I have a lot of issues crossing the street with my bike here, mostly parents speeding to drop off their kids at the school and not paying attention. I've been almost hit by a car three times in the last year: Cars swerving into the bike lane to park, cars parking in the bike lane where there is no parking, and cars turning into the parking lot and not looking for bikes)	2	
22	Safety Concern (e.g. conflict with cars, visibility)	Medium - This issue somewhat impacts my ability to safely bike.	There is no crosswalk here and all the police officers speed on this road to get to work on time, making it dangerous to cross over and get to work. I also walk here and have trouble with cars speeding around the corner. Speed bumps would help.	2	
23	New Bike Route Suggestion	High - This issue significantly impacts my ability to safely bike.	I'd love to be able to bike to work instead of driving. To do that I'd need to bike on Parker and as it is that is not an option with the speed of traffic. A sidepath or separated bike lane would be ideal.	6	
26	General Feedback	High - This issue significantly impacts my ability to safely bike.	TWB 4/11/25 Bikeway test. Confirm and delete.		
29	Safety Concern (e.g. conflict with cars, visibility)	Medium - This issue somewhat impacts my ability to safely bike.	Slip lane from Havana onto Alameda makes the Off-street Shared-use Bikeway (sidepath) feel dangerous ESPECIALLY when heading East since drivers are often looking over their shoulder for drivers heading West. Would be ideal to eliminate the slip lane, or give it a signal like Leetsdale at CO Blvd.	3	

ID	Type	Impact	Comment	Likes	Dislikes
30	Crossings	Medium - This issue somewhat impacts my ability to safely bike.	Drivers don't stop at this signal when turning right. They pull forward blocking the crosswalk which is also the crossing for the Off-Street, Shared-Use Bikeway (Side Path). At minimum, we need a No Turn on Red & ideally a right on green arrow only signal like 9th at CO Blvd (though drivers often ignore that as well.)	2	
31	New Bike Route Suggestion	High - This issue significantly impacts my ability to safely bike.	This Off-street, Shared-use Bikeway (Side path) needs to be continued & connected by Denver. Seems like it comes to a dead-end at Monaco Pkwy.		
32	New Bike Route Suggestion	Medium - This issue somewhat impacts my ability to safely bike.	16th Ave is a planned Neighborhood Bikeway in Denver. Would be good to connect into Aurora especially with the coming Colfax BRT.	3	
33	Connectivity Issue (e.g. missing link, difficult connection)	High - This issue significantly impacts my ability to safely bike.	This is a short connection that needs a Shared-use Bikeway (Trail) connecting Ursula to 13th Ave only for Bikes & Pedestrians. It is currently difficult to navigate with any amount of speed.	2	
34	Crossings	High - This issue significantly impacts my ability to safely bike.	Median refuge island needed here	4	
35	Crossings	High - This issue significantly impacts my ability to safely bike.	Median refuge island/protected ped-bike crossing needed here	2	
36	Crossings	High - This issue significantly impacts my ability to safely bike.	Signalized pedestrian crossing needed here	1	
45	Intersection Issue (e.g. crossing difficulty, signal timing)	High - This issue significantly impacts my ability to safely bike.	The intersection of Buckley and Mexico needs significant improvements for cyclists. The bike lanes on Buckley are narrow, full of debris and dangerous while the bike lanes on Mexico peter out on approach to the intersection. A protected intersection would be better for cyclists and pedestrians and make cyclists more predictable and visible for drivers as well.	2	
46	General Feedback		TWB test - delete		
47	Intersection Issue (e.g. crossing	High - This issue significantly impacts my ability to safely bike.	This intersection is a connection point between the end of Unnamed Creek Trail at the Center Rec Center & future park, the West Tollgate Creek trail and the bike lanes on	2	

ID	Type	Impact	Comment	Likes	Dislikes
	difficulty, signal timing)		Buckley. Currently there is no bicycle infrastructure, it ought to be upgraded to a protected intersection. This would improve safety for pedestrians and cyclists, and visibility and predictability of cyclists for drivers.		
48	Bike Lane Condition (e.g. pavement quality, debris)	High - This issue significantly impacts my ability to safely bike.	The Buckley bike lane would be a convenient bicycle route, but the current narrow lane filled with cracks, holes and debris right next to fast moving traffic with no barrier or buffer is not something I'm willing to risk my life using. Please upgrade this route to give cyclists their own designated space that is protected from car traffic by a curb at the very least.	4	
49	Intersection Issue (e.g. crossing difficulty, signal timing)	Medium - This issue somewhat impacts my ability to safely bike.	Crossing Parker Road at Belleview on bike is extremely unsafe feeling. Upgrading the intersection to a protected intersection to improve visibility of pedestrians and cyclists, reduce crossing distance and conflicts and move the stop limit line back a bit to make it easier to tell which drivers are just going to run the red light would be nice.	3	
50	Connectivity Issue (e.g. missing link, difficult connection)	Medium - This issue somewhat impacts my ability to safely bike.	There is currently no designated space for bicycles on the small segment of Yale between the terminus of Unnamed Creek Trail at Center Rec Park and West Toll Gate Creek Trail.	1	
51	Intersection Issue (e.g. crossing difficulty, signal timing)	Medium - This issue somewhat impacts my ability to safely bike.	The Southlands Parkway & Aurora Parkway intersection could use an upgrade to a protected intersection to make those on a bicycle waiting to cross here have to spend less time having to leap onto the sidewalk to avoid cars cutting the corner. This would reduce conflicts with pedestrians at the intersection too.	1	
52	Connectivity Issue (e.g. missing link, difficult connection)	Low – This issue is a minor inconvenience or suggestion.	There ought to be pedestrian and cycle paths up the hill connecting the sidepath of the Southlands Parkway segment through the new apartment complexes to the Southlands Parkway segment in Southlands Mall, and its bike lanes.	2	
54	New Bike Route Suggestion	High - This issue significantly impacts my ability to safely bike.	The current "Visionary Bikeway" network map shows a bike route going straight through the hospital at The Medical Center of Aurora. This wouldn't work without tearing down the hospital so a protected bike path along Arkansas Dr. seems preferable.	2	

ID	Type	Impact	Comment	Likes	Dislikes
55	Connectivity Issue (e.g. missing link, difficult connection)	Medium - This issue somewhat impacts my ability to safely bike.	Would be really nice to have a cycle and pedestrian bridge over Chambers on the Cherry Creek Spillway Trail.	3	
57	Connectivity Issue (e.g. missing link, difficult connection)	Medium - This issue somewhat impacts my ability to safely bike.	Please connect the bike lanes on Conservatory Parkway to the entrance of the Plains Conservation Center via a sidepath along Hampden with a designated bicycle section/lane.	4	
58	Signage or Wayfinding Issue	Low – This issue is a minor inconvenience or suggestion.	Would be nice to have some signage along the paths near the skills field. Not even sure which path is Unnamed Creek Trail at this point where several paths converge.	1	
70	Intersection Issue (e.g. crossing difficulty, signal timing)	High - This issue significantly impacts my ability to safely bike.	Please get rid of the slip lane from Colfax onto Peoria. This just endangers everyone outside of a car and encourages speeding.	4	1
71	New Bike Route Suggestion	Low – This issue is a minor inconvenience or suggestion.	The current Visionary Map shows a path through a Catholic church and several private yards, when instead it would be easy to route it to Floyd and then down Ceylon to cross Hampden in a way that makes more sense.	2	
72	Intersection Issue (e.g. crossing difficulty, signal timing)	High - This issue significantly impacts my ability to safely bike.	Please implement a protected intersection at Tower and Sterling Hills Parkway. This would increase safety for all users as currently the bike lanes disappear on approach to the intersection and the wide sidewalk on the east side of Tower gets overcrowded in this area between cyclists and pedestrians on nice days. A protected intersection would separate cycle and foot traffic at the intersection, giving each mode its own designated section, and make it easier for drivers to see pedestrians and cyclists.	3	
83	Safety Concern (e.g. conflict with cars, visibility)	Medium - This issue somewhat impacts my ability to safely bike.	Please upgrade the westbound bike lane on Dartmouth leading uphill to the schools to a cycle-track/designated side path as the uphill nature of this segment leads to bicycles weaving in the lane and this segment of road has a bunch of signs on gates begging drivers not to park across their access. Getting rid of street parking on this side of this segment of Dartmouth to add a cycle path	2	

ID	Type	Impact	Comment	Likes	Dislikes
			would benefit residents as well as students and other cyclists.		
84	Safety Concern (e.g. conflict with cars, visibility)	High - This issue significantly impacts my ability to safely bike.	Please upgrade the bicycle infrastructure at the intersection of Sterling Hills Parkway and Villanova Place to a protected intersection. Drivers rarely actually give the right of way to cyclists who currently have to cross the right hand turn lane for cars to go straight. The sidewalks in this area are already crowded with dog walkers and other pedestrians making it best that cyclists, pedestrians and cars each have their own dedicated space at the intersection, without cars being able to cut across the bike lane.	2	
89	General Feedback	High - This issue significantly impacts my ability to safely bike.	Making Montview have a fully protected/seperated bike path from Yosemite to Fitzsimons Parkway as is planned on the Visionary Bikeway Map would be amazing.	3	
90	Safety Concern (e.g. conflict with cars, visibility)	High - This issue significantly impacts my ability to safely bike.	There is no Sidepath along Quincy, this is 2 lane road with little room for both bikes and cars to share the road.	2	
93	Connectivity Issue (e.g. missing link, difficult connection)	Medium - This issue somewhat impacts my ability to safely bike.	There needs to be a connection point to quincy reservoir trail from this park. Only limited to pedestrians and bikes. This would increase our usability of the trails	2	
96	Safety Concern (e.g. conflict with cars, visibility)	High - This issue significantly impacts my ability to safely bike.	I would like to bike from my neighborhood around Eastridge-Ptarmigan Park/Heather Ridge over to the Cherry Creek Trail. However, there is no safe way to access the Cherry Creek Trail near Dartmouth and Havana due to a lack of sidewalks or other infrastructure for bikes and peds. I wouldn't feel safe biking down Yale (or Iliff, or Dartmouth) and crossing Parker Road. Separated bike lanes and signalized crossings at those intersections might help.	3	
109	Safety Concern (e.g. conflict with cars, visibility)	Medium - This issue somewhat impacts my ability to safely bike.	Having safer bike paths would encourage people to drive less and use alternative transportation for quick trips to the store, to the library, or rec center.	4	

ID	Type	Impact	Comment	Likes	Dislikes
111	Intersection Issue (e.g. crossing difficulty, signal timing)	High - This issue significantly impacts my ability to safely bike.	Please do not close off this tunnel underneath Arapahoe. The cars do not stop for bikers/pedestrians in the crosswalks.	4	
112	Connectivity Issue (e.g. missing link, difficult connection)	Medium - This issue somewhat impacts my ability to safely bike.	Please complete this small connector between the Inspiration neighborhood and the Piney Creek Trail. The existing connectors are through locked gated communities.	2	
116	Connectivity Issue (e.g. missing link, difficult connection)	High - This issue significantly impacts my ability to safely bike.	An underpass under Quincy connecting West Tollgate Creek Trail to Quincy Reservoir would be nice.	1	
119	General Feedback	Medium - This issue somewhat impacts my ability to safely bike.	Color coding of the Legend makes if very difficult to distinguish between a "Sidepath" and a "Trail or Path", which are very different - e.g., High Plains Trail versus a sidepath on Arapahoe Road. Determining safe cycling routes (and commenting on them) would be easier if these types of routes were more easily distinguished.		
122	New Bike Route Suggestion	High - This issue significantly impacts my ability to safely bike.	There is no bike infrastructure whatsoever from Jewell and. Gun club, there is trail access after 470, however it's quite some distance to get to anything of value unless you are ready to lock in for a minimum of 15 miles. On top of that getting from the jewell/gun club intersection to the HPT access or beyond is too treacherous to attempt for most folks. Even with the decent wide berm it's always filled with debris including broken glass, screws and other puncture type items. A dedicated trail leading from the intersection to all the way to dunkirk would be helpful in reaching businesses. In addition to this I'm part of a large group of folks who want/do occasionally ride into Buckley SFB from the Murphy creek neighborhood which is now surrounded by 5 more developments that would utilize this heavily but currently don't ride in at all or often due to the unsafe conditions from east of 470/ gun club	3	

ID	Type	Impact	Comment	Likes	Dislikes
124	Safety Concern (e.g. conflict with cars, visibility)	High - This issue significantly impacts my ability to safely bike.	The bike lane on Montview needs to be protected, similar to what was done along Central park blvd (in denver) this is a 2 lane road with a lot of traffic from the neiboorhood. Regarding Moline, Outside of a few signs and a share the road bike marker, we need a dedicated bike lane.	2	
125	New Bike Route Suggestion	Medium - This issue somewhat impacts my ability to safely bike.	A North South connection would be very useful, especially if it is a protected bike lane.	1	
126	Crossings	High - This issue significantly impacts my ability to safely bike.	Cars turning right on Peoria st on to 23 ave are going too fast and will swing wide into the opositle side of traffic. Bikes waiting to cross Peoria have to sit in the Right turn lane where cars behind them cant turn right untill the bikers move. Feels safer to just sit on the sitewalk and use the crossing on a bike instead of going in the road.	1	
127	Bike Lane Condition (e.g. pavement quality, debris)	High - This issue significantly impacts my ability to safely bike.	Have this be paved, as right now its dirt and in winter months it turns to deep mud on the slope up. Paving this would also connect to the other paved part.	1	
131	Connectivity Issue (e.g. missing link, difficult connection)	Medium - This issue somewhat impacts my ability to safely bike.	There is no connection between the bike paths here. It appears there was originally a connection planned, but the bike path on private property - where I placed the marker - ends at the boundary of the property. There is a fence and shrubbery completely blocking access. Students from Mracheck middle school have worn a path through the dirt between the marked paths, and have created access through a hole in the fence next to my marker. This could be a completed path with only aboug 200 feet of pavement.	2	
132	Intersection Issue (e.g. crossing difficulty, signal timing)	Medium - This issue somewhat impacts my ability to safely bike.	Traffic signal at this location is very slow to respond to cross Chambers rd to get from East/West . Pedestrians and bikes have to wait a very long time to get the single to change after pressing cross button. Would be nice to get faster response time. Also, turning crosswalk sign to green prior to cars signal going green would be helpful. There are 2 lanes on Yale turning right onto N. Chambers. Often one lane of cars let peds/bikes on green while other keep turning making this a safety	1	

ID	Type	Impact	Comment	Likes	Dislikes
			hazard. If single can be adjust to let peds / bikes go first before cars turn green that ?may? help.		
133	Crossings	High - This issue significantly impacts my ability to safely bike.	There is no marked crossing at this point, although the Powerline Trail is a main walking/biking trail and crossed a wide, moderately used street, and is directly next to and frquently used by students from Mrachek middle school. There are no street markings, no signs and no crossing lights. There is a marked crossing and signage about 300 feet north of this crossing at E Bails Place, but that crossing is rarely used. Moving that marked crossing to the Powerline Trail would be a huge improvement in crossing safety.		
134	New Bike Route Suggestion	Medium - This issue somewhat impacts my ability to safely bike.	This is city property and is undeveloped. It gets overgorwn with grass and weeds during the summer, and there is a fairly deep, narrow ravine running through it from erosion. Students from Mrachek middle school use it often to access the neighborhood to the north, but there is no paved trail. There is a chain-link fence on the south end of this property with an opening about 4 feet wide, and the ravine runs through that gate, making it very difficult to walk through and impossible to ride a bike through. A pathway from S Salida Cir to the Powerline Trail would be great.	2	
136	Connectivity Issue (e.g. missing link, difficult connection)	Medium - This issue somewhat impacts my ability to safely bike.	Connect this spot with Florida so folks don't have to go up to mississippi or iliff.		
137	New Bike Route Suggestion	Medium - This issue somewhat impacts my ability to safely bike.	Extend the sable bike path that stops at jewell north so it becomes a main "bike friendly" path in aurora. there are schools, trains, retail, & residential on sable. it just makes sense.	2	
138	New Bike Route Suggestion	Medium - This issue somewhat impacts my ability to safely bike.	Bike route ends here & with safe riding ability if you need to go further West on Yale. If we can add safe bike passage from here to Hampden, that would be great. Only one side of yale has a sidewalk wehn going west and it is not safe to peds / bikes.	2	
140	New Bike Route Suggestion	High - This issue significantly impacts my ability to safely bike.	There is no pathway between Great Plains Park and the pathway along E470. To get to the E470 pathway, you would have to ride along E Jewell Ave which is very dangerous due to high speeds, heavy traffic and a narrow	3	

ID	Type	Impact	Comment	Likes	Dislikes
			shoulder. Only a crazy, suicidal person would do this. Ultimately I would like to see E Jewell Ave widened and a seperate bike path included in the design, but for now a seperate bike path away from traffic would be great.		
144	Connectivity Issue (e.g. missing link, difficult connection)	High - This issue significantly impacts my ability to safely bike.	It's hard to comment on the visionary bikeway network for far southeast Aurora when there is a lack of context for how our network will work with all of the space in between our city boundaries between island Aurora and mainland Aurora. If I work in far southeast Aurora and want to ride my bike to mainland Aurora, how do the two parts connect through non-Aurora?		
152	Bike Lane Condition (e.g. pavement quality, debris)	Low – This issue is a minor inconvenience or suggestion.	This section of the trail along Murphy Creek between Tollgate Crossing and Sorrel Ranch is currently not paved. Paving would help the trail dry and not be as muddy following rain and snow.	1	
153	General Feedback	Medium - This issue somewhat impacts my ability to safely bike.	Glad to see plans for a path connection between Harvest and Aurora Reservoir near the SE rec center - this would be safer than the current solution of utilizing neighborhood streets through Beacon Point.	1	
164	Intersection Issue (e.g. crossing difficulty, signal timing)	High - This issue significantly impacts my ability to safely bike.	Not sure if the places where the purple trail/path level street routes on the visionary map intersect are intended to be interpreted as protected intersections, but hope they are as most of these intersections would be much safer for all users if they could be upgraded to protected intersections.	2	
165	New Bike Route Suggestion	High - This issue significantly impacts my ability to safely bike.	The bike path should be extended to Peoria Station HL		
166	New Bike Route Suggestion	High - This issue significantly impacts my ability to safely bike.	There is an existing 12-foot side path between Fitz Pkwy and 23rd Ave on Ursula Street and between Ursula Street and Pitz LRT Station along south side of Fitz Parkway. Also, there is existing bike lanes on Ursula Street between 23rd Avenue and Moutview Blvd. Therefore, Ursula Street between 23rd and Fitz Parkway and Fitz Parkway between Ursula and Fitz LRT Station should be marked as Sidepath. Ursula between 23rd and Montview should be depicted as a bike lane.		
167	New Bike Route Suggestion	High - This issue significantly impacts my ability to safely bike.	There should be a sidepath on the south or east side of Fitz Parkway between Peoria and Colfax HL		
168	Connectivity Issue (e.g. missing link,	High - This issue significantly impacts my ability to safely bike.	Why do we have a missing link here? HL	1	

ID	Type	Impact	Comment	Likes	Dislikes
	difficult connection)				
170	General Feedback	High - This issue significantly impacts my ability to safely bike.	This area needs more work. The segmented sidepaths should be removed or revised. HL		
171	General Feedback	High - This issue significantly impacts my ability to safely bike.	Adjust the line work to align with the ground configuration HL	1	
173	General Feedback		Smith between Powhaton and Monaghan is also identified as part of a primary route HL	1	
174	General Feedback		As a primary route, Monaghan should be a side path or SBL HL	1	
175	General Feedback		This needs to somehow connect back to the overall network HL		
176	General Feedback		Bike facility on Peterson Road should be extended to 56th HL	1	
177	General Feedback		Bike facility on Manila should be extended to 6th Ave HL		
178	General Feedback		Missing segment HL		
179	General Feedback		Missing segment HL		
180	General Feedback		Missing segment HL	1	
182	Connectivity Issue (e.g. missing link, difficult connection)	Medium - This issue somewhat impacts my ability to safely bike.	a bridge over the High Line Canal near where 1st Ave dead ends at it would connect the bicycle facilities on 1st Ave, 2nd Ave and the High Lind Canal Trail.	1	
183	Connectivity Issue (e.g. missing link, difficult connection)	High - This issue significantly impacts my ability to safely bike.	This bridge is marked as an existing bicycle bridge, but can only be accessed by a set of stairs on both ends. It is not accessible to bicycles or wheelchair users in its current configuration.	1	
184	Bike Lane Condition (e.g.	High - This issue significantly impacts my ability to safely bike.	This supposed existing connection between Marina Park and Quincy Reservoir does not exist. There is a fence topped with barbed wire here. Having a gate here for	1	

ID	Type	Impact	Comment	Likes	Dislikes
	pavement quality, debris)		pedestrians and cyclists that is open during the day time would greatly improve connectivity and safety in the area.		
185	Safety Concern (e.g. conflict with cars, visibility)	Medium - This issue somewhat impacts my ability to safely bike.	Please upgrade the portion of the Quincy Reservoir Loop trail that uses the sidewalk to a two way cycle path next to a walking path, currently it gets crowded and is next to fast dangerous traffic.	1	
186	Safety Concern (e.g. conflict with cars, visibility)	High - This issue significantly impacts my ability to safely bike.	Please upgrade the intersection of Memphis and Quincy to a protected intersection for improved safety and visibility of cyclists and pedestrians.	1	
187	General Feedback	Low – This issue is a minor inconvenience or suggestion.	This "existing" bicycle path is a long staircase. Should not be marked as a bike path.		
188	Connectivity Issue (e.g. missing link, difficult connection)	High - This issue significantly impacts my ability to safely bike.	This "existing" bicycle path segment is completley fenced off from the public. Would be great if there actually was a mixed use path along this drainage.		
189	Connectivity Issue (e.g. missing link, difficult connection)		This "existing" bicycle path connecting to Quincy Reservoir has a fence across it instead of a gate.		
190	Bike Lane Condition (e.g. pavement quality, debris)	High - This issue significantly impacts my ability to safely bike.	This "existing" bicycle & pedestrian path is blocked by fallen trees and brush.		
191	Connectivity Issue (e.g. missing link, difficult connection)	High - This issue significantly impacts my ability to safely bike.	Would love for the trail along West Toll Gate Creek to cross Quincy to Quincy Reservoir with an underpass.	1	
192	Safety Concern (e.g. conflict with cars, visibility)	High - This issue significantly impacts my ability to safely bike.	This underpass has a bunch of signs marking it as closed. Please reopen it.	1	

Figure 3. Visionary Pedestrian Network Comment Map

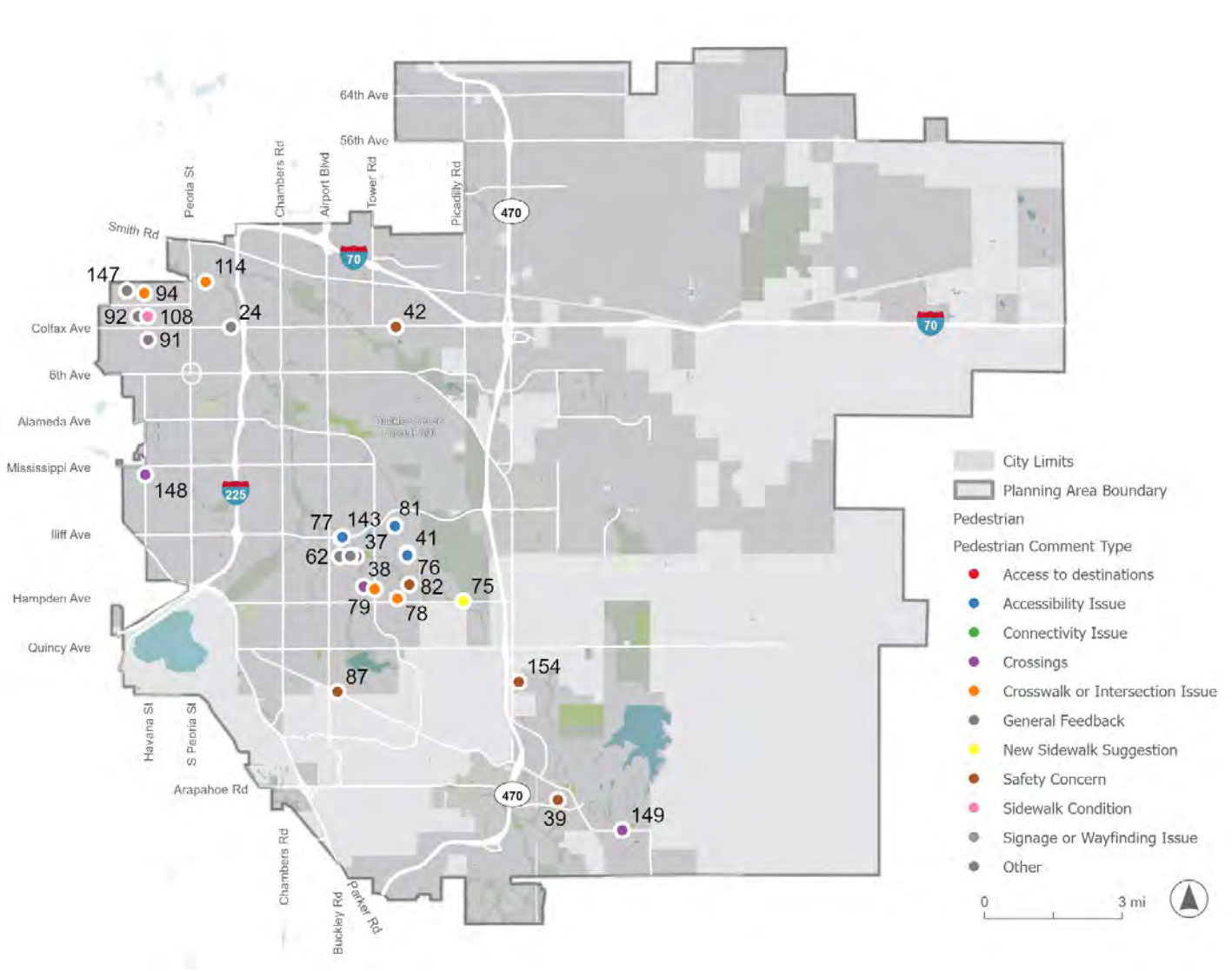


Table 3. Visionary Pedestrian Network Map Comments

ID	Type	Impact	Comment	Likes	Dislikes
24	General Feedback	High - This issue significantly impacts my ability to safely walk.	TWB 4/11/25 test. Confirm and delete.		
37	Crossings	High - This issue significantly impacts my ability to safely walk.	Protected pedestrian crossing needed here	1	
38	Crossings	High - This issue significantly impacts my ability to safely walk.	enhanced pedestrian crossing needed here		
39	Safety Concern (e.g., poor lighting, lack of pedestrian refuge)	Medium - This issue somewhat impacts my ability to to safely walk.	This is an extremely dangerous area to cross due to visibility issues and traffic speeding along Tallyn's Reach Parkway. It is in need of traffic calming and other measures.	1	
41	Crossings	Low – This issue is a minor inconvenience or suggestion.	The Villanova and Flanders intersection can be dangerous to cross due to speeding drivers, especially those who run the stop sign. Since this is a way to access a park with kids and is in a popular dog walking area anything that can be done to slow down drivers through this intersection like a traffic circle would be a boon. Cars parking close the the intersection also causes visibility issues, which would be prevented by the narrowing of lanes on the approach to a traffic circle..	1	
42	Safety Concern (e.g., poor lighting, lack of pedestrian refuge)	High - This issue significantly impacts my ability to safely walk.	The Slip lanes at the entrance to the Sports Park are designed to encourage drivers to turn quickly without stoping or slowing down, making crossing the entrance to this park unnecicarily The Slip lanes at the entrance to the Sports Park are designed to encourage drivers to turn quickly without stoping or slowing down, making crossing the entrance to this park unnecessarily dangerous.	2	

ID	Type	Impact	Comment	Likes	Dislikes
62	General Feedback	Low – This issue is a minor inconvenience or suggestion.	Sidewalks along Yale feel very awkward and don't make good use of the space between the sidewalk and the curb. This results in feeling uncomfortable when walking along it.		1
75	New Sidewalk Suggestion	Low – This issue is a minor inconvenience or suggestion.	A sidewalk and bike path connecting to the entrance of the Plains Conservation Center would be nice.	1	
76	Accessibility Issue (e.g., missing curb ramps, blocked paths)	Medium - This issue somewhat impacts my ability to to safely walk.	Curb bump outs with ramps at the place where the power-line access road--which is also used as a walking and mountain biking path--crosses the street would make it more accessible, and make is safer and easier to cross the street.		
77	Accessibility Issue (e.g., missing curb ramps, blocked paths)	Low – This issue is a minor inconvenience or suggestion.	The sidewalk where Ilif crosses West Tollgate Creek is narrow and can be difficult to use during busy times due to the barriers on either side.		
78	Crosswalk or Intersection Issue (e.g. missing crosswalk, signal timing)	Low – This issue is a minor inconvenience or suggestion.	People sometimes park across the crossing from Flanders to Ceylon, making the ramp inaccessible. A curb bump out, perhaps accommodating the bike lane by having the bike lane closer to the sidewalk and the ramp on the other side of it closer to the street, would be nice to prevent this.	1	
79	Crosswalk or Intersection Issue (e.g. missing crosswalk, signal timing)	High - This issue significantly impacts my ability to safely walk.	Drivers turning right off of Dartmouth onto Tower regularly drive right through the crosswalk without ever even looking for a pedestrian, only looking in one direction at the traffic they want to merge into. This is a regular spot for near misses.		
80	General Feedback		Really appreciate the wide verges on Yale giving a large buffer from traffic. Would be nice to have more verges that provide such separation from cars.		

ID	Type	Impact	Comment	Likes	Dislikes
81	Accessibility Issue (e.g., missing curb ramps, blocked paths)	Medium - This issue somewhat impacts my ability to to safely walk.	A piece of fence has been installed across this path.	1	
82	Safety Concern (e.g., poor lighting, lack of pedestrian refuge)	Low – This issue is a minor inconvenience or suggestion.	Better lighting along Flanders where it crosses Unnamed Creek would make it easer to see and be seen, even with the very bright headlights some cars have these days.		
87	Safety Concern (e.g., poor lighting, lack of pedestrian refuge)	Medium - This issue somewhat impacts my ability to to safely walk.	At night crossing Wagontrail along Smokey Hill is dangerous due to low lighting.	2	
91	General Feedback	Medium - This issue somewhat impacts my ability to to safely walk.	What happened to the 13th Ave Multimodal study? Why are no sidewalk/pedestrian improvements along 13th ave shown here? This is a great project and would improve pedestrian access to many spaces, reduce speeds along 13th ave, and provide a safe route for kids to walk to and from school and nearby amenities. Please bring this project back if it has been reduced/put on the back burner.		
92	General Feedback	High - This issue significantly impacts my ability to safely walk.	Please widen the sidewalks and improve pedestrian access along 17th ave from Yosemite St to Peoria St. Situated midway between Montview and Colfax, this is a great spot for improving walkability and accessibility. 17th Ave also connects multiple parks (Spencer Garrett Park, City of Aurora Park, and Montview Park, intersects Del Mar Parkway, and crosses Crawford Elementary school and Project Worthmore. This is also a very good route for folks looking to walk to MLK library and the shopping on Colfax, to Stanley Martketplace, or to other neighborhood shopping (Spicy 9 Thai, Taco River).	1	

ID	Type	Impact	Comment	Likes	Dislikes
			Many apartment complexes and churches connect to 17th as well. The sidewalks are narrow and broken, and cars drive very fast down the street. Widening sidewalks and adding lighting would be a huge boon for this neighborhood. Thank you for your consideration.		
94	Crosswalk or Intersection Issue (e.g. missing crosswalk, signal timing)	High - This issue significantly impacts my ability to safely walk.	There is a 3-way stop here, but you regularly see cars disregard this going east-west on 23rd. This is one of the major crossing sections next to a recreation center that has a lot of kids on a day to day basis. Seeing some sort of blinking red light, blinking stop signs, better signage and a cross walk would all be better visual cues to make this a safe intersection to cross.	1	
108	Sidwalk Condition (e.g. cracks, uneven surface)	Medium - This issue somewhat impacts my ability to to safely walk.	The sidewalks in my neighborhood are narrow and in poor condition. It would be easier and safer to walk to places like the library, rec center, and stores if these were improved and widened. Also on busy streets like Havana, people often park their cars on the sidewalk blocking the pedestrian walkways. Wider sidewalks would help discourage this.	2	
114	Crosswalk or Intersection Issue (e.g. missing crosswalk, signal timing)	Medium - This issue somewhat impacts my ability to to safely walk.	The crossing at this intersection needs the correct signage for drivers. It's missing the statement that "when flashing, stop, then proceed when clear". This is how this crossing is supposed to be labled.		
143	Accessibility Issue (e.g., missing curb ramps, blocked paths)	High - This issue significantly impacts my ability to safely walk.	This intersect of Salida and Iliff needs an audible crossing button on all 4 corners. Students who are walking to Rangeview are not able to access the Illiff crossing to the north. I am a mobility teacher of Students with Visual Impairments and in order to cross north on Salida the students would have to walk westbound on Salida across the bridge to the street crossing then walk westbound all the way back to the school.	1	

ID	Type	Impact	Comment	Likes	Dislikes
147	General Feedback	High - This issue significantly impacts my ability to safely walk.	The sidewalks in the northwest Aurora area are narrow and substandard. They should be widened overtime as resource becomes available. HL	1	
148	Crossings	High - This issue significantly impacts my ability to safely walk.	A protected ped crossing is needed for this 1700' + stretch with bus stops on both sides of the street. HL	1	
149	Crossings	Medium - This issue somewhat impacts my ability to to safely walk.	Please add a crosswalk on Smoky Hill between Southshore and Blackstone. Perhaps at S Titus Way. Childeren who live in Southshore are zoned for Woodland Elementary School in Blackstone. Currently the only crosswalk is located at Smoky Hill and Powhaton	1	
154	Safety Concern (e.g., poor lighting, lack of pedestrian refuge)	Medium - This issue somewhat impacts my ability to to safely walk.	The sidewalk along E. Chenango Pl where it crosses Tollgate Creek has sunken significantly. The city repaired a portion of the sidewalk but cones have remained and have fallen down in the last few months.	1	

Figure 4. Visionary Street Network Comment Map

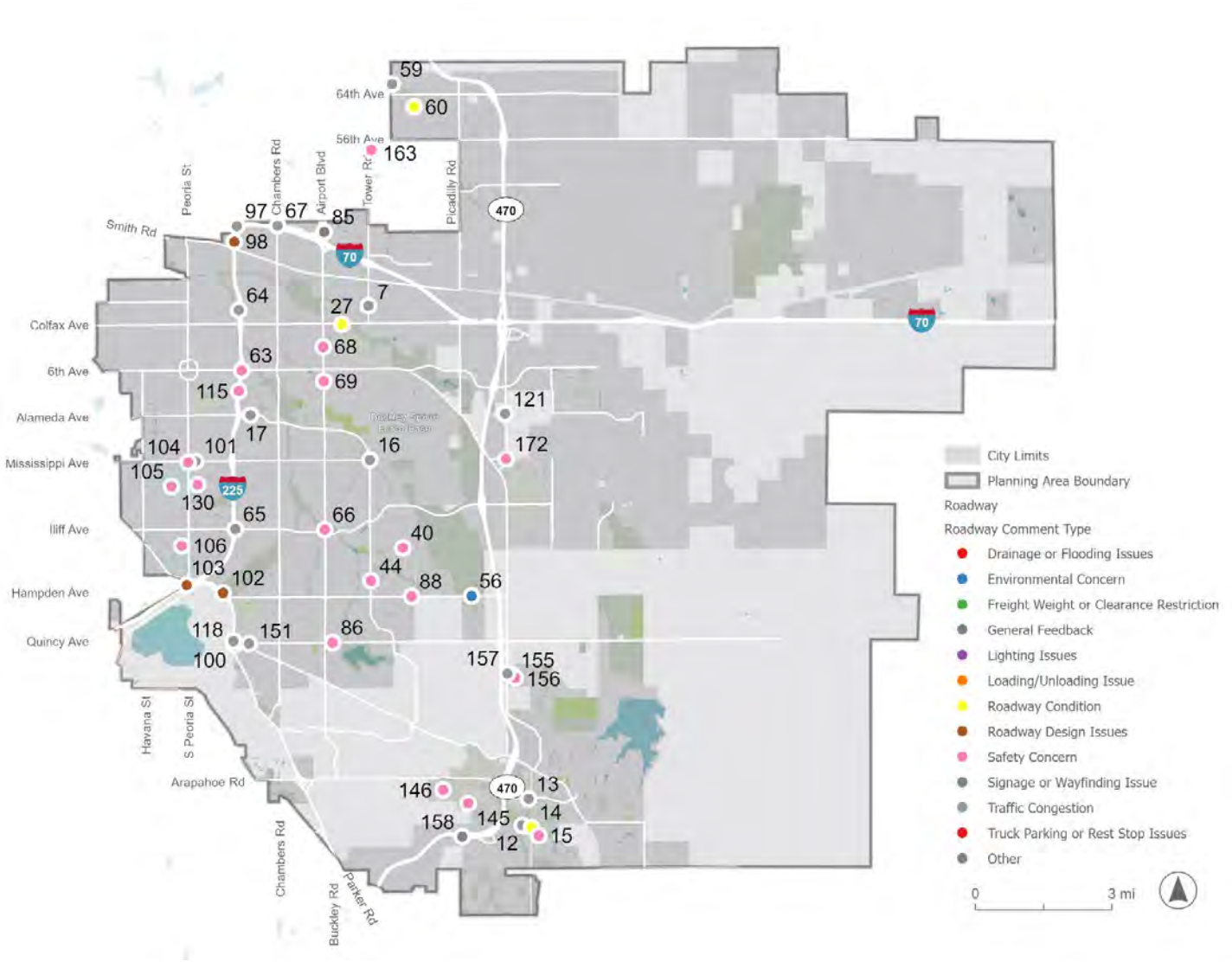


Table 4. Visionary Street Network Map Comments

ID	Type	Impact	Comment	Likes	Dislikes
7	Traffic Congestion (e.g., bottlenecks, poor signal timing)	High - This issue significantly impacts my ability to safely drive.	Because Tower Road between Colfax Ave. and Smith Road is still only two lanes (one lane each direction) it becomes quite congested, especially during the busy commute times. North of Smith Road, Tower is 4 to 6 lanes, as is Colfax at the south. These multi-lane roads dump all of their traffic into the two lanes of Tower Road south of Smith Road to create huge bottlenecks. This section of Tower needs to be widened to 4 lanes to accommodate the 4 lanes of traffic coming from Colfax Ave and Tower north of Smith. I've lived in this area for 38 years and would love to see this issue finally addressed. Thank you for any progress that can be made toward solving this increasingly frustrating problem.		
12	Traffic Congestion (e.g., bottlenecks, poor signal timing)	Low – This issue is a minor inconvenience or suggestion.	Would love a designated right turn lane here if possible		
13	Traffic Congestion (e.g., bottlenecks, poor signal timing)	Medium - This issue somewhat impacts my ability to safely drive.	really need a right turn lane here from Arapahoe onto southbound Aurora Parkway. Many people just cut through the immediate neighborhood to avoid that light and it feels unsafe for people living in that area. People race through the neighborhood to beat the light and pulling out from the neighborhood is limited visibility since cars come flying south down the hill after the light turns green. lots of accidents there.		
14	Roadway Condition (e.g., potholes, uneven pavement)	High - This issue significantly impacts my ability to safely drive.	Road is getting torn up from all the construction trucks. Many drive through here to avoid all the lights on smoky hill - this should not be a thoroughfare for construction trucks just to avoid smoky hill. Road is completely trashed all the time.		
15	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	People drive insane on Irish between Aurora Parkway and the Whispering Pines neighborhood - many are cutting through the neighborhoods to get on 470. Speed limit is 30 - I see people driving upwards of 50 mph on this road. There are bike lanes along this road and kids along it all the time. It is ridiculous. Can we please install speed bumps here to make people slow down so no one gets killed from people driving insane? It really has gotten ridiculous and unsafe.		
16	Traffic Congestion	Medium - This issue somewhat	The traffic signals at Louisiana & Tower and Mississippi & Alameda tends to be very, very poorly timed during rush hour, resulting in backed up traffic nearly every morning. If the		

	(e.g., bottlenecks, poor signal timing)	impacts my ability to safely drive.	signals were timed more appropriately for northbound traffic in the morning, which is the great majority, traffic would flow much better here.		
17	Traffic Congestion (e.g., bottlenecks, poor signal timing)	Medium - This issue somewhat impacts my ability to safely drive.	The way traffic lights are staggered on westbound Alameda between Sable & 225 always causes traffic jams in the morning and evening, and due to the poor timing it seems like it encourages people to run red lights so they don't get stuck behind what will inevitably be several red lights.		
27	Roadway Condition (e.g., potholes, uneven pavement)	High - This issue significantly impacts my ability to safely drive.	TWB 4/11/25 Streets comment test. Confirm and delete.		
40	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	The intersection of Flanders & Villanova is a two way stop with very poor visibility due to the curve of the road, which is often reduced to nearly no visibility due to parked cars. Cars frequently run the stop sign, illegally split the lane on the approach to the intersection or stop when they don't have a stop sign out of caution for the frequent stop sign runners. If at all possible this would be an optimal location for a traffic circle to control the unpredictable driving on the approach and force speeding drivers to at least slow down through the intersection. The current problem is only going to get worse with the two new apartment complexes due to be built on Villanova without modifying the current intersection.		
44	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	Medium - This issue somewhat impacts my ability to safely drive.	A road diet along Tower to reduce speeding would not be remiss, perhaps turning the curbside through lanes into turn only lanes. Tower is also popular with cyclists who are sometimes forced into the driving lanes due to busy sidewalks which feels very dangerous and unpredictable as a driver. Giving cyclists a designated space seperate from the roadway would be great.		
56	Environmental Concern (e.g., noise, air quality)	Medium - This issue somewhat impacts my ability to safely drive.	When Hampden just south of the Plains Conservation center is upgraded please make it a bridge so that the pronghorns which frequently cross here will go under the bridge instead of across the road. This would also allow for the construction of a safe pedestrian underpass.		

59	Traffic Congestion (e.g., bottlenecks, poor signal timing)	High - This issue significantly impacts my ability to safely drive.	Tower road should be 6 lanes with sidewalks, crosswalks and designated right turn lanes to avoid slowing traffic flow. There are so many businesses you have to stop every block for right turns.		
60	Roadway Condition (e.g., potholes, uneven pavement)	High - This issue significantly impacts my ability to safely drive.	Fix pot holes and add a speed bump or 2 to assist neighbor hood trafffic.		
63	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	Medium - This issue somewhat impacts my ability to safely drive.	The most recommended way to access Aurora City Place from southbound I-225 is to exit to westbound 6th, then take a left on Potomac. With only a single right turn lane, this lane either backs up from traffic or encourages drivers to cross three lanes in under 600 feet, which creates a considerable risk of accidents.		
64	Traffic Congestion (e.g., bottlenecks, poor signal timing)	High - This issue significantly impacts my ability to safely drive.	Every day, the southbound corridor on I-225 between I-70 and 6th Avenue experiences substantial congestion. As speeds pick up after the Colfax on-ramp, it appears that most congestion is caused by the rapid merging of both 17th Pl and Colfax within a quarter-mile of each other. Closing the southbound on-ramp on 17th, or otherwise redirecting it to be coincident with the Colfax merge, would reduce the slowdowns that then ripple out into the Colfax ramp.		
65	Traffic Congestion (e.g., bottlenecks, poor signal timing)	Medium - This issue somewhat impacts my ability to safely drive.	Westbound Iliff traffic shares one lane to turn onto Abilene, northbound I-225, and southbound I-225, with two of those three dependent on the Abilene light being green to proceed. This creates a large backup in the fourth (rightmost) lane, and a gamble for those intending to travel southbound on whether they could merge from the 3rd lane in time to take the clover-leaf exit. Changing the northbound I-225 on-ramp to an exit-only and creating a new lane for southbound traffic to enter into from the third lane would help balance this disparity and help improve flow.		
66	Safety Concern (e.g., conflicts with other modes, sightline	Medium - This issue somewhat impacts my ability to safely drive.	There are a lot of drivers exiting from the shopping center at the northwest corner of Iliff and Buckley that are intending to turn left (eastbound) onto Iliff, causing them to cut in front of multiple lanes of traffic to make it into the turn lanes directly across from the entrance. Changing this to an entrance-only ramp would push these drivers to use the light at Pagosa Way to the north, giving a more reasonable distance for lane changing.		

	issues, speeding)				
67	Traffic Congestion (e.g., bottlenecks, poor signal timing)	High - This issue significantly impacts my ability to safely drive.	The timing of the lights northbound on Chambers at I-70 causes frequent backups for semis turning onto the westbound on-ramp. Because so many semis are in this space, traffic turning north from the westbound I-70 off-ramp frequently get stuck in the intersections, creating a lot of split-second decisions that result in cars getting cut off or maneuvered around, which substantially elevates the risk of accidents.		
68	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	Medium - This issue somewhat impacts my ability to safely drive.	Some traffic treats the northbound stretch of Airport Blvd between 6th Ave and Colfax as a 45 speed limit, but the area is zoned as 40 (it increases to 45 at Colfax). This creates a conflict between drivers wanting to comply with the speed limit or matching traffic to reduce aggressive driving/road rage incidents. Rezoning to 45 would alleviate this conflict and align to how drivers operate today.		
69	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	Medium - This issue somewhat impacts my ability to safely drive.	On Airport Blvd, there is a light supporting traffic in and out of Pickens Technical College, but only an unprotected intersection for WIlliam Smith High School. This creates traffic problems when cars try to turn left into the school or in either direction out of it. Recommend adding another light for William Smith to reduce the need for drivers to guess when all lanes of traffic are stopped/empty, as morning traffic frequently backs up beyond this intersection during the morning commute.		
85	Signage or Wayfinding Issue	Low – This issue is a minor inconvenience or suggestion.	The sign leading to 40th Ave/Pena Blvd on NB Airport Blvd shows that the middle lane is a straight-only, but the light itself allows both straight and left turns. Sign prior to the light needs to be updated.		
86	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	Pitkin & Quincy intersection has fences that block sightlines on the north side of Quincy and and people often turning left in front of oncoming traffic that is going straight.		
88	Safety Concern (e.g., conflicts	Medium - This issue somewhat impacts my	Fences create poor sightlines at Greenwood & Hampden.		

	with other modes, sightline issues, speeding)	ability to safely drive.			
97	Traffic Congestion (e.g., bottlenecks, poor signal timing)	Medium - This issue somewhat impacts my ability to safely drive.	If the I-70/I-225 junction is ever reworked, separate lanes should be designated from both I-70 and 225 to a Pena Blvd ramp, perhaps a flyover that allows Chambers Rd traffic to be separate from the Pena Blvd exit. Separate access directly to HOT lanes would be beneficial as well.		
98	Roadway Design Issues (e.g., land width, curve radius)	Medium - This issue somewhat impacts my ability to safely drive.	If the I-225 NB to I-70 ramp is ever redesigned, there should be no split lanes (like the second lane). Given the current traffic flow, this could have two lanes for I-70 W and two lanes for I-70 E instead of the current 2 to 70W 1 split and 1 to 70E.		
99	Traffic Congestion (e.g., bottlenecks, poor signal timing)	High - This issue significantly impacts my ability to safely drive.	Poor signal timing on Parker Road makes me hate going that way. The signals are timed very poorly and at times you can end up stopping at every single traffic light all the way down. The same goes almost all of the other major routes nearby such as Hampden, Quincy, Chambers, Buckley, etc. This causes unnecessary traffic buildup and a lot of stop/go conditions, which lead to crashes and a lot of people merging to go around slower traffic after every stop.		
100	Traffic Congestion (e.g., bottlenecks, poor signal timing)	High - This issue significantly impacts my ability to safely drive.	The intersection of Parker and Quincy needs a major overhaul, perhaps something similar to Parker and Hampden or a DDI to help move the large volumes of traffic from Parker to Quincy, especially at high road use times.		
101	Traffic Congestion (e.g., bottlenecks, poor signal timing)	High - This issue significantly impacts my ability to safely drive.	Poor signal timing on Mississippi causes a lot of traffic issues, especially around the I-225 interchange. Stopping at several signals between Havana and I-225 is often required, rendering this overused corridor even slower. Additionally, there are too many possible turns. Reducing intersections with left turns and removing traffic lights where possible should be a goal.		
102	Roadway Design Issues (e.g., land width, curve radius)	Medium - This issue somewhat impacts my ability to safely drive.	On the rare occasion of flash flooding or rapid snowmelt, there are some locations in the curves on Parker Road where water pools against the retaining wall in the center, often leading to flooding in the inside lanes.		

103	Roadway Design Issues (e.g., land width, curve radius)	Medium - This issue somewhat impacts my ability to safely drive.	On the rare occasion of flash flooding or rapid snowmelt, there are some locations in the curve on the ramp from Peoria to I-225 where water pools causing the roadway to flood.
104	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	What is likely the world's shortest center turn lane is at this marker. There are way too many turns taking place immediately near the intersection. Removing the center turn lane and placing a barrier that goes far enough back to accommodate the intersection's typical traffic storage would be beneficial.
105	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	Low – This issue is a minor inconvenience or suggestion.	Many of the neighborhood intersections in Aurora could benefit from having their stop signs changed to roundabouts. With proper design, this could help slow traffic down and make these intersections safer. It could also reduce emissions/pollution from vehicles having to stop and go every few hundred feet between stop signs.
106	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	Medium - This issue somewhat impacts my ability to safely drive.	The intersection of E Harvard Ave and S Oswego St has a stop sign for S Oswego St. This causes confusion for drivers. The route to Eastridge Elementary is (incorrectly) designated as E Harvard Ave between S Peoria St and S Oswego St, then S Oswego St between E Harvard Ave and E Iliff Ave. There are often conflicts as this stop sign where drivers on E Harvard Ave stop even though they have no stop sign, or drivers on S Oswego St fail to yield becuase they assume it is a four way stop. A roundabout or four way stop would improve safety for this intersection.
115	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	This intersection really needs traffic signal control. Right now it has some stop signs. each direction should have a stop sign (all ways stop) because there is too much confusion and it causes backup of traffic and unsafe crossings.
118	Traffic Congestion	High - This issue	There is a large (300 plus unit) apartment complex approved to be built at Parker Rd and Quincy in the Eastbank shopping center. The neighborhood of Pier Point and Olive Glen

	(e.g., bottlenecks, poor signal timing)	significantly impacts my ability to safely drive.	Villas on S Achison Way already have difficult access to Parker Rd and Quincy, how does the coty or state highway department plan to mitigate the extra 500 plus cars a day from the new apartment complex getting onto Parker Rd or Quincy?
121	Traffic Congestion (e.g., bottlenecks, poor signal timing)	High - This issue significantly impacts my ability to safely drive.	Gun club needs to be for lanes all the way from 6th to Quincy. The new apartments and housing going up by Murphy creek is only going to make traffic on gun club worse and there needs to be a solution.
130	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	Medium - This issue somewhat impacts my ability to safely drive.	Please add speed humps on this side of the park, too. This is the side with the playground, plus a near blind curve. Speed humps were recently constructed on the opposite end of the park. Thanks!
145	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	Easter Ave needs roundabouts or speed bumps to slow down the speed of traffic. This is a school bus stop route and is dangerous. This road also becomes a raceway after dark.
146	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	Grandview High School kids cross here but there is no crosswalk or caution lights. Heavy traffic during school pickup times.
151	Traffic Congestion (e.g., bottlenecks,	Medium - This issue somewhat impacts my ability to safely drive.	Travelling Westbound on Quincy towards Parker Road during high traffic times will often see significant backups at Smoky Hill. The timing of the lights between smoky hill, the shopping center and parker road combined with traffic merging onto Quincy from Smoky HIll can make it impossible for traffic travelling west on Quincy to move forward more than 1 or 2 cars per light cycle.

	poor signal timing)		
155	Roadway Condition (e.g., potholes, uneven pavement)	Medium - This issue somewhat impacts my ability to safely drive.	E. Chenango Pl. between Gun Club and S. Biloxi Way has very uneven pavement and areas that collect water turning to significant ice areas in winter due to the uneven pavement. The road is in significantly poorer condition than the surrounding roads.
156	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	Medium - This issue somewhat impacts my ability to safely drive.	There is a significant amount of speeding along S. Biloxi Way between E. Chenango Pl and E. Bellewood Dr. Suggest adding speed humps between Chenango and Whitaker and between Whitaker and Grand to address the issue (similar to what was done on E. Chenango Pl. a few years ago.
157	Traffic Congestion (e.g., bottlenecks, poor signal timing)	Low – This issue is a minor inconvenience or suggestion.	As the lot to the west of Gun Club in unincorporated Arapahoe county may become developed and Gun Club is widened, there have been proposals to turn intersection of S. Gun Club and E. Chenango Pl. into a 3/4 access or possibly signalized. Suggest community involvement and updated traffic study to determine neighborhood traffic impacts to Tollgate Crossing
158	General Feedback		Connecting Aurora Parkway to Parker Rd. as proposed here would be much more convenient than utilizing Inspiration
161	Roadway Condition (e.g., potholes, uneven pavement)	High - This issue significantly impacts my ability to safely drive.	With such high taxes on transportation, it seems as though roads could be better maintained.
163	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	Reservoir Road is unsafe due to cars & motorcycles constantly speeding and racing. Would like to see traffic slowed by speed bumps, police actively patrolling, or some more efficient system to control the traffic between Quincy and Flanders.

172	Safety Concern (e.g., conflicts with other modes, sightline issues, speeding)	High - This issue significantly impacts my ability to safely drive.	Gun Club road from Quincy to 6th Ave is currently significantly over-capacity and needs to be two lanes in each direction. This intersection at Mississippi and Gun Club needs to be signalized since it is unsafe for turning movements most times of the day, primarily WB to SB and SB to EB, due to long cue times and a large speed differential. With new apartments, neighborhoods, and shopping developments planned and currently being constructed in this immediate area, the transportation system needs to catch up with the existing demand and rapid current and future development. If not, Gun Club will only become more unsafe and the accident rate at this intersection will only get worse.

SURVEY: ADDITIONAL FEEDBACK

Please share any additional thoughts or comments you would like the city to know about the proposed networks.

The proposed networks promise enhanced connectivity and economic growth, but careful planning for infrastructure scalability and equitable access is crucial to ensure long-term efficiency and inclusion.
THIS NETWORK PLAN IS A GAME-CHANGER! Faster speeds and wider coverage will supercharge businesses, education, and daily life—let's build a future where the city thrives digitally, connecting every neighborhood with innovation!
The networks show potential for improving accessibility, though concerns about cost, environmental impact, and technical implementation require transparent communication and community input to address effectively.
Love the idea of super-fast Wi-Fi everywhere—just please don't let it become the "urban legend" of coffee shops with passwords harder than solving a Rubik's cube. Smooth, reliable connections for all? Sign me up!
While I support the idea, we need more public input on the proposed networks.
I'm concerned about implementation costs. The city should thoroughly assess the proposed networks.
I wholeheartedly back the proposed networks! They'll boost connectivity and truly benefit our city.
The dual system of "ecological corridor + sponge city" is planned, and a self-purifying water circulation network is built by using rivers and green spaces, and rain gardens and ecological detention ponds are set up at nodes, which not only reduces the risk of flooding, but also forms a water-friendly space for citizens

Sensors are embedded in green belts to monitor the amount of carbon sequestration by vegetation in real time, and plant allocation is optimized through data feedback, so that green spaces can become quantifiable "urban carbon accounts".
Vehicle-road collaboration technology is used to automatically adjust tidal lanes during peak commuting hours, and dispatch instructions are sent to bike-sharing stations to alleviate "last mile" congestion.
Establish a real-time simulation model for key urban areas, so that policymakers can pre-infer the impact of decisions such as road closures and commercial layout adjustments on the surrounding areas.
Citizens can earn points for participating in community proposals, garbage sorting supervision, etc., and redeem them for public services
When designing the network, priority should be given to the needs of residents. For instance, improving the quality of life through digital convenience services (such as medical appointment scheduling and traffic navigation) rather than merely pursuing technological advancement.
Clarify the boundaries of data collection, establish a transparent privacy protection mechanism, and prevent public networks from becoming a breeding ground for information leakage. It is suggested to introduce third-party security audits.
Ensure that the network coverage reaches low-income communities and elderly groups, offer low-cost or free options for selection, and avoid exacerbating the digital divide.
Adopt energy-saving infrastructure (such as low-power sensors, renewable energy power supply), and utilize network to optimize urban energy consumption (such as intelligent street lamps, garbage management).
Adopt energy-saving infrastructure (such as low-power sensors, renewable energy power supply), and utilize network to optimize urban energy consumption (such as intelligent street lamps, garbage management).
The network should possess the ability to withstand disasters (such as extreme weather conditions and cyber attacks), and key nodes should have backup systems to ensure smooth communication in emergency situations.
Make non-sensitive data available for enterprises and developers to use, promote local innovation (such as traffic optimization apps, business analysis tools), and stimulate economic vitality.
Governments, enterprises, communities and academic institutions should jointly participate in planning and supervision, avoiding technological monopolies or decisions that deviate from actual needs.
The network architecture should be designed with an upgrade margin reserved to accommodate future technologies (such as 6G, quantum communication) and unanticipated demands (such as response to sudden public events).

Utilize the Internet to enhance urban cultural identity, for instance, by means of virtual museums, local content platforms, or augmented reality guided tours to improve tourism experiences.
Avoid excessive reliance on short-term capital investment, and plan a clear business model or public-private partnership (PPP) mechanism to ensure the sustainability of operation and maintenance funds.
The proposed networks must prioritize equitable access and cybersecurity, ensuring reliable connectivity for all neighborhoods while safeguarding resident data from potential threats.
Prioritize expanding broadband access to underserved communities
Partner with manufacturers or nonprofits to provide low-cost devices (laptops, tablets) for residents who cannot afford them.
The proposed networks seem promising. I hope the city speeds up implementation for quicker connectivity gains.
From "functional connectivity" to "ecological symbiosis" : Reconstructing the network value proposition
From "functional connectivity" to "ecological symbiosis" : Reconstructing the network value proposition
From "functional connectivity" to "ecological symbiosis" : Reconstructing the network value proposition
From "functional connectivity" to "ecological symbiosis" : Reconstructing the network value proposition
It is suggested to establish a real-time traffic data monitoring system, integrating GPS, cameras and citizen feedback. Through AI analysis, it can identify congestion patterns, accident hotspots and travel demands. The data should be transparent and made public, and be used to dynamically adjust traffic signals, bus schedules and infrastructure investment priorities, ensuring that resources are allocated to the most beneficial projects.
The planning should focus on covering low-income communities and people with disabilities, and avoid "traffic deserts". For instance, additional measures such as installing barrier-free buses and providing subsidies for low-income passengers should be taken. Moreover, it is necessary to ensure that new bike lanes or bus routes benefit under-served areas rather than merely connecting affluent communities.
When designing hub stations, integrate public transportation, bicycles, shared micro-mobility (electric scooters/bicycles), and pedestrian paths. For instance, at railway stations, add bicycle parking racks and shared vehicle zones, and provide real-time transfer information to reduce transfer time and costs.

All infrastructure needs to be prepared for extreme weather conditions: raise flood-prone sections, use permeable paving materials, and install sun-shading canopies and cooling designs for bus stops. Long-term planning should reduce asphalt pavement and increase green belts to mitigate the heat island effect.
I think it's fine to keep things as they are.
I am neutral towards improving all kinds of transportation. However, this method can be used to test the effectiveness. Before each project is launched, an "Open Street Day" is held to temporarily renovate the pilot area for citizens to experience and provide feedback. For instance, temporary flower pots are used to demarcate the bicycle lanes, and after collecting opinions, a permanent plan will be decided.
Regarding the improvement of transportation and traffic. Plan dedicated nighttime freight transportation periods and urban micro distribution centers to reduce the traffic volume of trucks during the day. Encourage the use of electric freight bicycles for last-mile deliveries to reduce noise and pollution.
Regarding children's safety on the roads. Build a "safe walking circle" around the school, install speed bumps, widen the sidewalks and set up volunteer security posts. Promote the "walking school bus" program, where adults lead children in teams to walk to and from school together.
Initiate congestion pricing or low-emission zones, and regulate traffic flow through time-based pricing. The revenue should be directly used to subsidize public transportation to form a virtuous cycle. Public consultation should be conducted in advance to ensure the fairness and transparency of the plan.
Regulation of shared mobility. Standardize the parking areas for shared bikes and scooters, and require operators to provide service quotas for low-income communities. Use electronic fence technology to prevent random parking and impose fines on enterprises that over-provide.
Special evacuation routes and bus priority lanes for disasters should be formulated and regular drills should be conducted. It is necessary to ensure that key routes can be quickly converted into corridors for transporting relief supplies in the event of an earthquake or flood.
Design linear parks along the main thoroughfares, integrating bike lanes, walking paths and greenery (like Singapore's "Park Connectors" model). This will enhance the commuting experience while promoting ecological connectivity.
Analyze the commuting pain points of major employment centers (such as science and technology parks, hospitals), and launch peak-hour direct buses or corporate cooperation shuttle buses. Commuting allowances can be provided to encourage employees to give up driving by themselves.

Open up specific areas to test new technologies such as autonomous shuttle buses and intelligent street lamps. Cooperate with enterprises and universities to turn Aurora into a smart transportation laboratory, and attract investment and talents.
Adding cultural elements is what we should do. Incorporating local artistic elements (such as murals and sculptures) into facilities like stations and bike lanes can enhance citizens' sense of belonging. For instance, the bike lane painting in Portland significantly reduced the rate of violations.
Promote the "Green Commuting Points" APP. Users can exchange points for discounts on goods or quotas for public welfare donations by walking or cycling. Cooperate with insurance companies to offer health insurance premium discounts to active users.
Explore diversified financing: Land value-added gains from TOD (Transit-Oriented Development) model, corporate naming sponsorship for stations, carbon trading funds, etc., to reduce reliance on traditional fiscal resources.
All newly-built roads should reserve space for future upgrades (such as BRT lanes and expansion of underground pipelines) to avoid repeated excavation. A special fund for traffic should be established to ensure that the funds for long-term maintenance are not misappropriated.
I prefer to ride a bike. It's easy to get around and I don't have to get stuck in traffic jams. It saves me a lot of time and exercise
Strengthen road construction
Increasing the proportion of bicycle trips helps to reduce vehicle exhaust emissions, reduce energy consumption, and play a positive role in environmental protection and sustainable development of cities. Optimizing the transport network can improve the efficiency of public transport operations, encourage people to use public transport, reduce the use of private cars, and thus reduce carbon emissions. Through street improvement, urban green space and public facilities can be increased, urban ecological environment quality can be improved, and livable cities can be built. Personally, I think it's okay
The improvement of the bicycle lane network and the encouragement of bicycle travel will help reduce the use of motor vehicles, thereby reducing exhaust emissions and noise pollution, and improving the ecological environment quality of the streets. At the same time, a good sidewalk environment can increase the green space and landscape facilities of the street, and enhance the aesthetics and comfort of the street.
1. Significant help: the improvement of bicycle lanes, traffic networks and sidewalks can optimize street space in an all-round way and significantly improve street quality. 2. Organic linkage: Improving the three types of channels can make street traffic more orderly and more active, which is an important driving force for street improvement.

3. Fit the trend: Their upgrading is in line with the needs of green travel and livable city construction, injecting new vitality into street development.
I hope the proposed transportation network can have more bike lanes to encourage green travel. Also, it would be great if there are more convenient transfer points between different types of public transportation, like buses and trains. And better signage and information systems at stations would be very helpful for both locals and tourists to navigate easily. Additionally, integrating more smart technologies to manage traffic flow would improve the overall efficiency of the network.
Smooth access: The three make street traffic more orderly, of course, support street improvement. Perfect bicycle lanes, transportation networks and sidewalks, suitable for multiple travel, for the street "extra points". They improve access conditions, reshape street functions, and contribute to street improvement. I support improving bike lane networks, transit networks and sidewalks. These improvements contribute to improving traffic safety, promoting green travel, optimizing urban space use and enhancing street vitality, which has a positive impact on the sustainable development of cities and the improvement of residents' quality of life.
In my opinion, the optimization of bicycle lane networks, transportation networks and sidewalk improvements have a positive and important supporting effect on street improvement. They can improve the traffic efficiency of streets, ensure the safety of pedestrians and cyclists, green travel, enhance the vitality and livability of streets, and make streets more in line with people's needs for a better living environment.
1. Incorporate more bike lanes for eco-friendly commuting. 2. Ensure real-time traffic info available at stations. 3. Plan for seamless transfer between different modes. 4. Consider noise reduction measures near residential areas. 5. Have emergency response plans for transport disruptions.
The optimization of bicycle lane network, traffic network and sidewalk improvement play a vital supporting role in street improvement. First, a well-developed network of bike lanes encourages green travel, reduces vehicle congestion, provides safe Spaces for cyclists, and improves street traffic diversity. Secondly, optimizing the traffic network can make the vehicle pass more smoothly. Through reasonable planning of traffic flow lines and setting up intelligent traffic facilities, the traffic efficiency of the whole street can be improved and traffic accidents can be reduced. Finally, improving sidewalks can guarantee the right of pedestrians to walk, provide a

comfortable and safe walking environment for pedestrians, increase the pedestrian-friendliness of streets, make streets more dynamic and attractive, and thus promote the overall improvement and sustainable development of streets. Very supportive
Optimizing the transportation network can reduce congestion, allow vehicles, pedestrians and bicycles to move in different directions, reduce mutual interference, and make traffic flow on the streets smoother. Improving the network of bike lanes will encourage more people to cycle and reduce motor vehicle use, which will help reduce carbon emissions and improve the urban environment.
Sure,here are some brief thoughts: 1. Ensure better connectivity between suburbs and city centers to facilitate daily commutes. 2. Prioritize pedestrian safety with more crosswalks and protected walkways. 3. Consider dedicated lanes for electric vehicles to encourage eco-friendly transport. 4. Improve signage and navigation to make it easier for drivers and tourists. 5. Plan for future growth and potential expansion of the network.
Separating pedestrians and vehicles is more effective.
These are all meaningful and worthy of support. The improvement of the bicycle lane network and traffic network will help optimize the travel structure of the city, improve traffic efficiency, and reduce congestion and environmental pollution. Improving sidewalks can enhance the safety and comfort of pedestrians and reflect the care for pedestrians. Street improvement can take into account various factors, such as aesthetics, functions, etc., to create a more livable and navigable urban environment and promote sustainable urban development. They play an important role in improving the quality of cities, meeting the diversified travel needs of residents and promoting green travel.
For the proposed network, cities should focus on balanced coverage of the network between different regions to avoid weak signal or no network in remote areas. At the same time, it is necessary to ensure the integration of network construction and urban landscape, such as the design of communication base stations to be more beautiful and hidden, and reduce the damage to the urban style. In addition, network security should be fully considered during construction to prevent data leakage and protect the privacy of citizens.
It is hoped that the city will take compatibility seriously as it moves forward with the proposed network. Ensure that the new network can be seamlessly connected with the existing equipment and systems, and reduce the replacement cost of citizens and enterprises.

At the same time, it is necessary to plan the network expansion space in advance to cope with the future population growth and the demand for explosive rise in data volume, and avoid network overload and performance degradation in the short term.
The proposed network should be able to withstand traffic shocks such as extreme weather and large events to ensure that it does not drop at critical times. Actively integrate 5G and Internet of Things technologies to make urban smart management and citizens' lives more convenient. In combination with the steady progress of urban development, do not be too ahead or behind, and match the actual needs
It is recommended that cities focus on the convenience of network upgrades to ensure that the proposed network can be iterated with low cost and high efficiency in the future and adapt to constantly changing technologies and requirements. Pay attention to the impact of network construction on the surrounding ecology, and adopt environmentally friendly materials and construction methods to reduce the interference to the urban ecological environment. It is hoped that the proposed network will be built with interfaces to integrate with future emerging technologies, such as quantum communication, to lay the foundation for the long-term development of the city
The proposed network construction should consider combining with community services, such as providing exclusive online assistance for the elderly and disabled, such as telemedicine assistance and online living guidance. It is necessary to pay attention to the control of pollution such as noise and dust in the process of network construction, and reduce the interference to the daily life of urban residents. It is hoped that the city will promote the linkage between network construction and cultural industry, use the network to spread city characteristics culture, and help promote cultural and creative products
It is hoped that the city will attach importance to network security supervision, set up a strict protection mechanism for the proposed network, prevent hackers and malware intrusion, and ensure the information security of citizens. The proposed network construction should be adapted to the different architectural styles of the city, and the design of facilities such as base stations can be integrated into the surrounding environment without damaging the coordination of the urban landscape. Promote the coordination between network construction and education, and use the network to build online learning resources for schools and enrich education channels
When the city promotes the proposed network, it needs to build a user feedback platform simultaneously, so that citizens can feedback network problems and use needs at any time, and optimize and adjust in time. Pay attention to the applicability of network construction to vulnerable groups, such as the design of easy-to-operate network terminals and interfaces to help the elderly and visually impaired groups easily access. It is suggested that the proposed network be deeply integrated with the urban emergency warning system, so that alerts can be pushed quickly and accurately when disasters come, and the safety of people's lives can be guaranteed.

The proposed network construction should pay attention to cross-regional coordination, break administrative boundaries, ensure the smooth flow of inter-city networks, and promote regional integration. Cities should encourage innovation in network construction and introduce new technologies to improve network performance, such as edge computing, and reduce data transmission latency.
It is hoped that when the city plans the proposed network, it can combine the layout of public space and set up free high-speed Internet hotspots in parks, squares and other places to enhance leisure experience.
It is hoped that when the city promotes the construction of the proposed network, it will make full use of idle space, such as abandoned buildings and lampposts, to reduce construction costs and footprint. It is necessary to pay attention to the protection of wildlife habitat in network construction, rationally plan routes, and avoid interfering with ecological balance. It is suggested that the proposed network be integrated with the urban tourism industry to provide tourists with convenient network services such as scenic spot tour and intelligent translation
In the proposed network construction, the city is expected to customize exclusive network services for different scenarios (such as hospitals and schools) to meet special needs. Pay attention to the compatibility of network construction with existing infrastructure, avoid repeated construction, reduce construction costs and impact on citizens' lives. Promote the proposed network to help urban environmental monitoring, and use the network to transmit environmental data in real time to provide strong support for ecological governance.
Bike lane network: Supported. It helps to encourage green travel, reduce traffic congestion and environmental pollution, and improve the health of urban residents. Transportation network: Continuous improvement is necessary. Efficient transport networks are key to the functioning of cities, promoting economic development and facilitating the movement of people and goods. Improving sidewalks: Very supportive. It can ensure the safety of pedestrians, improve the comfort and convenience of walking, and enhance the livability of the city. Street Improvement: Overall support. Street improvement can enhance the image of the city, optimize public space, provide residents with a better living and social environment, and also benefit business development.
Convenient transportation is convenient for commuting to work
Well-developed road traffic is more suitable for living

Propose adding more bike lane connections to commercial areas, such as solar-powered lighting and 24/7 surveillance near shopping centers to enhance nighttime safety. Public transit should prioritize coverage in low-income neighborhoods for equitable access. Sidewalk improvements must focus on universal design, including tactile paving and voice navigation for the visually impaired.
Propose adding e-bike charging stations and expanding bike-sharing systems in the bikeway network to reduce short-distance car trips. Public transit should integrate real-time arrival apps and collaborate with communities to design safe nighttime waiting zones. Sidewalk improvements should prioritize school zones with colored anti-slip surfaces and child-friendly signage.
Propose integrating "green cycling corridors" into the bikeway network, such as eco-friendly paths along rivers or parks. Public transit should adopt zero-emission electric buses and optimize seamless transfers at hubs. Sidewalk improvements must mandate slip-resistant permeable materials to reduce puddles and add temporary rest seats for people with disabilities.
Propose smart sensor-activated lighting in bike lanes to adjust brightness based on rider traffic for energy efficiency. Public transit should partner with ride-sharing platforms to offer "last-mile" connectivity. Sidewalks in commercial areas should pilot retractable shade structures to combat extreme weather. Street improvements should prioritize smart signal optimization over lane expansion to reduce congestion.
Propose integrating community art projects into sidewalk upgrades, such as locally-designed tile patterns or interactive installations to foster cultural identity. Public transit should add multilingual signage at hubs to serve immigrant populations. Street improvements should adopt "shared space" designs (e.g., blended pedestrian/vehicle zones) instead of widening lanes to enhance safety and neighborhood vibrancy.
Propose solar-powered charging stations and self-service repair kiosks along bike lanes for long-distance cyclists. Public transit should integrate real-time crowding data via apps and provide accessibility navigation for disabled passengers. Sidewalk upgrades in senior-heavy areas need gradual-slope benches and emergency call posts. Street improvements should prioritize pedestrian crossing efficiency over one-way conversions.
Propose dynamic speed limit signs in bike lanes that adjust based on weather and traffic for 24/7 safety. Public transit should integrate a cross-platform ticketing system (e.g., unified passes for subway, buses, and bike-sharing) with flexible pricing for students and seniors. Sidewalks near medical facilities need guide dog rest areas and emergency kits to build barrier-free lifelines.
Propose AI-powered traffic prediction in bike lanes to dynamically adjust width during peak hours. Public transit should partner with remote-work companies to offer "flexible commuter passes" for off-peak travel. Sidewalks should pilot community co-design programs where residents maintain local walkways. Street improvements must eliminate lane expansions and use vertical green barriers to absorb vehicle emissions.

Propose using recycled plastic composite materials for bike lane surfaces to enhance sustainability. Public transit should collaborate with local businesses to sponsor amenities like free Wi-Fi and charging ports at stations. Sidewalks in tourist zones should integrate QR codes for historical landmark tours. Street improvements must reject lane additions and adopt congestion pricing to reduce private vehicle use.
Propose modular bike lanes that can be temporarily reconfigured for events or emergencies, enhancing public space flexibility. Public transit should integrate carbon footprint tracking, allowing riders to view their environmental impact per trip via apps to incentivize green travel. Sidewalks should feature "community hubs" at neighborhood entrances with seating, public art, and mini-libraries to blend mobility with social interaction. Street improvements must prioritize AI-powered traffic signal optimization over physical lane expansions.
Propose integrating solar-powered pavement lighting in bike lanes to enhance nighttime safety and feed clean energy into the grid. Public transit should adopt dynamic scheduling algorithms to adjust vehicle frequency based on real-time demand, reducing empty runs. Sidewalks in commercial zones need smart anti-slip tiles with sensors to detect and melt ice automatically. Street improvements should prioritize upgrading aging drainage systems over lane expansions to prevent flooding during rainy seasons.
Propose recycled rubber composite materials for bike lanes to reduce carbon footprint and enhance comfort. Public transit should adopt data-driven "demand-responsive routes" that adapt to real-time commuter patterns. Sidewalks need "multi-functional hubs" in neighborhoods with charging ports, drinking fountains, and first-aid kits. Street improvements should deploy smart dynamic lanes with LED markers to optimize space without physical expansion.
In our daily life, traffic safety is always around us. As soon as you set out, you will inevitably encounter traffic safety issues. A momentary distraction while walking, a momentary侥幸 when crossing the road, or a single violation while driving - even a minor oversight like these can cause a life to slip away in an instant.
For everyone, life is only one chance. For yourself and for those you care about, please abide by traffic rules and strive to achieve "Safe Travel with Us". Let's plant the four words "Safe Travel" deeply in our hearts forever!
Propose smart solar-powered streetlights in bike lanes with air quality sensors to provide real-time environmental data. Public transit should launch a "Green Points Program" where riders earn rewards for low-carbon travel. Sidewalks near parks and schools need "rain garden pathways" using permeable materials to manage stormwater and enhance aesthetics. Street improvements must reject lane expansions and adopt "shared space" designs with traffic calming and multi-functional zones.
Propose dynamic bike lane barriers that expand during rush hour and convert to public space off-peak. Public transit should partner with schools to deploy "student shuttle algorithms" matching commute routes. Sidewalks in aging communities need AI-powered fall

prevention systems with pressure sensors and cameras. Street improvements must prioritize all-way pedestrian signals to reduce wait times and enhance walkability.
Propose piloting solar-kinetic bike lanes that harvest energy from rider motion and sunlight to power streetlights, creating carbon-neutral corridors. Public transit should launch inter-suburban micro-shuttles to seamlessly connect outskirts with downtown hubs, reducing cross-region private car use. Sidewalks near transit hubs need smart LED-guided tiles to direct tourists to attractions. Street improvements must adopt adaptive curbs that adjust height based on traffic flow to optimize parking and cycling space, eliminating lane expansions.
Propose a community co-design platform for bike lanes, enabling residents to participate in route planning via apps. Public transit should pilot a carbon-credit ticketing system where riders earn discounts on city services for low-carbon travel. Sidewalks near industrial zones need "eco-noise reduction paths" with sound-absorbing plants and materials. Street improvements must adopt dynamic lane allocation technology to adjust functions (e.g., temporary bus priority lanes) based on real-time data, avoiding physical expansion.
Propose smart temperature-regulated bike lane surfaces that melt snow in winter and cool in summer for year-round safety. Public transit should implement an accessibility booking system where disabled riders reserve station assistance via apps. Sidewalks in commercial areas need retractable shade structures that deploy during peak hours. Street improvements must adopt mini-roundabouts with adaptive signals to optimize intersections without lane expansions.
Propose solar-powered bike lane canopies for shade and nighttime lighting. Public transit should test tidal bus lanes that adjust width during rush hours. Sidewalks near hospitals need emergency medical corridors with ramps and AEDs. Street improvements must prioritize smart drainage systems with flood sensors over lane expansions.
Propose wireless charging stations for e-bikes along bike lanes to extend range. Public transit should create dynamic micro-routes with temporary stops based on real-time demand. Sidewalks need AR-enhanced cultural walls to showcase local heritage. Street improvements must replace physical barriers with holographic lane markers for adaptive space use.
Propose air-purifying plant barriers in bike lanes to absorb traffic pollutants while enhancing rider experience. Public transit should pilot hydrogen-powered buses on industrial-residential corridors. Sidewalks at transit hubs need multilingual smart signs with voice assistance for tourists. Street improvements must adopt modular curbs that adapt for parking, cycling, or events through elevation control.
I do not support bike riders. They do NOT follow the road rules and cause accidents. Bike lanes are stupid. They cut you off and pedel thru red lights. THEY cause accidents. If you can make roadways better to enforce PROPER biking, I might change my mind. And the motorcyles that pop wheelies going down Iliff btwn Kitteridge and chambers

I think overhead walk ways would be better and safer for pedestrians and allow traffic to flow better.
Increase the use of electric busses.
Aurora has a huge opportunity to really improve the bike-walk-run areas of the city by connecting them better, there are gaps (sharing lanes with cars, trucks don't work, and most drivers are angry, rude, and seldom follow the law when it comes to pedestrian right of ways, and APD doesn't do anything about it), and a straight stretch from Anschutz to Denver City Park without stop signs would be awesome. Another example the Highline Canal I-70 crossing is very urban, filthy, and not really a "bike" or "run" and instead a path to nowhere, this could be improved with a real pedestrian bridge and extension of the trails (Rocky Mountain Arsenal anyone). Sand creek trail, Toll Gate Creek, side creek, Aurora and Quincy Reservoir, C470 Trail, there is opportunity here, and for running, I'd like to propose a parallel and or established and connected dirt trail, 5K, 10K, half marathon, full marathon distances loops are a plus. Whose idea was it to detour the RTD R line to Sable (impractical).
Wide streets promote unsafe driving, don't expand them!
Reduce residential speed to 20 please - this is how ped lives our saved - and as we all know - Aurora is doing a terrible job keeping pedestrians safe -
I am really in favor of the bikeway network in particular and love the idea of decentering cars in our communities and recentering pedestrians, bikes, and buses, and people in general instead of cars.
Adding more travel lanes for cars is a mistake and will only see the worst aspects of current Aurora spread further into the city. Fixing traffic light timing is a better use of resources without needlessly endangering the populace and making areas unpleasant and uncomfortable to be in. If certain streets and corridors are expected to need more capacity in the future then improving public transit is the optimal way to do so.
Your visionary network maps are terrible. In the bikeways map, there was too much attention paid to color-coordinating and so its hard to tell the difference between the two blue options and between the two purple options. The in-browser app is clunky and hard to use. The sidewalk improvement plan is not dense enough for real improvement. Cars go way too fast down small, neighborhood streets in North Aurora and regularly go through stop signs. None of the places I've nearly been hit by cars are covered by the proposed improvements.
The use of overpasses/bridges to cross major thoroughfares (Havana, Chambers, Colfax, etc) would be really helpful to reduce pedestrian collisions and injuries

There is an opportunity to include future rail networks into the north east part of the city as it expands and this should be included in development plans. I enjoy the off-road trails and bike connections as these are safer and generally more enjoyable to take places, keep those up and expand as possible.
I think Aurora needs protected bike lanes on the major roads. Drivers are not aware of bicyclists and even on the smaller roads, I've almost been hit by cars multiple times. People use the bike lane as a turn lane. They cross the bike lane to park without looking. They go well above the 25 mph speed limit. And they don't look for bikes when crossing streets, which makes it very dangerous during rush hour, never knowing if a car at an intersection is going to pull out without seeing you. Protected bike lanes would make it much safer.
The website didn't explain what any of the projects involved, what the timelines were or what division really entails. This was a strange survey.
Great trails but the lack of protected median refuge islands makes crossing these 4-6 lane arterials, collectors, etc., very challenging and difficult. Concerned that the City has previously chosen to raise speed limits and now want to add lanes - these types of 'improvements' only lead to people dying on the street while walking or biking, or worse yet, just more speeding vehicles and weaving/crashing.
Sidewalks along bus routes are important since people in wheelchairs rely on sidewalks to get to bus stops. Riding a wheelchair on a 4 lane arterial is totally unacceptable and probably against the ADA. Aurora needs to adopt a "people first" priority when designing infrastructure. Count bellybuttons, not cars!
This is awesome! Keep up the good work!
If winter didn't exist I would bike or scoot everywhere! But when it's cold, icy, or I'm sick, the transit network is really important to me. Also, I would add that snow and ice removal to the sidewalk network should be part of the vision if we want it to be usable all the time and by everyone. Many of the main paths are cleared, but many in neighborhoods are not
I strongly oppose the visionary bikeway network. The city is installing bike lanes which are blocked off from vehicles. This is taking away car lanes and there is never anyone in these bike lanes. I'm hoping the city will come to their senses and take these out. The bike lanes only collect debris and aren't used. It would be nice to see money being put into repairing/resurfacing the streets we already have instead of worrying about sidewalk improvements.
The big issue most cities have when addressing ideas to connect citizens to their surroundings is they invest in bigger, better streets. These streets just fill up and need to be improved/expanded even further. If a concentrated effort is not made to lesson the need for

bigger/more roads in Aurora at this stage in its development, alternatives to driving is always going to be an afterthought. If the city expands with these alternatives in mind as the primary, rather than as a secondary goal, all this investment will actually be worth it.
Network improvements aren't valuable unless people feel safe to use them - please consider incorporating safety features to increase comfort with alternate forms of transportation. Increasing the frequency of public transit would also help reduce how long people are left in the open, which would assist with safety and also make it more appealing than it is today. Also, for changes impacting major arteries, please make efforts to limit lane closures to one as much as possible. Losing two of three lanes in a single direction of travel is enough to double some commute times, and they create ripples across the entire road network.
what would really help most HOAs the most would be if Aurora PD or Code Enforcement could enforce the current laws. We need cars towed with expired/missing tags/plates. We need speed limits enforced, etc. I don't need more stuff for the city to maintain to make my HOA better - just get the current stuff working correctly. I was an intern at Stantec when Aurora paid for Traffic light timing. Once thing I know was true then and is still true today is NONE of your pedestrian crossing traffic signals are linked to your overall system. Meaning when someone calls to cross at Iliff&tollway trail, but Illiff at Chambers just turned green, the ped signal will turn red a hose traffic timing - this really is absurd this wasn't fixed years ago
Better lighting and sight lines at intersections so that pedestrians can be seen at night.
Please encourage more bike riding with the bike plan!!
At E-470 North and Smoky Hill Rd, there are two lanes, one for Smoky Hill east, governed by the traffic light, to get to Southlands and turning left on Smoky Hill. The other lane is for Smoky Hill traffic turning right. Traffic for both lanes generally ignore the reason for the two lanes and turn right in the right hand lane and cross 2 lanes of traffic, not stopped, to try to get in the left turn lane for Southlands. I have missed many of these cars through the years as they bull their way through the cars to turn left in in 500 feet. Poor design as the right turn lane should have no choice but to continue on the right lane on Smoky Hill with no option to get to Southlands.
The maps are very difficult to interpret and don't give a good impression of the improvements that are planned. I'm not confident that the planned improvements will ultimately be useful in the long run, and I'd like to see a better overview of them. I'm not confident that the planned improvements will make things safer and better for my use cases.
With what ever proposed work going to be done please be mindful with Colorado weather snow / ice upkeep
I would like to see a balance of resources and doing our best with water conservation so that water is not wasted on unnecessary or water heavy flora.

Having safer bike paths and sidewalks and more frequent and reliable transit will encourage people to take these forms of transportation. Many people would like to take advantage of these forms of transportation, but are forced to drive because of the amount of time it takes, the limited routes, or unsafe areas where they do not feel comfortable taking the train/bus. Well lit, sidewalks and frequent transit will help this.
More emphasis on off-road bike trails or widened multi-use sidewalks rather than share-the-road lanes. Drivers don't respect them.
It is unsafe to travel in something other than a car. People run red lights all the time, speed and it's scary traveling in a bike knowing you could be injured at anytime. Also if I travel to the store I have to worry about my bike getting stolen. We should invest in more lights when building new apartments or new stores
1. Gun Club road needs widening to two lanes in each direction between S Aurora Pkwy and I-70. 2. There should be a ramp from NB E-470 to EB I-70.
We need more light rail lines from Aurora to major destinations: DIA, DPAC, Ball Arena, Stadiums, Southland, Northfield, and 9-Mile station
Adding lanes doesn't reduce congestion, there have been studies proving this basic fact for decades. Roundabouts are good, proper signage is a necessity as many folks seem to be very confused by them.
Would like covered bus stops again. Summer is coming and it gets hot.
Aurora doesn't have roads, it has stroads. Just look at Alameda. There are 6 large lanes along most of it. That's a highway. -Change one of each of the lanes on 4-6 lane roads into a rail or bus-only lane. It increases ridership by keeping buses from getting stuck in traffic and builds revenue for more transit projects. -Make lanes thinner and include protected bike lanes along high traffic areas. Thinner lanes make cars go slower. Protected bike lanes make it feel safer to bike. -Include roundabouts in low traffic areas first so people get used to them -Change zoning to include multi-use commercial areas on the corners in R1 residential zoned areas so people can get to places without having to go far -People mostly don't care How they get somewhere. They care about how Fast they get somewhere. Less cars will make that happen. But it means a lot of people will have to get fed up with traffic and see buses pass them before they switch to buses.
No more six through lane wide arterial roads please.

With regards to the transit vision, as an older adult, it is important that the community understands how to use the rail transit. I have been here for 6 months and cannot figure to schedule out to get from one city to the next.
Unless the transit system is affordable people won't use it. Aurora isn't Boulder. Please don't congest current roads to build and add bike lanes that do NOT get used. Look at GVR. There are zero bikes on the bike lanes yet they add a bike lane instead of help with the car congestion??? Please don't waste our tax funds. We can't afford more useless projects. If you need something to spend money on, try looking at the addiction and mental health crisis instead of the sidewalks they are standing on.
Need to improve the quality of roads and update the timing of some lights.
Gun club really needs to be wider than two lanes to support all the new houses and businesses being built.
Thank you for working on Aurora. I really appreciate it!
keep all folks with all types of disabilities in mind when making changes. Who are those that will be using these services and are the changes realistic.
Multimodal transportation will always be an ongoing effort. Thanks for continuing to evolve and gather feedback.
Unfortunately I'm unable to figure out how to comment on the maps directly. Hopefully this is part of the plan, but traffic enforcement needs to be a key part of this effort, particularly speeding and running red lights. I live behind the Costco and I won't walk to the shopping center on the other side of Havana bc I feel so unsafe crossing Havana. As a result I take my car which feels really wasteful and silly given how close I live to Target, Sprouts, etc.
Aurora currently has no great E-W routes for transit. Airport is the middle of your map, but the N-S route there is every 60 min. Chambers is every 30, Peoria 15, Havana 20. Getting to a transfer station can take 2 buses from Airport Blvd, making the process of getting to Aurora Metro Station long. Consideration for people who don't drive to get to these places needs to happen ASAP. Also, a path to ensuring that roads/stops being created by builders are accessible is important. Giving citizens a clear path to make adjustments is hard as RTD says they don't own the stops and the city says it is private property. Also, if the beautification, resurfacing and upgrades could be coordinated ... Airport Blvd has been ripped up every year for 3 years. In the first month of school, in a zone affecting Pickens, WSHS, Transportation, Warehouse, Mosely, Quest, Crossroads. It seems wasteful and unplanned. These are things to work on...
The city should already be on board with Colfax BRT. Aurora should also look at BRT along Havana and a city run e-scooter/bike program with docking stations. The current bike trail system is great for getting to different parts of the city.

Please work on easy access to 470 bike path. NO entry point (parking) at the Jewell entrance and no easy (safe) way to bike to the trail from Murphy Creek and for the love of all things FIX GUN CLUB!! Widen it!! This is beyond acceptable. It needs to be 4 lanes.
Generally Aurora seems to keep sidewalks in good condition and have a decent network. Bike path connections between Harvest Rd. and Aurora Reservoir as well as improvements to S. Gun Club Rd. would be very welcome to SE Aurora
impressed with the work that has gone into this visioning thus far

BUILD UP AURORA: RELATED SURVEY COMMENTS

Does your neighborhood offer safe streets, adequate lighting and pedestrian-friendly roads? If no, please describe what investments are needed.
3/13/2025 My immediate neighborhood offers these things. The access roads to my neighborhood do not. They are too small to service the population and there is no curb and gutter.
3/17/2025 - Never EVER allowing attached sidewalks, ONLY detached, adopting better road marking standards, they are currently OUTRIGHT INSANELY AWFUL(turn arrows/ONLY message are never painted in turn lanes when they should be, bike lanes are almost never marked across intersections, crosswalks are barely painted at stop signs, stop bars are NEVER painted and it causes so much issues like people stopping in crosswalks or literally not knowing where to stop due to someone at Aurora's incompetence - yall are literally the only city that doesn't paint stop bars), more streetlights. Upgrading every single streetlight in Aurora to LED in the next 2 years. It's beyond embarrassing and completely disgusting that Aurora is cheap and still has sodium streetlights in 2025..... Denver was able to replace every single one of 44000 streetlights to LED within 3 years tops, boulder is currently replacing every single sodium light with LED as we speak. Stop with excuses, led streetlights are needed for safety and there should be a single sodium light within Aurora past 2026. Also NEVER allowing bike lanes that aren't buffered. They need to be buffered with GREEN PAINT at every single intersection. Roundabouts need to be evaluated first ALWAYS way before a signal is considered. Every intersection should ALWAYS have four streetlights no matter what, there are so many intersections without streetlights or the public works department refuses to install streetlights on the mast arm that's missing a fixture.
3/26/2025 - Sidewalks are incredibly narrow, very limited street lights (or they are old wooden posts that are leaning), there is constant glass and debris on the sidewalk, and no sidewalks present on the west side of potomac street in hoffman heights. We would greatly appreciate a sidewalk on potomac and brick fencing along the homes off of potomac to decrease the risk of accidents in residential yards (This is fairly common).
3/26/2025 - There is not adequate lighting for safely using the sidewalks in the early morning and evening

3/26/2025 -There are many missing sidewalks. Potomac street has missing chunks. very few street lights. Lots of homeless people. Not enough street sweeping.
3/27/2025 - Sidewalks stop or are very narrow. They are not well maintained by residents - shoveled or bushes trimmed back so you have to walk on the street
3/27/2025 - My community needs better sidewalks that are repaired & maintained. In many areas, people who must travel via wheelchair are forced into roadways because of uneven sidewalks & damaged access points.
3/30/2025 - Delmar parkway & Aurora cultural arts neighborhood saw a flood of crime in the past few years which made people scared to walk the streets especially at night. We need to prioritize continuous patrolling of this area. Faster police response times. More speed bumps and lighting on the streets and alleys. Especially down main roads like 11th & 13th where people often speed and drive recklessly. And clean up the abandoned, stolen, and expired plate cars off the streets. Ticket people for doing car work in the streets and getting trash and oil everywhere while taking up parking spots.
3/31/2025 - Southshore Drive goes from 2 lanes to 1. The road striping makes no sense as drives race down the road to cut each other off. The inner East bound should be a left turn only at Shady Grove. This would help avoid the unsafe merge. Just last week a major accident occurred in the area. Should be completely avoided with restriping the lanes.
3/31/2025 - 1. Car racing within meadowwood neighborhood (darmouth) streets and along chambers. 2. Trying to walk across dartmouth from one side to the next feels people will run you over.
4/2/2025 - No, our curb ramps do not meet ADA standards, not do our sidewalks (we live in an older neighborhood). Littering and dumping is a huge problem especially now that new developments of apartment complexes have gone up. While urban camping is down, the littering and trash in the parks and open space is not down. We do not have adequate lighting, or sufficient numbers of stop signs and warning signals in our neighborhood and as such speeding is also a safety issue.
4/3/2025 - Speed control and other measures to greatly increase pedestrian safety on sable blvd, especially between Mississippi and exposition, and Mississippi/alameda between Buckley and 225. It is incredibly dangerous for pedestrians to cross an intersection with a walk sign at a intersection which has two flashing yellow turn lanes face two other flashing yellow turn lanes with three more active lanes of traffic's going each direction. Turning cars are trying to see oncoming speeding traffic (which is blocked by the opposing vehicles) and are not looking for pedestrians. The whole immediate area around sable/missippi/chambers is very unsafe for pedestrians due to traffic and lack of street lighting.
4/4/2025 - I live right off of 17th and Hanover. Sidewalks in my neighborhood are very narrow and not lit well. I have two kids, one 3.5 years old and one 10 months old. Taking them out in the stroller for walks is very difficult. The sidewalks are so narrow and cars or bushes are often blocking the walkway. The sidewalks dip with every driveway, and cars race by much too fast. I often go for walks in the Denver neighborhoods close to me instead. The sidewalks north of Moorhead rec center are now very wide, beautifully lit, and comfortable. Everything to the north of that is very pleasant, as is everything over by Stanley marketplace. I prefer to walk these areas but would love for my neighborhood to be more pedestrian-

friendly. Walking west along 19th is quite nice, and 19th or 17th would both be wonderful possibilities for better pedestrian infrastructure. I have heard there are plans to widen the sidewalks along Havana up to Montview, which is a big help. Please at least consider making some pedestrian friendly walking routes in the neighborhood and add more lighting. There is so much happening around us, but everything needs to be better connected and safer for those not in cars. I do have a car and we drive, but that should not be the only option. Montview may also be a fantastic road for public transportation. Please also make intersections safer and more accessible for those on foot. Finally, please consider paving more the alleys behind the homes in my area. There is an alley plan, but only 5-6 sections are selected per year. There are over 100 sections still to be developed. At the rate the city is currently going, it will take over 22 years to finish. Please look along Central Park Blvd for inspiration for pleasant, walkable areas. The sidewalks that were recently widened in front of Rocky Mountain Prep School are also a wonderful example. Places I have walked to from my home include Moorhead Rec Center, Glissade coffee shop (with a bike shop and kids theatre company in the same small plaza), Judi's House (a new center for kids experiencing the loss of a sibling), new affordable townhomes, Stanley marketplace, the shops and King Soopers at MLK Blvd and Havana, Westerly Creek trail up along Central Park Blvd, to Montview Park, and even to the Bluff Lake Nature Center. I have walked to other nearby locations, such as Spencer Garrett Park, Taco River at Peoria and 17th Ave, and even to General's Park beyond that. I have also walked to the MLK library and Aurora City Park. I used to, on occasion, walk to the Walgreens and Walmart near Colfax and Havana (though both have since closed). What I have found is that walking to the north, west, and northwest are my favorite routes. The sidewalks feel more pleasant and the roads safer on the north side of Montview. While MLK library is close to me and Aurora City Park is beautiful, I do not feel safe walking there with all the cars whizzing by along Colfax, Del Mar, etc. The parks feel exposed, with traffic on all sides. Spencer Garrett is a little better, but is not as close to other amenities. Time and time again, I find myself drawn towards Montview Park, the Westerly Creek trails, Stanley marketplace, and all the lovely pathways along 25th and 26th ave. I walk these areas because they are safe, have interesting destinations, and are pleasant and comfortable. Please check out the Youtube channels NotJustBikes and CityNerd for some inspiration. Thank you for reading!!!
4/7/2025 - Street lamps aren't enough and they are too dim. Sidewalks are too narrow and hazardous in many places. Protected bike lanes would also be helpful.
4/7/2025 - There are no sidewalks on many streets in my neighborhood. Trash debris broken glass and dumped items litter the walkable dirt area where a sidewalk should be
4/7/2025 - So much traffic, streets are too wide and busy to cross safely, not enough trees or greenery. There are 20 gas stations within 2 miles of my house, it's ridiculous how car centric everything is. I would love for Aurora to be more pleasant to walk around.
4/7/2025 - more lights for sure. better protection for instersection located at Iliff & Kitteridge.
4/7/2025 - Many roads are still missing sidewalks, and Xcel does a poor job of managing lighting. Some parks and open spaces lack safe pedestrian or bicycle access, like the Cherry Creek Trail
4/8/2025 - Pedestrian friendly roads... I would not walk on Parker parkway because I would fear being hit by speeding cars. Rarely do police monitor speeding. Street racers at night makes it dangerous to drive or walk on Parker Parkway.

4/8/2025 - Especially around 225 and Parker, the street and sidewalks need a lot of cement work, pot holes, dirt, trash, everywhere you look just about.
4/8/2025 - I am an APS educator working with students at Crossroads Transition Center. A large part of our program is helping our disabled young adult students access the community. We frequently encounter streets that are either inaccessible or unsafe. For example, most recently, we were at Parker and Yale and there was no sidewalk from the bus stop to the intersection, just stretches of river rock, parking lot entrances, and curbs. More accessible sidewalks should be a priority so that everyone can access all of our community.
4/8/2025 - Aurora is not a pedestrian safe city.
4/8/2025 - Being a pedestrian on south Buckley Road doesn't feel safe. There is a lot of trash and speeding cars.
4/8/2025 - I work and live off Fitzsimons and Colfax the Median makes it difficult to get to my location safely. I run the Storage facility and my 350+ tenants feel the same. Turn in access to the business is not possible without a U-turn at Colfax with is a risk or making circles around town to come back down Fitzsimons. A trun in off the road would be amazing!
4/8/2025 - The sidewalks are dirty and covered in trash and the roads are busy with fast and aggressive cars and the public transport stations dont feel safe
4/8/2025 - No lighting, no sidewalks on 6th Ave east of Picadilly
4/8/2025 - It's awful. 1) Cars parked in front of stop signs, limiting sight of roads/ oncoming traffic 2) sidewalks are narrow, end abruptly, or are generally not bike friendly. (Highline trail is fantastic) 3) pot holes galore. I'm afraid I'll wreck my car on one
4/8/2025 - raised intersections and speed bumps, and stop signs through main neighborhood roads, especially in the vicinity of parks and schools where children need to cross
4/8/2025 - E Mansfield Ave is a very wide road in our neighborhood that promotes speeding. Need more speed bumps that actually slow people down. Unsafe especially with a local school nearby and lots of kids walking to get there
4/8/2025 - Lightning is poor. Roads are maintained pretty well. Speeding and distracted drivers are the biggest risk. There’s only one crosswalk on E. Mansfield Avenue.
4/8/2025 - No protected bike lanes, no speed bumps to discourage speeding vehicles, very few options for public transit.
4/8/2025 - Within my neighborhood, it's fine. However, the intersection of Gun Club and Alameda could use turn lanes or maybe a roundabout. Honestly, the lack of lanes causes a lot of frustration, especially when a slow driver holds others back. I've seen lots of red lights run and I think people are so frustrated, trying to get to their destinations that they run lights.
4/9/2025 - More streetlights on the roadway/sidewalks, it's too dark most of the time; pothole maintenance; sidewalks fit for ADA; in Australia, they have walk signs that beep for those who are visually impaired, while we don't have anything to alert that it is safe for them to walk.

4/9/2025 - Speed deterrents on Powhatan and Southshore Parkway
4/9/2025 - Additional lightening in Southshore Mead District near pocket parks. Traffic lights and four way blinking sign at stoplights. Too much speeding in the neighborhood.
4/10/2025 - Xcel does not properly maintain the streetlights in Ward VI. There are not enough crosswalks or speed enforcement to make it safe to cross the road. Even at crosswalks, folks turning right on red or left don't stop for pedestrians and bikes. The speeding and racing on our public roads is disgraceful.
4/11/2025 - Crosswalk/pedestrian light at Evanston/Smoky Hill; traffic light Chambers/Pheasant Run; sidewalk cleaning along Chambers and Smoky Hill (dirt, broken glass) and also Quincy (in season no ice/snow piled on south sidewalk) and sidewalk repairs; enforce citizen/resident compliance with sidewalk maintenance adjacent to property (bushes cut back, swept, snow removal)
4/11/2025 - Speed humps to prevent drivers from literally drag racing, gunshot and all, on east Kentucky Ave. just east of Havana.
4/11/2025 - Conservatory Parkway curves and becomes Wesley. The crosswalks on Conservatory Parkway have flashing lights to warn cars to slow down and stop. We need the crosswalks on Wesley to have those same features.
4/11/2025 - Perhaps a stop sign midway between Havana and Moline at Kentucky and Kenton or a road hump. There is an elementary school just north of us (11055 E Kentucky Ave) and children walk and possibly cross Kentucky while walking home.
4/12/2025 - The emphasis is entirely on cars, I fully believe that sections of the city should be cordoned off for walking only, and emphasis given to accessibility transit with parking garages further away.
4/14/2025 - We have multiple intersections without even crosswalk lights. You kind of have to guess when to cross. Sidewalks are constantly blocked by cars or construction projects without any signage for ped detours. Pedestrians are clearly NOT a part of the process when planning improvement projects, and enforcement of blocked sidewalks is lacking.
4/14/2025 - Road diets to narrow all non-highway roads, but especially in neighborhoods and near community gathering places. Less street space devoted to vehicles, including taxpayer-subsidized car storage. Wider sidewalks away from the road and protected bike lanes, but also bus-only lanes to improve transit times, make transit more appealing than driving, and to decrease the pollution and noise from 6-lane arterials that have become the norm for almost every street in "new" Aurora. More opportunities for non-car travelers to cross major streets, including full lights (not just the flashing ones that drivers don't stop for) with speed bumps to force drivers to slow down and stop for people.
4/14/2025 - We are at Bayaud and Sable. The traffic from the Colfax bus stops at this intersection, and then people hide behind the brick wall, leaving behind a lot of trash. I think widening the sidewalk, adding more lighting, and some kind of trash cans that have covers/hard to get into would be a good place to start. I think people are used to coming over here like this and I am hoping the Colfax improvement plans reduce the traffic.
4/15/2025 - Wider sidewalks and walking bridges over major roads like Havana, Peoria, Sable, Chambers.

4/16/2025 - Not enough sidewalks/ bike paths. No crosswalks at 56th and Himalaya or 64th and Himalaya to get to Gaylord. Painted prairie was supposed to have shopping and a lake/pond…pedestrian brides.
4/17/2025 - 56th and Dunkirk needs line fixing on North lane after intersection
4/18/2025 - Better lighting at night for crossing streets, more ADA accessible crossing times, more public transportation
4/19/2025 - mexico between chambers and sable is a raceway. it is a wide road encouraging faster speeds past houses. adding painted parking lines would give the illusion of a narrower road.
4/19/2025 - Cars speed on the roads. Narrowing the streets, adding bike lanes, adding raised crosswalks would help slow car traffic and make the streets safer for pedestrians. Sidewalks need to be moved further away from the roads. Trees and other vertical visual barriers need to be placed between the sidewalks and roads to provide a sense of safety for pedestrians. I often see broken glass on sidewalks and in crosswalks.
4/22/2025 - Reduce the speed limit on westbound Hampden between Eagle and Hamilton so people stop running the red light at the Churchill subdivision entrance.
4/22/2025 - I live on Florida between Havana and Peoria. There is lots of speeding, passing in the bike lane, etc. I think speed humps are the only solution that will help the problem the full length of Florida.
4/27/2025 - The roads are not pedestrian-friendly. Or, more specifically, the drivers aren't. We need to force drivers to drive more safely and accommodate bikes/pedestrians, and upgrading streets/roads can be part of that.
Are there any types of facilities or services that you think are missing in your community? If yes, please specify.
3/13/2025 - Buckley road is designated as a bike lane. However, riding a bike is completely not safe on it. Lane is not protected and people go 55+ MPH. Please develop realistic bike lanes so people can use them safely.
4/2/2025 - protected bike lanes, pedestrian friendly crossings
4/4/2025 - Covered bus stops with seating
4/4/2025 - Moorhead Park is a prime candidate for larger picnic shelters and more outdoor programming. The playgrounds there are lovely but it can certainly be more utilized. A library/nature center in the area would be nice, perhaps right next to Judi's house. Would love to see the Dayton street become a revitalized, thriving walkable shopping area (it may be moving towards that already? Hard to tell). Development is occurring all around and the area has such huge potential. Please make it more walkable and pedestrian-friendly, develop better crossings and safer intersections, employ traffic calming measures and bike lanes, create shade corridors and connect green spaces to one another, and fill in the vacant lots with housing and even businesses! So much exciting work is happening along Havana, Colfax, at Fitzsimons, near Stanley Marketplace, and along Montview Blvd. Please continue that reinvestment in northwest, original Aurora while also keeping the character of the neighborhood alive (allowing food trucks, unique small business, people selling oranges off the corners, etc).

4/7/2025 - Colorado 30 from Gun Club to Southlands is an outdated pothole ridden highway. It serves thousands of people daily, is always bumper-to-bumper, and dangerous! It needs to be rebuilt urgently.
4/8/2025 - Shoulders and more lanes on Gun Club road.. No one wants to use e470 because it is so expensive. Give us at least a shoulder on Gun Club so it will be safer. Connect South East Aurora to Parker safely. Going through neighborhoods to get to Inspiration that has no shoulder is not safe and is very crowded. With more housing and houses being built there are no expansions to support the extra infrastructure. We need more lanes on roads and better access to Parker.
4/8/2025 - Further bike paths and connections between bike paths
4/8/2025 - While it seems like a bizarre idea, I think we should take multi-lane roads and establish a trolley system to exclusively use some of the lanes. It would dramatically improve public transit, reduce road width which makes for safer streets, and be completely unique to Aurora.
4/8/2025 - better access to public transit
4/8/2025 - Protected bike lanes, narrower roads to slow down drivers.
4/8/2025 - Safe and convenient bus shelters with lites, accompanying wider and complete sidewalk access and bicycle paths (sidewalk paths and dedicated trails/paths) are needed. Street intersections have got to be improved to be much more pedestrian and bicyclist friendly. Transit bus bypass and que jumps are needed on a variety of major streets throughout the city.
4/10/2025 - I live in Denver just blocks from North Aurora. I wish the sidewalks along Montview and Colfax were wider and supported more local retail.
4/11/2025 - While there is a train station not too far from me, it still takes over an hour to get into downtown Denver. That seems ridiculous to me. It's faster to take a car than it is to take the train, which makes taking the train a non-starter. Aurora and Denver should resolve these issues and improve the transit network so people who live in Aurora but work in Denver don't have to choose between horrible car congestion or horrible, long train rides.

Connecting People. Connecting Places.

CONNECTING AURORA

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

MILESTONE 4
ENGAGEMENT SUMMARY

October 7-October 20, 2025

Prepared by:

HDR



Contents

Milestone 4 Engagement Summary **1**
Contents **1**
Overview **3**
Engagement Overview **3**
Engagement Activities 3
Online Open House 4
Online Community Survey 4
Online Comment Map 4
Virtual Town Hall 4
In-Person Office Hours 4
Stakeholder Group 5
Promotion **5**
News Releases and Media Coverage 5
Social Media 5
Newsletters and Flyers 5
Bus Benches 6
Outreach 6
Stakeholder Group 6
Stakeholder Emails 6
Feedback Results **8**
Who We Heard From 8
Demographic Information 8
Online Survey Responses: Overall Results 8
Programs 8
Policies 9
Projects 10
Appendix A: Milestone 4 Promotional Materials **11**
Flyer 11
Fact Sheet 12
Social Media Posts: NextDoor 13
Social Media Posts: Facebook 14
Social Media Posts: X 17
Bus Bench Ads 21
Media Coverage 22
Appendix B: Engagement Materials **23**
Survey 23
Appendix C: Engagement Results **24**

Virtual Town Hall Notes 24
Stakeholder Meeting Notes 25
Map Comments 29
Survey Open Responses 35
Misc. Additional Feedback 44

PROJECT OVERVIEW

The city of Aurora has conducted numerous studies and planning efforts over the years that have helped guide transportation-related infrastructure projects across the city. In 2018, the Aurora City Council adopted the Aurora Places comprehensive plan to serve as a foundation for decision-making related to growth and development. In fall 2023, Aurora launched Connecting Aurora, a holistic transportation planning process that evaluates and identifies transportation needs of all people for the city's entire transportation network. Connecting Aurora will be the city's first-ever multimodal transportation master plan, building upon previous study outcomes, the city's Comprehensive Plan, and Aurora Place's adopted vision and relevant transportation goals and strategies to enhance mobility choices throughout the city.



The development of Connecting Aurora is distilled into four phases:

1. Discover
2. Synthesize
3. Visualize
4. Realize

This report summarizes the engagement efforts for the Realize Phase or Milestone 4, conducted October 7-20, 2025. The Visualize Phase involved extensive public outreach to gather feedback on programs, policies and projects. In this phase, community members were asked to gauge their general support for the proposed programs, policies and projects, and were encouraged to add any location-specific feedback to a comment map. This phase provided the planning team valuable insight as they wrote the Connecting Aurora Final Report, which will be made available for public review in early 2026.

ENGAGEMENT OVERVIEW

A variety of engagement tactics were used to gather feedback from the Aurora community on proposed visionary networks and investment categories. The numbers on the following pages are an estimate of how many people were informed about or engaged with the project through the various efforts. Engagement survey results from these efforts are shared later in this document.

Engagement by the Numbers

TOUCHPOINTS	ONLINE VISITS	ACTIVELY ENGAGED
*125K+	*578	600+

**The figure of 821k+ touchpoints indicate the cumulative number of interactions or exposure to the project. This is a broader measure compared to the 578 online visits, which represent more direct engagement with the project's online presence.*

Engagement Activities

Throughout Milestone #4 the project team used several different activities during the engagement period to gather input from the public. The main tool used to gather feedback was an Online Open House that included a survey and comment map. The project team also hosted a Virtual Town Hall and In-Person Office Hours to enable community members to share their feedback in a face-to-face manner.

ONLINE OPEN HOUSE

A self-guided online open house was hosted on ArcGIS StoryMaps, linked via the Engage Aurora website (engageaurora.org/ConnectingAurora). Community members could learn more about the project, make comments directly on the map of proposed projects, and take the survey. The survey gathered feedback to gauge support for the proposed programs, policies and projects that will be presented in the Final Plan. The data below represents engagement between April 1-May 2.

- Total visits: 578
- Survey responses: 24
- StoryMap comments: 70

A complete record of map comments can be found in Appendix C: Map Comments.

ONLINE COMMUNITY SURVEY

The StoryMap included a survey to gather feedback from community members after they learned about the proposed programs and policies and explored the map of proposed projects. The survey gauged general support for the proposed programs, policies and projects and received **24 responses**. The survey was available in English and Spanish and other languages upon request. A copy of the complete survey can be found in Appendix B: Survey.

ONLINE COMMENT MAP

Participants were able to provide detailed comments on a map of the proposed projects virtually via the Online Open House. The projects map received **70 pins** throughout the Milestone #4 engagement period.

VIRTUAL TOWN HALL

A virtual town hall was hosted on Zoom the evening of Wednesday, October 8, from 6-7:30 p.m. **12 community members** attended. The town hall was open to the public and attendees could register via the Engage Aurora website. Information on the current phase of the project was shared, and the project team walked through the online open house forum to encourage community members to provide their feedback. Following the presentation, attendees were invited to ask questions and provide feedback via the Q&A function or verbally.

IN-PERSON OFFICE HOURS

The project team hosted in-person office hours at the Aurora Municipal Center on Thursday, October 9 from 4-7 p.m. Community members were encouraged to stop by to learn more about the proposed programs, policies and projects that will be presented in the Final Plan and provide their feedback on physical project maps.

STAKEHOLDER GROUP

A virtual meeting with the Connecting Aurora Stakeholder Group was held on the afternoon of October 15. The meeting was attended by **14 stakeholders** and began with a review of public engagement thus far. The project team then gave a brief overview of planned programs, policies, and projects, and encouraged stakeholders and their communities to provide detailed feedback via the online open house forum.

PROMOTION

A variety of promotional materials were used throughout Milestone 4 to inform the community about the newest phase of Connecting Aurora and how to provide feedback. For details and examples of materials used, go to Appendix A: Milestone 4 Promotional Materials.

News Releases and Media Coverage

One news release was distributed to a comprehensive local media list, including media targeting non-English speakers. A public service announcement about the project aired on Aurora TV the week of September 25. The project was also promoted in an October 2 newscast on **Aurora TV**'s Aurora Now Weekly on cable channels 8 and 880, AuroraTV.org and the AuroraTV mobile app. For a list of news stories, go to Appendix A: Media Coverage.

Social Media

Extensive social media efforts were undertaken to promote the project and to engage the public. A variety of posts and platforms were used, including LinkedIn, Nextdoor, Facebook, Instagram and X (formerly Twitter). Additionally, one Facebook post was boosted for the most common languages: English and Spanish.

- Total posts (including ads): 23
- Total reach/impressions (views/shown): 34K+
- Engagement (clicks/likes/comments): 598

Newsletters and Flyers

Multiple city and community newsletters distributed Milestone 4 project information, reaching over 77k community members.

This is Aurora weekly electronic city newsletter (8,160 subscribers)

- Oct. 2 issue
- Oct. 9 issue
- Oct. 16 issue

Road Construction Roundup weekly electronic newsletter (660 subscribers)

- Oct. 3 issue

On Havana Street email blast

- **Oct. 15**

AuroraTV weekly electronic newsletter (1,600 subscribers)

- Sept. 24 issue

- Oct. 2 issue

HOA Leaders electronic newsblast (1,173 recipients)

- -Oct. 5 distribution

Engage Aurora Connecting Aurora project page newsletter blast (192 recipients)

- Aug. 1
- Aug. 22
- Oct. 2

Engage Aurora all registered platform participants newsletter blast (2,567 recipient)

- Sept. 15

An article was included in three News Aurora issues, which were distributed in water bills in July, August and September. Approximately **63K homes** received each bill insert each month.

Flyers were made available at Central Recreation Center, Southeast Recreation Center, Moorhead Recreation Center and the Center for Active Adults as well as the Aurora Central Library, Martin Luther King Jr. Library, Mission Viejo Library and Tallyn's Reach Library.

A Milestone #4 promotional email was sent to the **400+ City of Aurora Boards and Commissions Members** on October 8.

Bus Benches

Bus bench ads were placed at three locations throughout Aurora:

- 14875 E Colfax Av & Altura
- 17175 E Smoky Hill Rd & Wagon Trail Pkwy
- 00280 S Chambers Rd & Alameda

Photos of bus bench ads can be found in Appendix A: Bus Bench Ads.

Outreach

Outreach was conducted with various community stakeholders as described in the following sections.

STAKEHOLDER GROUP

One email was sent to the Stakeholder Group with promotional materials for Milestone 4 engagement.

STAKEHOLDER EMAILS

The project team sent emails to many stakeholders with the project information and asked them to share with members of their organizations.

- Adonea Metro District
- Andover Glen Neighborhood
- Aurora Public Schools Communications Department
- Beacon Point Metro District
- Bel-Aire Estates
- Bicycle Aurora
- Carriage Park Homeowners Association

- Chaddsford Community Group
- Cherry Creek Schools Communications Department
- Community College of Aurora Communications Department
- Conservatory at the Plains HOA
- Country Village HOA
- Creekside Eagle Bend HOA
- Dam East HOA
- Dam West HOA
- Danbury Park HOA
- Del Mar Neighborhoods United
- Del Mar Park Community Market
- Developmental Pathways
- E-470 Neighbors
- East Quincy Highlands and East Quincy Highlands II
- Eastridge Civic Association
- Estates of Meadow Hills
- Expo Park Trash Club
- 'FAX Aurora
- Fieldstone at Tallyn's Reach
- Florence Street from 23rd to 25th Streets Registered Group
- Forest Trace Homeowners Association
- Green Valley Ranch Master Homeowners Association
- Harmony Master HOA
- Havana BID
- Heather Gardens Association
- Heather Ridge South
- Heritage Eagle Bend
- Highland Park East Neighborhood
- Iliff Commons Residential Association
- Kirkegaard Acres Neighborhood Association
- Lake Shore Community Association
- Laredo/Highline Neighborhoods
- Lyn Knoll Neighborhood
- Majestic Commercenter
- Meadowood Neighborhood Association
- Mission Viejo Community HOA
- Morris Heights Homeowners Association
- Murphy Creek Master Association
- North Aurora Neighborhood Association
- Northwest Aurora Community Collaborative
- Peoria Park
- Pioneer Hills Owners Association
- Prides Crossing Master Association
- Project Worthmore

FEEDBACK RESULTS

The results described below are a compilation of the feedback gathered via the online open house survey.

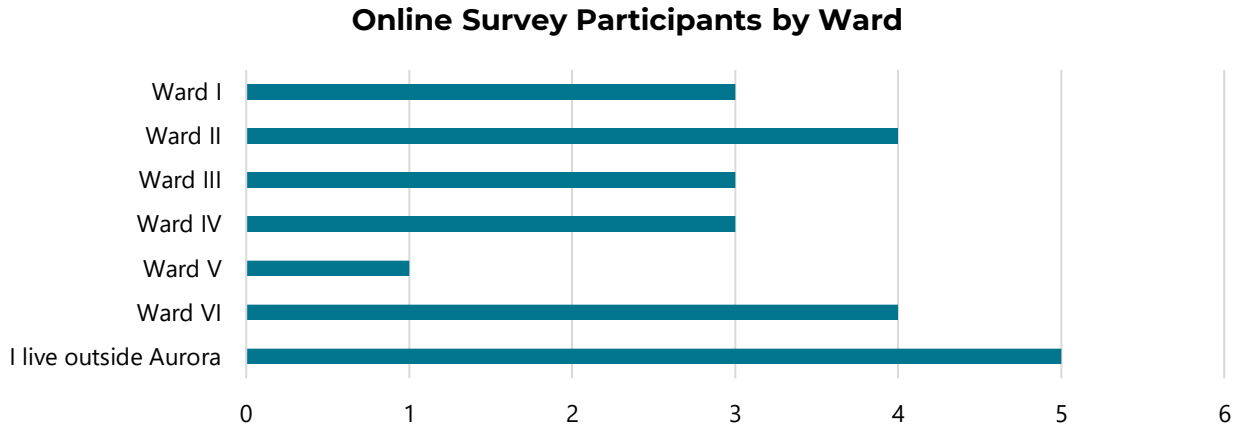
Results from the survey and all other forms of feedback can be found in Appendix C: Engagement Results.

Who We Heard From

DEMOGRAPHIC INFORMATION

Wards

Survey participants were asked to share the Ward they live in. The engagement by Ward was generally evenly split, with the lowest participation from Ward V.



Online Survey Responses: Overall Results

Throughout the course of Milestone 4, community members were invited to take a survey to gauge public opinion on the proposed programs, policies and projects. The survey was available online on the StoryMap site via Engage Aurora. The survey consisted of one demographic question; three multiple choice questions to gauge general support of the programs, policies and projects; three open-ended questions to share thoughts about the programs, policies and projects; and one question that asked participants to share any other thoughts with the project team.

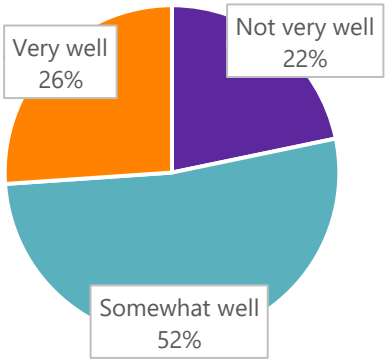
As seen in the breakdown of each question below, the majority of participants agree that the proposed programs, policies and projects reflect the needs of their community "somewhat well," with the lowest levels of support shown for the proposed projects.

PROGRAMS

When asked how well the proposed programs reflect the needs of their community, **over 75% of respondents said "somewhat well" or "very well."** In the open-ended response about programs, most participants showed support for the direction of the programs, especially when it came to bus priority, sidewalk retrofits, bicycle-friendly infrastructure, and bus stop improvements. Several noted the programs are well thought out and aligned with current and future needs. Several respondents emphasized that public safety and cleanliness should be addressed before or alongside transportation

improvements. Concerns about crime, homelessness, and violence were repeated. Some supported reducing car convenience to promote transit and active transportation. Others are reluctant to lose driving lanes, especially without improved safety and security on public transit. A few suggested adding dedicated bus lanes only if they don't reduce car lanes. There were also calls for microtransit and better BRT connections to RTD rail lines.

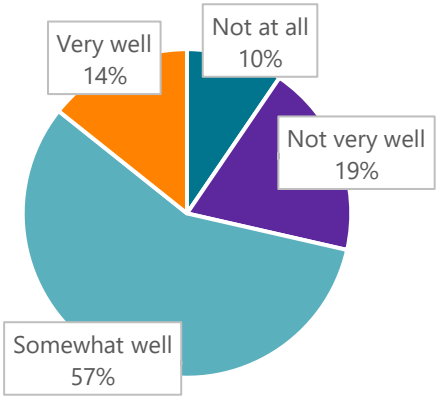
After reviewing Connecting Aurora's programs, how well do you feel they reflect the needs and priorities of your community?



POLICIES

When asked how well the proposed programs reflect the needs of their community, **over 70% of respondents said "somewhat well" or "very well."** In the open-ended question about the proposed policies, many respondents showed support for multimodal transportation, including bike lanes, sidewalks, and public transit improvements. Designing streets for safer speeds and improving pedestrian infrastructure were frequently praised. Several emphasized the importance of wheelchair accessibility and sidewalk maintenance, especially in winter. Another major theme was that public safety must come first. Some felt that transportation improvements are meaningless without addressing safety first. Some support reducing car lanes for bikes/buses, especially if they improve safety and transit flow. Others oppose removing driving lanes, citing increased congestion and underused bike lanes. There was also some criticism of car-centric development and lack of mixed-use, walkable neighborhoods, with suggestions to enforce stronger development guidelines and increase density to support transit and walkability.

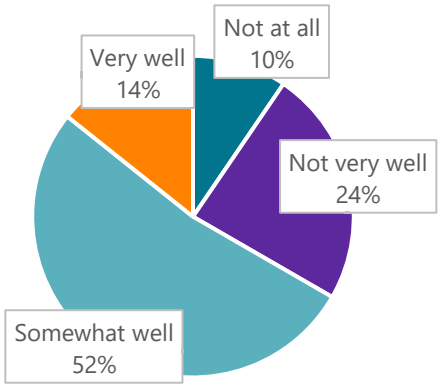
After reviewing Connecting Aurora's policies, how well do you feel they reflect the needs and priorities of your community?



PROJECTS

When asked how well the proposed programs reflect the needs of their community, **over 65% of respondents said "somewhat well" or "very well."** In the open-ended question about the proposed projects, respondents emphasized that safety must be addressed first before investing in new transportation features. Several respondents felt the proposed projects are too limited, additionally calling for more detailed project lists, not just maps, to improve transparency and accessibility. Many supported the holistic, multimodal vision, including microtransit accessibility improvements, and safe infrastructure for e-bikes and scooters. There was enthusiasm for reducing car dependency and revising speed limits to make roads safer for all users. Respondents also noted concerns over a lack of bike/walk infrastructure and transit access in growing areas, like Northeast Aurora. There was a general emphasis on shared funding responsibility between the city and developers to avoid overburdening new communities.

After reviewing Connecting Aurora's policies, how well do you feel they reflect the needs and priorities of your community?



APPENDIX A: MILESTONE 4 PROMOTIONAL MATERIALS

FLYER



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Fall 2025

Final Feedback Opportunity

Projects, programs and policies now ready for your review

This October is your last chance to provide feedback on Connecting Aurora, the city's first ever multimodal transportation master plan. From Oct. 7 to 20, explore our online open house, take the survey, join us for a virtual town hall, or drop in for office hours to provide your input on future transportation projects, programs and policies before they are incorporated into the final plan.

The proposed improvements aim to make traveling in Aurora safer and more convenient for everyone who walks, rolls, bikes, drives or takes transit.

MAKE YOUR VOICE HEARD ONE LAST TIME!

Learn more and take the survey:

Virtual Town Hall:
Wednesday, Oct. 8
6 to 7:30 p.m., online via Zoom
bit.ly/ConnectingAuroraTownHall

In-Person Office Hours:
Thursday, Oct. 9, 4 to 7 p.m.
Aurora Municipal Center - Aurora Room

Feedback open Oct. 7 to 20

Since early 2024, the city has gathered community feedback on existing conditions, imagined futures, visionary networks and investment priorities. **Input to date helped inform the projects, programs and policies that will be posted for public review this October.**

THANK YOU TO EVERYONE WHO HAS PARTICIPATED SO FAR!

EngageAurora.org/ConnectingAurora
Scan the code to review the list of projects, programs and policies and provide your feedback.



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Otoño de 2025

ıa Oportunidad Enviar Comentarios

rogramas tas para

su última
u opinión sobre
primer plan
multimodal de la
ctubre, explore
rtas abiertas en
uesta, únase a
niento virtual o
ficinas para dar
uros proyectos,
e transporte antes
plan definitivo

Las mejorías propuestas tienen como objetivo hacer que viajar en Aurora sea más seguro y conveniente para todos los que caminan, andan en bicicleta, conducen o utilizan el transporte público.

¡HAZ OÍR TU VOZ POR ÚLTIMA VEZ!

Más información y encuesta:

Ayuntamiento Virtual:
Miércoles, 8 de octubre,
6 a 7:30 p.m., en línea a través de Zoom
bit.ly/ConnectingAuroraTownHall

Horario de Atención al Público:
Jueves, 9 de octubre, 4 a 7 p.m.
Aurora Municipal Center - Aurora Room

Comentarios abiertos del 7 al 20 de octubre

Desde principios de 2024, la ciudad ha reunido comentarios de la comunidad sobre las condiciones actuales, los futuros imaginados, las redes visionarias y las prioridades de inversión. **Las aportaciones recibidas hasta la fecha han servido para dar forma a los proyectos, programas y políticas que se publicarán para su revisión pública este mes de octubre.**

¡GRACIAS A TODOS LOS QUE HAN PARTICIPADO HASTA AHORA!

EngageAurora.org/ConnectingAurora
Escanee el código para revisar la lista de proyectos, programas y normas, y envíe sus comentarios.

FACT SHEET



Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Fall 2025

GET READY FOR MILESTONE 4

Project Overview

Launched in early 2024, Connecting Aurora is a transportation plan that will identify projects, policies and programs to be implemented over the next five to 20 years and beyond. This plan aims to better connect our residents, employees and visitors to various destinations across the city. This plan will also help to create more interesting and safer places for our city through better and innovative transportation design and improvements.

Make your voice heard one last time

Take the survey online from **Oct. 7 to 20 at EngageAurora.org/ConnectingAurora**

Final Feedback Opportunity: Oct. 7 to 20

This October is your last chance to provide feedback on Connecting Aurora, the city's first ever multimodal transportation master plan. We developed a list of future transportation projects, programs, and policies based on the community feedb
over the last year and
online open house, ta
us for a virtual town h
office hours to provid
projects, programs a
they are incorporated

bit.ly/ConnectingAu

IN-PERSON OFFICE HOU

Thursday, C
Aurora Mu
Aurora Roc



CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN

Fall 2025

What We've Heard

Connecting Aurora has been built upon the public engagement efforts of previous transportation projects in recent years and the city's commitment to inclusive public engagement. The plan will reflect meaningful feedback from diverse communities throughout the city's neighborhoods and business centers, especially those who are historically underrepresented.

Since early 2024, we've gathered community input and relied heavily on public feedback in building the final plan. Our promise to the public is to make sure the plan reflects the community's priorities and illustrates how public input influenced the plan's outcomes.

Spring 2024 Community Feedback

During the project's first milestone in Spring 2024, **many community members shared that they do not feel safe driving, walking and biking is an uncomfortable form of transportation, public transit is unreliable and often poses security risks, and there is a strong desire to have higher quality streets and places.**

Fall 2024 Community Feedback

In Fall 2024, community members were asked to provide input on three imagined transportation futures: car-oriented, transit-oriented, and neighborhood-oriented. Most participants **favored either the transit-oriented or neighborhood-oriented future for Aurora when surveyed about factors like accessibility, prosperity, mobility and safety.** A car-oriented city, on the other hand, was widely viewed as either having no or a negative impact on quality of life.

Spring 2025 Community Feedback

Earlier this year, we collected input on future investments and four visionary networks: bikeway, sidewalk, transit and streets. **The majority of community members showed support for all four networks, and the three consistently highest funded investment categories were bikeways & trail improvements, transit service expansion and pedestrian improvements.**

GIVE US A CALL
720.984.2109

SEND US AN EMAIL
connectingauroraco@gmail.com

LEARN MORE ONLINE
EngageAurora.org/ConnectingAurora

SOCIAL MEDIA POSTS: NEXTDOOR





SOCIAL MEDIA POSTS: FACEBOOK




CONNECTING
AURORA
Looking for a quick and easy way to shape Aurora's future?
EngageAurora.org/
ConnectingAurora


CONNECTING
AURORA
Final Feedback Opportunity!
We want to hear from you one last time!
EngageAurora.org/ConnectingAurora


CONNECTING AURORA
Tell us your feedback online one last time!
EngageAurora.org/ConnectingAurora

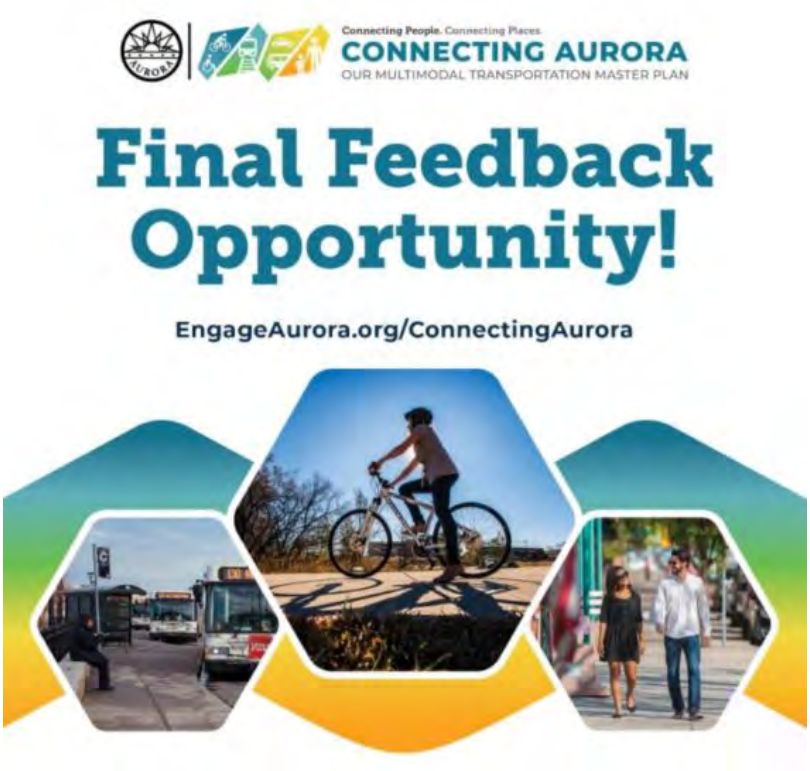

Connecting People. Connecting Places.
CONNECTING AURORA
Thank You!

SOCIAL MEDIA POSTS: X



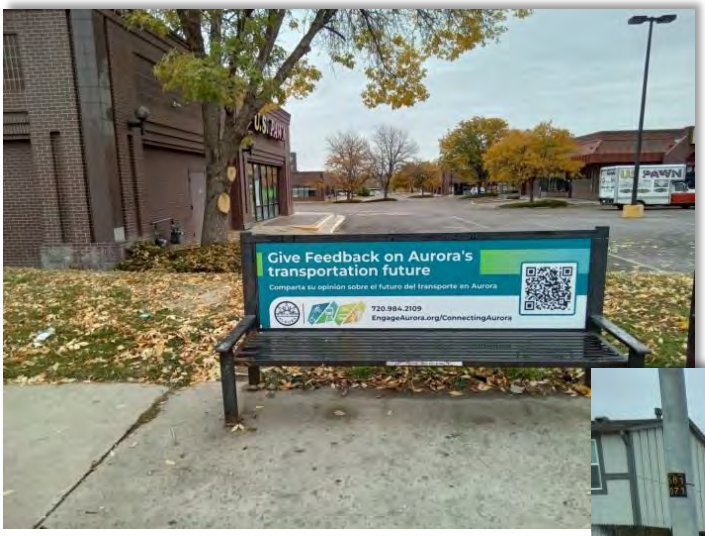

Connecting People. Connecting Places.
CONNECTING AURORA
Final Feedback Opportunity Begins Today!
ENGAGEMENT ACTIVITY | ACTIVIDAD DE PARTICIPACIÓN
Share your thoughts | Comparta su opini
STATE OF THE SYSTEM
Vehicle traffic today
Driving
Biking
Connecting People. Connecting Places.
CONNECTING AURORA
We want to hear from you!
EngageAurora.org/ConnectingAurora

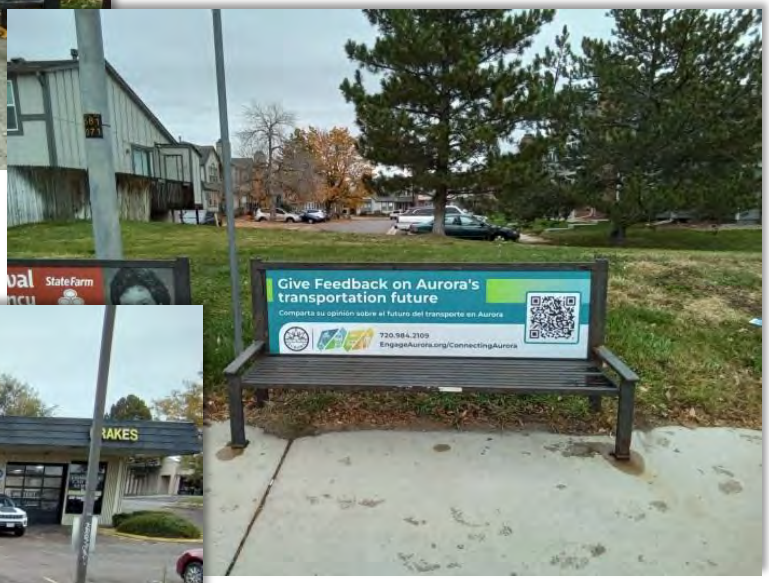

Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
It's Not Too Late!
EngageAurora.org/ConnectingAurora


Connecting People. Connecting Places.
CONNECTING AURORA
OUR MULTIMODAL TRANSPORTATION MASTER PLAN
Final Feedback Opportunity!
EngageAurora.org/ConnectingAurora


Thank You!
Your voice helped shape
Aurora's transportation future!
CONNECTING
AURORA

BUS BENCH ADS







MEDIA COVERAGE

Outlet	Date	Link to Story
Aurora TV's Aurora Now Weekly	October 2, 2025	Final opportunity to give feedback on Aurora's first-ever citywide transportation master plan is Oct. 7-20
AuroraTV's Aurora Now Weekly	Sept. 25, 2025	PSA #1: Connecting Aurora launches latest transportation plan survey Oct. 7

APPENDIX B: ENGAGEMENT MATERIALS

SURVEY

Questions:

1. After reviewing Connecting Aurora's programs, how well do you feel they reflect the needs and priorities of your community?
    a. Very Well
    b. Somewhat Well
    c. Not very well
    d. Not at all
2. After reviewing Connecting Aurora's policies, how well do you feel they reflect the needs and priorities of your community?
    a. Very Well
    b. Somewhat Well
    c. Not very well
    d. Not at all
3. After reviewing Connecting Aurora's projects, how well do you feel they reflect the needs and priorities of your community?
    a. Very Well
    b. Somewhat Well
    c. Not very well
    d. Not at all
4. Share your thoughts on Connecting Aurora's recommended policies.
5. Share your thoughts on Connecting Aurora's recommended programs.
6. Share your thoughts on Connecting Aurora's recommended projects.
7. Which city ward do you live in?
    a. If you don't know your Ward, please enter your zip code.
8. Is there anything else you would like to share with the project team?

APPENDIX C: ENGAGEMENT RESULTS

VIRTUAL TOWN HALL NOTES

MEETING MINUTES

Milestone 4 Virtual Townhall

DATE:	10/08/2025
TIME:	6 p.m.
LOCATION:	ZOOM
ATTENDEES:	12 non-project attendees

Notes

SLIDES:

RECORDING:

COUNCILMEMBERS PRESENT:
Councilmember Hancock

PRESENTATION:
Question from Drew Davidge: East Colfax resident here! Please speak more about how the Connecting Aurora plan bridges the Westerly Creek Trail link between both communities for pedestrian and bicycle transportation modes. NANO, Del Mar, and East Colfax (Denver) neighborhoods are some of the most underserved in the metro and priority for improved transportation modalities.

> Answer: Key finding is the need to improve major crossings for our trails systems. Over 300 different improvements have been identified. Westerly Creek is a very important question, and Colfax is a barrier to that transportation. Recommend going to online open house to make comments about suggestions. Westerly Creek is identified as an improvement. With a project/plan of this nature, it's tough to present all 1000 projects in a single webinar. For Original Aurora, a significant amount of streetway improvements are planned.

Question from Maitri Lazaroff: is there a funding plan in place, or are projects planned to be funded along the way?

> Answer: Transportation funding can be hard to come by and a key outcome of the plan is to identify what the key funding opportunities are. There are many opportunities for funding. The city is in the midst of reviewing funding opportunities to make sure the city has appropriate funding in place to pay for services needed. Strategic planning process underway, which includes this plan. Will explore options and partnerships. Build Up Aurora is the city's planning process. Connecting Aurora identifies which projects are important to the city, assigns costs and the information can be used it identify necessary funding mechanisms.

RANDOM DRAWING WINNER:
Drew D.

STAKEHOLDER MEETING NOTES

NOTES

MEETING SUBJECT: Stakeholder Group – Meeting #8

LOCATION: Virtual – MS Teams

DATE/TIME: Oct. 15, 2025 at 2 PM

---

1. Welcome and Introductions (5 minutes)

   - Erik Balsley, University of CO Anschutz
   - Lyle Artz, Fitzsimmons Redevelopment Authority
   - Kelly Brough, Fitzsimons Innovation Communtiy
   - Ryan Shaaban, Tryba Architects, Fitzsimons Innovation Community Master Plan Consultant
   - Sam Valeriano, Be Well Health and Wellness Initiative
   - Tracy Sakaguchi, Colorado Motor Carriers Association
   - Lisa Romero, Kaiser Permanente
   - Matt Schaefer, Cherry Creek Schools
   - Kenneth Ho, FIC
   - Adam Spears, Anschutz Facility Management
   - Courtney Stryker, Arapahoe County Senior Resources
   - Chance Horiuchi, BID
   - Desiree Banka
   - Malia Hickens
   - Keith Borsheim, HDR
   - Ambriel Speagle, HDR

2. Milestone 4 Presentation – Programs, policies, and projects (45 minutes)

Chance Horiuchi (chat): engageaurora.org/connectingaurora - I will share with the BID

3. Discussion (20 minutes)

Lyle Artz: I know I'm preaching to the choir here, but one of the most critical and frustrating issues for me is RTD. Frequency and reliability for both buses and light rail are huge issues. Frequency of service decreased during Covid and has not fully recovered since. I don't know how we can fix this, but it's very important in my book.

Keith: RTD is a partner, part of our Technical Advisory Committee, and are generally supportive. Transit is at an interesting moment in the country, making expansion difficult for any transit provider right now. The city will look into its role in expanding transit (funding to RTD, providing capital improvements to allow for greater efficiency, etc.). Better access to transit services (first mile, last mile, etc.) will also improve these issues to some degree.

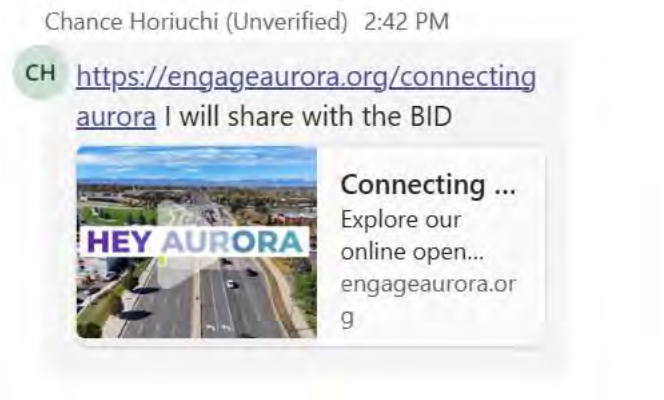
Kelly Brough: For the Fitzsimmons and Anschutz campuses, could transit service frequency just be shifted to accommodate start/end of shifts if service frequency expansion is not possible? This wouldn't require more funding.

Keith: Great recommendation, that can apply to more than just the campus areas as well, such as Northeast Aurora.

Desiree Banka (chat): Great idea Kelly!

4. Next Steps – (5 minutes)

Chat Screenshots



Desiree Banka (External) 2:50 PM

DB Great idea Kelly!

Last read

Chance Horiuchi (Unverified) 2:52 PM

CH All, feel free to join us at the upcoming annual meeting for the BID.
https://onhavanastreet.com/events/nov-13-2025-havana-bid-annual-meeting/

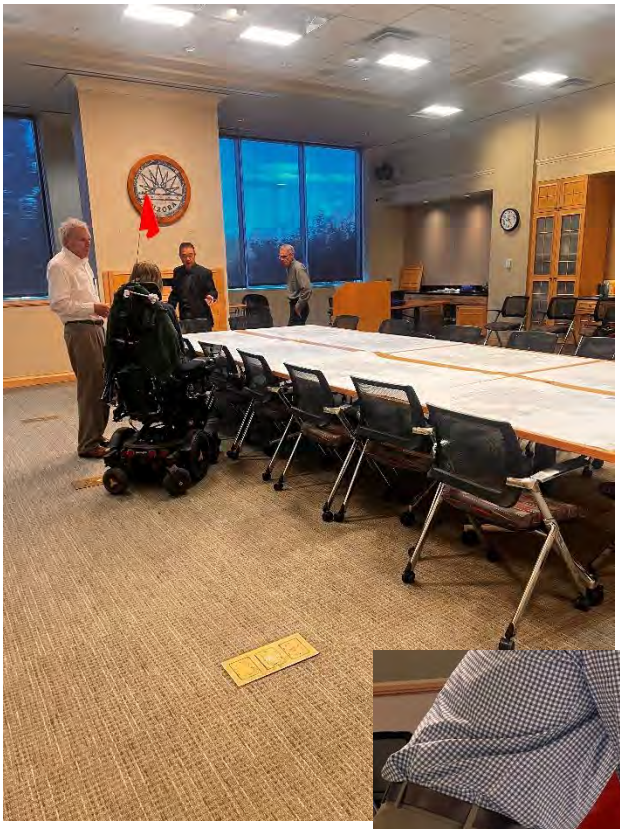


2025 Havana BID - On Havana Street Annual Bu...
On Havana Street's monthly public board meeting on the 3rd Thursday of each month. Join us! Learn what's...
onhavanastreet.com

Schaefer, Matt D (Unverified) 2:52 PM

MS Thanks for sharing!

IN-PERSON OFFICE HOURS





MAP COMMENTS

Comment Category	Comment	Longitude	Lattitude
Streets/Corridors	I know Gun Club is a multi-jurisdictional issue but why isn't this stretch of the road identified for improvements in the plan?	-104.7159609	39.6602473
Intersections	I love this idea.	-104.8471482	39.72561183
other	Need microtransit east of I-225	-104.8140405	39.71681935
Streets/Corridors	Quincy East of Gun Club needs to be widened as soon as the new recycling center opens as the road as is will not be able to handle all of the traffic this will be adding to Quincy.	-104.7031743	39.63874641
Streets/Corridors	Why are there no plans to widen this road? You have allowed developers to add so many more houses, townhomes, apartments, etc. that a normal 10 minute drive is now 30 minutes. My commute to work is now doubled and I work and live in Aurora.	-104.7157719	39.65397108
Intersections	Several accidents at this section and pork chop island is potential and not risky for Bikers	-104.7540485	39.62661461
Bikeways	Bike lane from Smoky hill Library area ends at Chenango dr &	-104.7449932	39.62671528

	Himalaya st. that needs to extend to Eagle crest HS, Sky Vista etc and bike lanes to smoky hill and smoky hill business neighborhoods.		
Intersections	noticed accident at this sections. can you check the traffic light timing or speed?	-104.7991752	39.63842656
Bikeways	Paved multi-use trail, PROS open space general improvements	-104.8833505	39.74124661
Crossings	Protected bicycle median and pedestrian crossing; remove automobile intersection	-104.8834437	39.74011079
Crossings	traffic calming feature; cycle and pedestrian crossing	-104.8833719	39.74196954
Sidewalks	curb ramp and general sidewalk improvements	-104.8833677	39.74193334
Streets/Corridors	traffic calming feature	-104.8834468	39.74198435
Bikeways	shared bike lane connector to 17th Ave	-104.8834549	39.7429806
Bikeways	shared bike lane, Westerly Creek Trail alt route	-104.88108	39.74265956
Streets/Corridors	traffic calming feature	-104.8810849	39.74381351
Crossings	signed bicycle/pedestrian crossing, Westerly Creek Trail connectio	-104.8810116	39.74382478
Sidewalks	curb ramp	-104.8810889	39.74372592

Sidewalks	curb ramp, Westerly Creek Trail connection	-104.8811022	39.74364374
Streets/Corridors	traffic calming feature	-104.8811083	39.74197642
Intersections	reconfigure automobile turn lane to accommodate protected bike and ped crossing	-104.8834708	39.74014404
Bikeways	protected multi-use path, Westerly Creek Trail connector	-104.8834408	39.74044314
Streets/Corridors	concrete median with protected bike/ped lane	-104.883467	39.74047853
Streets/Corridors	eliminate on-street parking	-104.8833976	39.74048887
Intersections	signage for alleyway/utility/ROW access and Westerly Creek trail crossing	-104.883452	39.74061026
Bikeways	Westerly Creek Regional Trail protected median crossing over Colfax/US 40/BUS 70	-104.8834916	39.74014445
Streets/Corridors	traffic calming feature	-104.8834893	39.73868439
Bikeways	Akron St bicycle boulevard: Colfax Ave to 11th St	-104.883474	39.73933553
Bikeways	Westerly Creek Regional Trail, on-street connector	-104.8834818	39.73924613
Bikeways	shared bike lane connector	-104.8840786	39.7372643
Bikeways	Westerly Creek Trail connector	-104.883912	39.73725834
Crossings	signed/signaled bicycle and pedestrian crossing	-104.8846367	39.73726132

Bikeways	Westerly Creek Regional Trail, on-street connector	-104.8834857	39.73807492
Bikeways	Westerly Creek Regional Trail, on-street connector	-104.8834857	39.73661759
Bikeways	Akron St bicycle boulevard: Colfax Ave to 11th St	-104.8835283	39.73318127
Bikeways	Westerly Creek Trail connector alt route	-104.8839507	39.73560132
Bikeways	shared bike lane, Westerly Creek Trail connector	-104.884036	39.7356043
Crossings	signed/signaled bicycle and pedestrian crossing	-104.8846445	39.73561622
Bikeways	12th Ave bicycle lane intersection	-104.8835113	39.73559761
Intersections	traffic calming feature	-104.8834437	39.73559761
Crossings	signed/signaled bicycle and pedestrian crossing	-104.883448	39.73287526
Sidewalks	sidewalk ramp, RTD stop adjacent	-104.8834516	39.7328033
Crossings	marked pedestrian crossing	-104.8835481	39.73291788
Crossings	marked pedestrian crossing	-104.8845862	39.73563278
Bikeways	Westerly Creek Trail, Yosemite St crossing alt route	-104.8846721	39.73562082
Bikeways	Westerly Creek Trail, Yosemite St crossing	-104.884664	39.73727106
Crossings	marked pedestrian crossing	-104.8845799	39.73727915

Intersections	traffic calming feature, Akron St bike boulevard	-104.8834948	39.73726782
Intersections	traffic calming feature, Akron St bike boulevard	-104.8835114	39.73417988
Sidewalks	sidewalk connector, Westerly Creek Trail	-104.8845838	39.73799368
Sidewalks	sidewalk connector, Westerly Creek Trail	-104.8840651	39.73864512
Intersections	traffic barriers, protected bike lane	-104.8834444	39.74028699
Streets/Corridors	median and streetscape improvements, planters for trees, etc.	-104.8834754	39.74052849
Crossings	marked pedestrian crossing	-104.8811021	39.74386225
Intersections	traffic calming feature	-104.8822752	39.74198348
Bikeways	Westerly Creek Trail, 16th St alt route	-104.8825565	39.74198348
Crossings	marked pedestrian crossing	-104.8834535	39.74203759
Bikeways	Westerly Creek Trail, Beeler St connector	-104.8810835	39.74285772
other	ROW is blocked here by a dumpster and vehicle parking	-104.8816563	39.74257333
other	No ROW exists here	-104.881455	39.74349432
Streets/Corridors	signaled/signed bicycle & pedestrian crossing, adjacent RTD bus stop (15, 15L EB)	-104.8834746	39.74012232

Bikeways	Westerly Creek Trail, 16th Ave to Beeler St	-104.8811297	39.74200154
Crossings	NEATS currently shows this as a separated grade crossing. With the planned Aerotropolis Parkway (Interchange at I-70; separated grade crossing of Smith Rd & UPRR, and interchange with 26th Ave.) and the Monaghan Road interchange being planned by the County, having another major infrastructure project at this location on a minor road crossing (Powhaton Road & UPRR)) should be re-evaluated. Based on the other road improvements planned in this area, this planned separated grade crossing should be eliminated from NEATS. The development in this area can not support this amount of infrastructure through only their Metro Districts and ARTA.	-104.6782771	39.7453309
other	This planned major bridge might not be necessary and adds additional infrastructure costs which could make development in this area unfeasible	-104.6783219	39.74529162
		-104.6779042	39.72195338
		-104.6439438	39.70915595

Intersections	Level/ remove dip on Powhaton southbound	-104.6781867	39.72174925
Intersections	Level/ remove dip on Alameda at New Castle Way	-104.6832507	39.71095458
Streets/Corridors	Needs re paved East of Harvest on Jewell.	-104.6964257	39.68200107
Streets/Corridors	Monaghan needs re paved between 26th and 56th	-104.659533	39.76713236

SURVEY OPEN RESPONSES

Share your thoughts on Connecting Aurora's recommended policies.	Share your thoughts on Connecting Aurora's recommended programs.	Share your thoughts on Connecting Aurora's recommended projects.	Is there anything else you would like to share with the project team?
Safety should be the main concern and our city is filled with crime, theft, cartels, gangs, and homelessness. Our children do not feel safe in this city! They are no longer safe to walk to school.Public transportation is occupied drug addicts and homeless. Spend the money and time on improving our safety. None of these transportation ideas will do any good if your community does not feel safe.	Money and time should be spent on safety and cleaning up the city. Aurora has become similar to a third world country with crime, violence, and homelessness!	The community wants to feel safe from all the crime, gangs, and homelessness not new paint on sidewalks and more useless bike lanes.	End this project. It is a waste of time and money. These people making these decisions need to live where I live and in the areas most affected by gangs, crime, and homelessness!
The policies are good- multimodal streets and designing streets for safer speeds are particularly strong.	The programs are good and there is good variety. Bus priority and sidewalk retrofit are great. Resurfacing is necessary, bicycle	The specific projects are lacking. The only sidewalk improvements are to major arterial roads, nothing to make residential	Thank you for your efforts in creating this plan. Just to get this far is great. Please continue to bring

New development guidelines are improtant and should be both strong and enforced (not waived).	friendly, bus stop improvement, and safe routes to school are innovative. Programs could be more specific as to how they will achieve policies (which of these programs will change road design to encourage slower speeds? None include making roads more winding/narrow, adding in street trees, etc). Multimodal counts is a start in making streets multimodal, but only a baby step in that direction. We are missing things like raised crosswalks, installing more roundabouts, removing slip lanes, shortening crosswalk length at intersections, adding medians, curb extensions, and adding car free zones or streets! The programs fall a bit short of what they could be, especially for informing the next 20 years.	sidewalks wider/more accessible in the next 20 years? There are plenty more individual projects that need to be included in this plan. 13th Ave multimodal plan is a great project that needs to be brought back/expanded, Havana St improvements, Montview improvements (Montview would be great for fast transit options like a tram, raised crosswalks, policies to reduce speeds, etc). 17th ave or 19th ave both great options to go multimodal. The proposed projects barely scratch the surface of what needs to be done.	more innovative projects. Walkability is increasingly popular and beneficial for all (health, accessibility, business, safety, connection, families).
I think all the projects proposed are good ones, but there are many other places where changes could be made. For instance there are many 2 lane strodes that are not commuter friendly for anyone and if we could block off more of the second lanes as bus and bike only that would be great,	I think that progress is being made, but there are still feelings that traffic is being prioritized over making our roads more pedestrian/bicycle friendly. I would prefer we make commuting by car harder and less convenient while simultaneously making bus and other forms of	Again, this is good progress and I am really excited to see these projects, but I know for instance that the move to push Yale west of Parker from a two lane road to a single lane was nixed because there was too much car use during peak hours. That use is likely induced demand since the road is there and too wide already. I wish we could move	I would love to see the price of bus and train tickets drop. I know it's not much now, but with concerns around reliability and frequency, having the cost be very low would incentivize use.

especially if they were protected from the traffic.	transit easier and more convenient.	more two lanes roads to single lanes and find different ways to discourage car commuting while encouraging other transit use.	
	I like the programs. They seem to be helping Aurora become more connected and multimodal, which is a plus!	The map function made it very difficult to see what projects were being proposed and it could be a bit glitchy, especially on a phone. While it's nice to see everything mapped by location, it would also benefit to have a list of projects and their description, especially, for those unfamiliar with transportation improvements.	A breakdown of all projects by the various timelines in addition to type of project so people can have a true understanding of what will be done in the near term vs. long term.
Widen narrow sidewalks on local streets for wheelchair users, and add new sidewalks to local streets where no sidewalks exist. Pay attention to surface for wheelchair accessibility and mobility. I like the whole idea of the multimodal transportation planning, and more frequent transit and BRT.	We need microtransit in central Aurora east of I-225.	Encouraged by holistic view. Likes microtransit and multimodal, and recognition of accessibility.	
I think it looks good. I would like to see public art incorporated into these projects.	I think it looks good. I would like to see public art incorporated into these projects.	I think it looks good. I would like to see public art incorporated into these projects.	I would like to see public art incorporated into these projects.

Very well thought out and focused on current needs and future growth & developments.	Very well thought out and focused on current needs and future growth & developments.	Very well thought out and focused on current needs and future growth & developments.	I would like to see more art and culture in these projects to show that the city of Aurora is contemporary, fostering community identity, enhancing public areas..
Roads need to be maintained and lanes added. Money spent on bike and walking paths are a waste of money.			
There's a lot of info to take in. If I understood everything, it seems like it makes sense. I'd still like to make sure pedestrian-friendly infrastructure is prioritized on a timeline, new bus routes (maybe via a bus trial program) are added, and there is a snow shoveling program for sidewalks (shaded sidewalks around me - iliff & sable - don't get shoveling).			1) The area bordered by Iliff (south), Chambers (west), Airport (east) doesn't have much walking, bikeways, or transit. Why not? 2) Mandatory bike lanes on streets extending 2 blocks from the school.
More bus routes are needed to connect aurora to light rail and major city areas. Including along 64 - if it is to be an artery for aerotropolis.			
Perhaps it's my phone but I can't see the specific policies		I am unable to see specific projects. May i strongly recommend a light at 56th Ave	

		and Piccadilly. I have a child who has to cross this intersection daily to catch the RTD bus. Drivers are not prioritizing pedestrians. While we're at it, why not an RTD bus stop closer to Painted Prairie	
While I agree with the vision of these, Aurora has allowed developers to build communities in a way that don't really mesh with these utopian ideas of walking, biking, public transport. Take a look north and east of 56th and tower, and you'll see proof of hotel and gas station galore continuing to be placed, cars prioritized as well as parking lots primarily for those two, then restaurants if we're lucky secondarily and/or medical, finally getting more grocery. Out East more commercial. It just doesn't seem to mesh with how everything is built around our area for residential. It kind of begs the question as to how your vision and what you allow the developers to do can be so far apart and how these two opposing forces are going to align.	Ignoring our community needs and the name doesnt really match newer communities and how we are connecting them in our area.	Nothing is really being planned/done for our Painted Prairie community. It seems mostly ignored in the current plans with next to nothing really making it more bike, walkable in the current design and only a few major considerations in 20+ years time frame for anything really close by. Someone needs to take a look again at this and other expanding areas north of 56th. It looks like we've mostly been forgotten.	

Land density needs to be incorporated in the policy. City is sprawling in a big way and maintaining the infrastructure or sustainability will be challenge in the near future.Denser walk able or non-motorized accessible neighborhoods should be incorporated in the policy.	Jobs/acre or density/acre needs to be included in the policy and mass transportation, non-motorized mode of transportation projects should get higher priority. BRT on major main roads feeding to the RTD rail lines can create residents to use mass transit than driving alone which will have both direct and indirect impact to our community and region.	There is a high tendency you kids using e-bikes, scooters etc. and also technology is also in favor. creating a safe infrastructure for non-motorized modes can help to build on such momentum. Vehicle speed is scary and city has to revise speed limit and road diet approach so that roads will be for all users not only drivers!	Aurora Land use policy needs big amendment, sprawling city with limited resources could be a challange looking forward.
			Stop forgetting about east of E470. I know we don't exist to you all but we actually do.
			The sidewalks in my neighborhood (Sunnyvale, near 6th & Fulton) are ridiculously narrow. I and others often walk in the street if I am walking with someone else, because we cannot walk side-by-side otherwise. I wish these sidewalks were wider.
We need a bus line for Piccadilly that takes people to the Pena Station train. The bus lines do not reach in a highly dense and populated area. Kids, citizens that need or want public transportation do not have any	I am worried that my area will not benefit from these plans.		

options. I couldn't tell if there was a widening of Pena to I-70? I couldn't tell. That area is getting worse and worse.			
While it is good to improve walkways and bike lanes, please don't take away driving lanes — like was done on the northwest side of Del Mar Circle and Peoria a few years ago where we lost a drive lane to make a bike lane that is rarely used and now us locals have to deal with back ups in traffic at certain times of the day that doesn't used to exist when there were two driving lanes. I also LOATHE the way bike lanes are sectioned off in Denver, please do not follow their model.	Until RTD improves security and safety on public transportation, I won't ride public transportation and am not keen to lose driving lanes to dedicated bus lanes. If dedicated bus lanes can be added without losing driving lanes, go for it!	I found the informal given here too broad and generalized to be able to comment. The maps were too small to be easily read.	
I appreciate the policies for multimodal being a priority and designing streets to be safer. The cross-sections in NEATS should be reevaluated to ensure they are actually promoting safety to cross the most vulnerable users. And phasing roadway widenings to not have unsafe designs for a 20-30 year potential need.	I appreciate the desire to have "good" data, as this can be the foundation for all the programs and implementation of policies. The review process should take into account more current data that is sometimes better than previously forecasted data since the land plans and roadway network are on a micro level versus macro level. There should be flexibility in cross-sections,	It appears the projects are mostly within existing areas of the City. And it seems that the infrastructure in the NE developing area is assumed to be the responsibility of developments instead of the City. There is a need for many regional improvements in the developing area that should also become a priority to the City to obtain affordable and attainable	Prioritize education to all road users for interactions with cyclist. There was great info for the new motorcycle law, but never an informational campaign for new bicycle laws. Drivers are frustrated when they don't realize cyclists are within the law.

	phasing, and connectivity from NEATS once more thorough data is available and evaluated.	housing and development. Without regional or municipal funding, the cost to build communities increases and ultimately impacts residents and business owners. It should be a shared cost, not just assuming developments will afford to pay all infrastructure nearby. For the safety improvements at Powhaton and the railroad crossing, this should remain at-grade with the widened road since there are many limiting factors to an affordable grade separated bridge. There will be two nearby grade separated bridges with the near-term interchanges coming to the east (Monaghan) and west (Aerotropolis). Thank you for your consideration.	
No Comments	No Commenst	NEATS currently shows this as a separated grade crossing at Powhaton Road & Smith Road/Union Pacific RR. With the planned Aerotropolis Parkway (Interchange at I-70; separated grade crossing of Smith Rd & UPRR, and interchange with 26th Ave.) and the Monaghan Road/I-70 interchange being planned by the County, having another major infrastructure project at	

		this location on a Collector road crossing (Powhaton Road & UPRR)) should be re-evaluated. Based on the other road improvements planned in this area, this planned separated grade crossing should be eliminated from NEATS. The development in this area cannot support this amount of infrastructure through only their Metro Districts and ARTA.	
I haven't had time to review in detail.	I haven't had time to review in detail.	The proposed major bridge on Powhathon Road would impose a significant infrastructure cost on the region, adding to the existing financial burden created by the bridges on Aerotropolis Parkway and Monaghan Road. Given the proximity of multiple nearby interchanges, projected traffic volumes on Powhathon Road may not justify a grade-separated crossing. It is recommended that the City take a closer look at this segment to evaluate whether a more cost-effective at-grade solution could adequately serve anticipated demand.	Additional engagement with the development community recommended, including local civil engineers, traffic engineers, and planning firms.
I believe the policies listed really focus on the short and mid term needs of the city during this		Please continue to focus on how north and south Aurora can connect better, via multi modal	Heavy lifting in the project, great job to Tom, Huang,

incredible growth period. I also believe perhaps the E470 corridor may need its own policy in the NE area of the city due to how it is building out.		and micromobility. I feel it needs to be listed, so it is not forgotten about, from not only a business perspective but citizen connection perspective also.	and Rick/Amber! This wasn't easy.
			RTD is not efficient or cost effective. Not a big fan of it expanding into east Aurora

MISC. ADDITIONAL FEEDBACK

Additional feedback following Milestone 4 Office Hours was sent to the project team by one of the attendees:

Resident's Initial Input on the Connecting Aurora Transportation Plan

Particular Points-of-Interest Re: Info Gleaned from Connecting Aurora's Staff/Website

● Multi-Modal Transportation Planning

- Holistically (and inclusively) hope-full!

● BRT = Bus Rapid Transit

- This plan's a plus (to help resolve RTD-route transit-times) ★

● Aurora Rides

- Happy to hear …but wish it were here (extended to additional areas and to <60yo riders with mobility issues)!!

Potential Proposal(s)

(Pt 1: Senior and Mobility Transportation)

● Q: Could a Rapid-Expansion of On-Demand Rides Programs be combined with business-opportunities and lowered program-costs?

Visionary Network Idea(s): What if the upcoming **Aurora Rides** program were to somehow be more-rapidly expanded to serve both additional geographical-areas and additional age-/mobility-challenged demographics, while simultaneously creating more win-wins, for budgets (eg. those of City of Aurora, RTD, local NPO's/NGO's and various businesses) and perhaps added profits, as well, by integrating and utilizing multiple currently-established systems, entities and vehicles?

Current Insights:

- Using Access-a-Ride types of short-buses seems especially expensive (as much or more than a plane ticket?)

- The planned initial program for Aurora Rides is for a limited area, and for persons aged 60 and above

- Initial phase is planned for a 3yr period, before possible expansions

- Younger disabled/mobility-challenged persons are also facing gaps in their ability to find affordable, accessible transportation on an on-demand (or even on a reliable plan-ahead) basis.

Suggestions for Synergistic Solutions

● Could smaller wheelchair-accessible vans be added to the Aurora Rides program, to assist with transporting individual mobility-challenged disabled persons and Seniors door-to-door (and thereby also reduce the per-ride costs to the city and RTD)?

● Instead of purchasing additional vehicles for the program itself, might those being used by various other nonprofits and businesses already be utilized within their off-times by the program, somehow (bringing additional profits for those entities plus lowered costs for the city of Aurora and RTD)?

● Could current programs such as Access on Demand (esp. in collaboration with Uber's and Lyft's WAV programs) and RTD's Flexride and Access-a-Ride arms become Transportation dance partners with the Aurora Rides program (and areas/agencies beyond), while still offering free, On-Demand ridership to those who need it most (mobility-challenged, seniors and other adults) …and also integrate (pre-trained) vehicles from the point above (similar to Uber/Lyft drivers, but drawn from trained professional para transit drivers, vehicles and organizations)?

● Would there be any way to also integrate current Medicaid and other medical-insurance-covered rides programs (eg. TransDev and perhaps individual programs connected with Living Centers and/or veterans' benefits…) in order to create a more centralized, profitable, cost-saving and mutually-beneficial, efficient system of providing rides for those who need them for medical reasons?

Pt. 2 (and beyond?):

While additional ideas (in regards to both seniors / disabled persons and overall Transportation issues and inspirations and situations) have also percolated, in response to the processing of your information about the City's Connecting Aurora Plan, this resident is currently bumping into various tech issues (incl. unstable internet/wonky devices), plus the deadline for community input, so additional submissions are yet to be determined, at this point (and thought it might be best to at least try to get this part to you).

Thank you to all of the City of Aurora planning department staff members and leaders for your work in visualizing and creating better future connections for all who are living in, delivering things to or visiting Aurora (and areas which we want to travel to/from).

Connecting Aurora Community Input

(Pt 1a/addendum: Potential Supplemental Funding Sources?)

Aurora Rides / Free Shuttle Service Funding Ideas

For some reason, when the Lone Tree Link (On Demand Free Shuttle Service) comes to mind, it's with the thought that there had been some original articles saying that it was being funded by local businesses there. At any rate (whether accurate or

not), it has sparked additional ideas and questions about potential supplemental funding sources for the Aurora Rides services:

● Could something be set up so that various local destinations (eg. from businesses such as retail places, grocery stores and malls to hospitals and clinics, rehabs and senior living centers, theaters and churches, parks and rec, workplaces and/or government agencies) might contribute towards funding the service by purchasing annual memberships for being designated (or prioritized/advertised?) destination-points? Bringing more people to them might be a worthwhile win-win of bringing them higher profits, payments, memberships, visits and attendance/usage while helping to financially support the Aurora Rides program.

● Might there be a way to have certain contributing members / destinations also contribute smaller micro-payments for each rider who is dropped off at (and who spends a minimal amount of time at) their location; and have these micro-payments automatically-calculate and accrue via an app which tracks precise locations of the riders who are utilizing the Aurora Rides service?

● Perhaps a nominal (or even sliding-scale) fee could also be considered for people using Aurora rides who are not disabled/mobility-challenged and/or who are over a specific (non-poverty) income-level. Maybe they could also receive some sort of automatic-credit applied (via the app's scheduling and precise-location-services) to their Aurora Rides account/next-rides, if they choose (and spend time at) one of the location-destinations which is an annual/paid program-member?

AURORA PLACES

planning tomorrow's city























The Comprehensive Plan
for the City of Aurora, Colorado
Adopted by Ordinance 2018-37
Effective October 27, 2018

Connecting Aurora Update - March 2026
Adoption Draft

Acknowledgments

Aurora Places would not have been possible without generous participation from the Aurora community. The unprecedented diversity of community stakeholders were integral to developing the city's vision and planning for its future. Additional information about public input into Aurora Places can be found in Chapter 3.

City Council

Bob LeGare
Mayor

Crystal Murillo
Ward I

Nicole Johnston
Ward II

Marsha Berzins
Mayor Pro Tem and Ward III

Charlie Richardson
Ward IV

Bob Roth
Ward V

Francoise Bergan
Ward VI

Dave Gruber
At-Large

Allison Hiltz
At-Large

Angela Lawson
At-Large

Johnny Watson
At-Large

Former City Council Members

Stephen D. Hogan
Mayor

Sally Mounier
Ward I

Renie Peterson
Ward II

Barbara Cleland
At-Large

Brad Pierce
At-Large

Planning and Zoning Commission

Bob Bengen
Chair

Dennis Lyon
Vice Chair

Dexter Harding

Leigh Hettick

Dana Jackiewicz

Dan Staley

City Manager and Staff

Jim Twombly
City Manager

Jason Batchelor
Deputy City Manager

Nancy Freed
Deputy City Manager

Michelle Wolfe
Deputy City Manager

Janice Napper
Assistant City Manager

Roberto Venegas
Assistant City Manager

Skip Noe
Former City Manager

City Attorney's Office

Michael Hyman
City Attorney

Daniel L. Brotzman
Interim City Attorney

Dan Money
Assistant City Attorney

Department Directors

George Adams
Planning and Development Services

Marshall Brown
Aurora Water

Kim Stuart
Communications

Terri Velasquez
Finance

Fernando Gray
Fire

Shelley McKittrick
Homeless Program

Aleta Jeffress
Information Technology

Diana Giordano
Human Resources

Patti Bateman
Library and Cultural Services

Malcolm Hankins
Neighborhood Services

Tom Barrett
Parks, Recreation and Open Space

Nicholas Metz
Police

Dave Chambers
Public Works

Aurora Places Steering Committee

Jeff Thompson
University of Colorado Health

Michael Del Giudice
University of Colorado Denver
Anschutz Medical Campus

Kasia Kubiak Smulka
Buckley Air Force Base

Tamara Mohamed
Aurora Chamber of Commerce

Sonda 'Sunny' Banka
Sunny Homes and Associates

Jan Yeckes
Arapahoe County

Abel Montoya
Adams County

Josh Hensley
Aurora Public Schools

Yuiry Gorlov
Aurora Economic Development Council

Margie Sobey
Resident

Hilda Perez
Hilda Perez Agency

Elizabeth Neufeld
Aurora Housing Authority

Tricia Allen
Adams County Economic Development

Bob Bengen
Aurora Planning and Zoning Commission

Dennis Lyon
Aurora Planning and Zoning Commission

Karen Farquharson
Montessori del Mundo

Christian Jimenez
Resident

Karlyn K. Shorb
Aurora Sister Cities International

Leela Timsina
Bhutanese Refugee Community

Rosine Angbanzan
Ivory Coast Community

Angela A. McCain
Cherry Creek Schools

Chris Coble
Black Label Real Estate

Justin Kerns
Resident

Signy Mikita
Community Housing Partners

Janie Brady
Buckley Air Force Base

David Strohfus
Cherry Creek Schools

Aurora Places Project Team

Daniel Krzyzanowski
Principal Planner

Robert Watkins
Former Planning Director

Nate Owens
Senior Planner

Julie Patterson
Senior Communications and Marketing Specialist

Parrish Gibson
Special Projects Coordinator

Project Consultants

Project Team Lead:

HOUSEAL LAVIGNE

Houseal Lavigne
Chicago, Illinois

Technical Assistance Provided by:

Raimi and Associates
Berkeley, California

SE2 Communications
Denver, Colorado

Chapter 1 – **The Right Plan at the Right Time** **1**

Chapter 2 – **A City in Transition** **5**

Chapter 3 – **Community Conversation** **17**

Chapter 4 – **Placetypes** **23**

Chapter 5 – **Connecting Places** **67**

Chapter 6 – **Goals and Policies** **111**

Chapter 7 – **Action Strategies** **125**

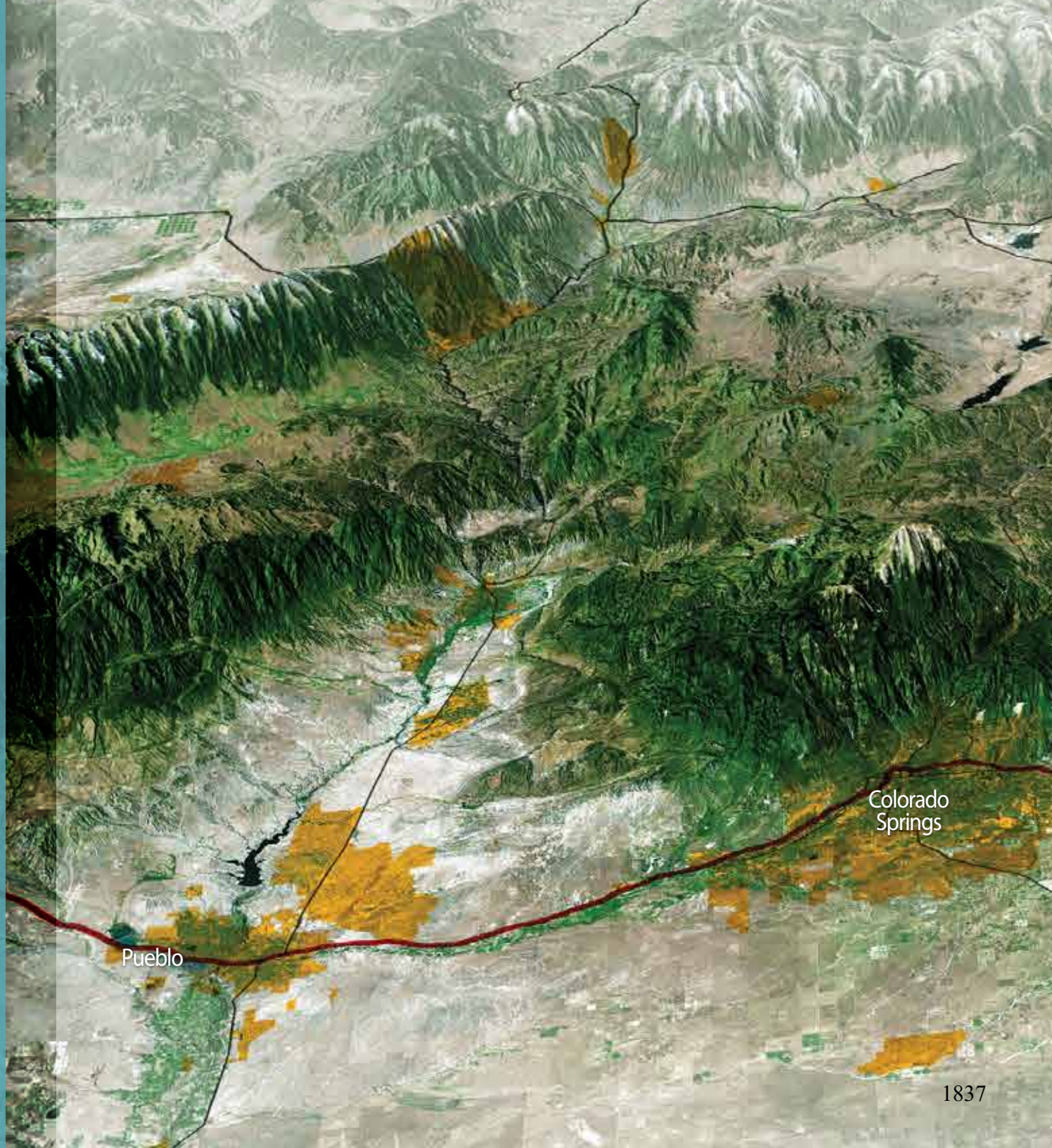
Aurora Places in the Region and Nation

Aurora Details

- 374,154 residents (2018)
- Third most populous city in Colorado
- 54th most populous city in the U.S.
- Part of the Denver-Aurora-Lakewood Metropolitan Statistical Area (19th largest in the U.S.)
- Approximately 160 square miles and only partially built out

Highly Accessible to Regional Transportation Corridors

- Interstate 70 (east to west through northern Aurora)
- Interstate 225 (north to south through central Aurora)
- E-470 (north to south through central Aurora)
- Denver International Airport (DEN) and the Colorado Space Port (adjacent to Aurora's northeastern boundary)
- Regional Transportation District (RTD) Aurora Line (R Line) with 10 stations in Aurora
- RTD University of Colorado A Line, connecting to Denver International Airport and downtown Denver, with service through Aurora's Peoria Station and 40th / Airport - Gateway Park Station




FRONT RANGE
Boulder
Fort Collins
70
Lakewood
Denver
Thornton
25
25
Castle Rock
76
AURORA
70
1838





THE RIGHT PLAN AT THE RIGHT TIME

Much has happened in Aurora since the city's last comprehensive plan was adopted in 2009. The population has grown by 15 percent or 47,384 people, and the city has become even more diverse, with thousands of residents hailing from over 50 different countries. The Anschutz Medical Campus experienced recent exponential growth, becoming the most prominent academic health center in the Rocky Mountain region. The Regional Transportation District (RTD) opened the R Line light rail–our Aurora Line–adding seven new stations in Aurora, increasing mobility in the city and connecting the region to Aurora. Stanley Marketplace, Stapleton Aurora, the Gaylord Rockies Resort and Convention Center, the Hyatt Regency Aurora-Denver Conference Center, and numerous new projects at rail stations and on the eastern plains have been completed or are underway.

Together, these changes–and many yet to come–offer opportunities and challenges as Aurora rapidly evolves from a mid-size, suburban community to a large city. Aurora Places will provide the foundation for these efforts by describing a general path forward and identifying and addressing trends, needs and opportunities broadly and comprehensively. Aurora Places includes the following:

Chapter 1. The Right Place at the Right Time

What is Aurora Places and how is it used? It is a foundation for decision-making and focuses on planning and connecting places.

Chapter 2. A City in Transition

How is Aurora changing, and what are some of the key issues that need to be addressed? It describes challenges associated with the economy, housing, population and natural resources.

Chapter 3. A Community Conversation

What did we hear from the community? Aurora Places engaged residents, businesses, officials and city staff in an extended conversation concerning important matters in the city and ways to successfully move forward. The conversation provided ideas concerning a strong economy, population diversity, housing variety, health, the environment, improved mobility, and an improved and authentic reputation.

Chapter 4. Placetypes

What types of places need to be planned and developed or improved in Aurora? Aurora Places describes types of places and principles to be employed in planning and developing these places. It includes a map showing the proposed general locations for these placetypes.

Chapter 5. Connecting Places

How does the city connect the different places? This chapter describes concepts for city form, transportation, water, parks and open space, cultural resources, strategic areas and other means for providing connection and choice in the community.

Chapter 6. Goals and Policies

What are the detailed goals and recommended practices for Aurora? Both were formulated based on an understanding of issues facing the city, what we heard during the community conversation and a grasp of placetypes and connections.

Chapter 7. Action Strategies

What are the immediate action steps that should be taken to implement the goals and policies in the plan? It describes some of the tools that can be used immediately, along with specific strategies and measurements for success.



What is AURORA PLACES?

Aurora Places is the plan for our city's future.

It is designed to serve as a foundation for decision-making related to growth and development in Aurora. It presents a vision for the future, with long-range goals and recommended actions for a variety of public activities. The vision identified in Aurora Places is based on a public engagement and outreach process more extensive than that of any previous planning initiative. The information that residents, business owners, subject matter experts, city officials, staff and other stakeholders provided was critical to understanding the community's concerns, aspirations and priorities.

The plan emphasizes the importance of creating and improving the variety and types of places throughout the city. These placetypes include urban districts, neighborhoods, commercial and industrial areas and areas for innovation. Aurora Places also describes the systems that connect places citywide, including transportation, water and parks and open space.

Public outreach and engagement was key to the creation of Aurora Places. The information and feedback collected from residents, business owners, subject-matter experts and community stakeholders was critical in both understanding the community's concerns, aspirations and priorities and responding effectively to the city's needs. In addition, the city and its consultants conducted extensive inventory, analysis, research and assessment to fully understand the impact of the various conditions that influence planning and the context of the city as it exists today. This extensive inventory, outreach and engagement program also provided the feedback necessary to identify and establish a community vision and community principles.

COMMUNITY PRINCIPLES

A Strong Economy Principle: A strong economy with active urban places is essential for the wellbeing of residents, businesses and the community.

A Diverse and Equitable City Principle: Diversity and equity are assets to be nurtured and promoted by the city.

Housing for All Principle: High-quality housing options enable people across all socioeconomic levels, cultural practices and stages of life to establish and manage households.

A Healthy Community Principle: Eating healthy food, walking and exercising, living in a clean and safe environment and having access to medical care improves the lives of all Aurorans.

A Thriving Environment Principle: Stewardship of water, energy and natural open spaces is essential to the well-being and success of residents and the community.

Easy Mobility and Active Transportation Principle: An easy-to-use transportation network with multiple choices for travel supports a strong economy, healthy community and flourishing environment.

An Authentic Aurora Principle: The creation of great places, the preservation of traditionally unique places, and effective marketing and promotion are essential to improving Aurora's image.



A COMMUNITY VISION

Aurora is a welcoming and safe community and a city of opportunities where people of all backgrounds can prosper. Aurora is known for its unique places, strong economy, community involvement, quality and attainable housing, integrated and healthy neighborhoods, smart ways to get around and a thriving natural and cultural environment.

How to Use AURORA PLACES

Aurora Places is general in nature–it cannot tackle every issue in sufficient detail to determine every type of necessary action. The plan's intent is to identify key areas of focus, define a vision for future growth and development, and provide guidance for city actions and investments over the next 10 to 20 years. In areas where more detailed information and recommendations are needed, the plan may identify additional steps or actions to address those needs. The plan serves the following key functions:

Telling Aurora's Story and Sharing Its Vision

At its core, the plan should serve as a powerful statement of the community's vision for how it grows and changes in the coming years. The plan identifies the city's priorities and charts a path for the city's long-term growth.

Evaluate and Inform Development Proposals

The plan should guide and assist in the evaluation of public and private development proposals and help ensure that proposed developments support the city's long-term objectives.

Regulatory Framework

The plan should serve as a foundation for zoning regulations, subdivision regulations, the official zoning map, water planning and policy, flood hazard regulations, annexation decisions and other decisions guided by these regulations. Amendments to these regulations should be made as needed to support the long-term objectives of the plan.

Coordinate Local and Regional Initiatives

The plan should inform and coordinate local and regional planning initiatives at the city, county and regional levels. The plan may aid and inform efforts related to housing, transportation, transit, trails, water and natural resources, economic development, annexation, conservation and more.

CIP and Budgeting

The plan should inform the development of the city's capital improvement program and budgeting process and help establish priority expenditures and the sequence of capital improvement programming.

Identify Future Studies

The plan establishes a path forward, but cannot address every issue in sufficient detail. It should help identify additional studies and future action steps to address specific needs.

Inform and Educate

The plan is a valuable source of information for policy makers, local boards and commissions, organizations, businesses and residents. This broad spectrum of interests should use the plan to inform members and stakeholders and provide important information that can assist with future initiatives.

A CITY IN TRANSITION

Situated on prairie grasslands, rolling hills and the Black Forest's northern tip, Aurora, Colorado started as a small collection of subdivisions that incorporated initially as the town of Fletcher in 1891. In 1907, the town was renamed Aurora and was officially incorporated as the City of Aurora in 1928. The city grew steadily throughout the 20th century as the largest city adjacent to Denver's eastern border. Today, with more than 361,000 people, Aurora is among the nation's largest cities–bigger than more well-known cities like St. Louis, Pittsburgh and Cincinnati.

Aurora welcomes and celebrates the growing diversity of its population. As an emerging economic leader within the Colorado Front Range, it is a city that supports and promotes the entrepreneurial spirit of its residents. Aurora forms the eastern edge of the metropolitan area, is conveniently located next to Denver International Airport and serves as a major transportation hub. Its residents enjoy a comfortable way of life and a wealth of opportunity, with access to quality education, family friendly neighborhoods and a strong job market. Aurora has the potential to become a global destination for residents and businesses because of its diversity, location and economic opportunity.

It is a critical time for Aurora–a time that calls for bold planning and strategic thinking.

The city's history as a suburb has resulted in obstacles that must be overcome. The city generally lacks urban places that will attract 21st-century jobs and the people who want to work in them. Housing options are not as diverse as other large cities and transportation options are increasing but need to expand citywide. Water is a critical resource that requires a strategy of planning, acquisition and conservation in order to meet future demands. The plan's name, Aurora Places, captures the essence of what Aurora needs most in its future-more options, high-quality public spaces and new urban places.

Building on a community conversation that engaged thousands of Aurorans, Aurora Places describes strategies for overcoming obstacles and forging a clear path to reach the city's full potential. This comprehensive plan will serve as a guide for decision making as the city navigates through this transitional period.

1844

Economy

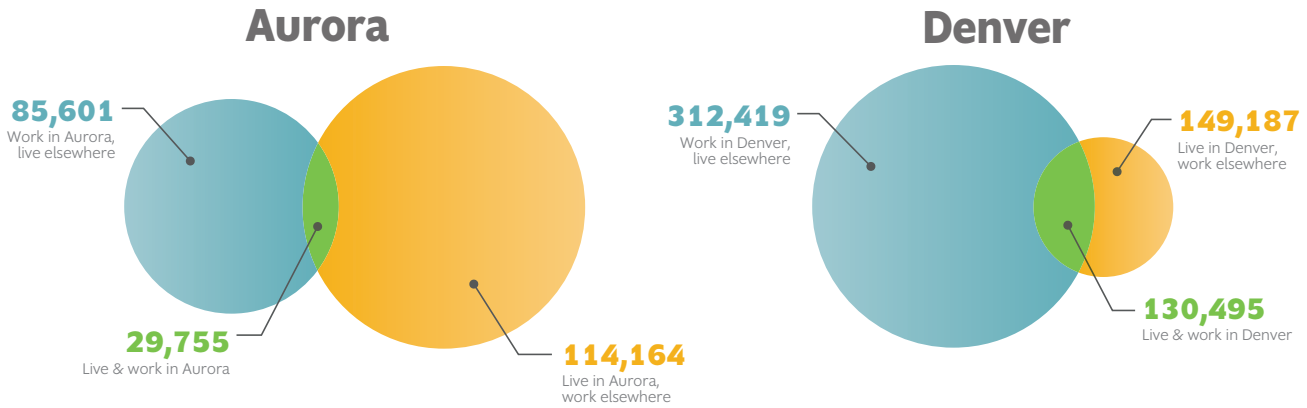
Our city needs new types of urban places and a greater variety of neighborhood experiences to attract employers and support new, higher-paid jobs and to draw the most talented workforce to fill those jobs.

For much of its history, the public viewed Aurora as a bedroom community and a suburb of Denver. But with the ever-growing prominence of key economic assets like the Anschutz Medical Campus, Buckley Space Force Base and related aerospace industries and recent additions such as Stanley Marketplace, the Amazon fulfillment center, and the Gaylord Rockies Resort and Conference Center, the city continues to be attractive to businesses and investment. Still, the majority of workers who live in our city commute to other communities to work.

Also, a majority (74 percent) of those who work in Aurora do not live in the city. Aurora is heavily dependent on its retail sales tax for revenues to support city services. In general, attracting more of its workers to live in Aurora will increase city revenues and boost the local economy.

Inflow / Outflow

Most workers who live in Aurora work elsewhere, likewise, most people who work in Denver live elsewhere.



Source: U.S. Census Bureau, Center for Economic Studies

Household Income and Annual Wage

Median Household Income and Average Annual Wage (2016)

$55,303
Aurora Median Household Income

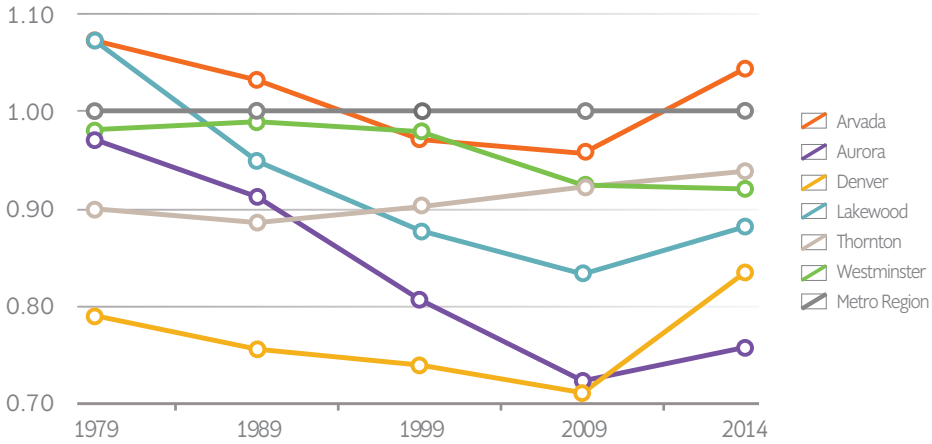
$68,173
Metro Area Median Household Income

$53,243
Average Annual Wage of Aurora-based Jobs

Source: American Community Survey (ACS), Colorado Department of Labor and Employment

Relative Median Income

In comparison with the metropolitan area, Aurora's incomes have been low.



Source: Colorado Department of Labor and Employment

It is projected that the healthcare industry will continue to provide the greatest number of jobs in Aurora, followed by education services, retail trade and professional services. All together, these sectors account for over half the jobs in the city. While these sectors do offer some above-average and high-wage jobs–like doctors, researchers and professors–a large portion of the jobs in these fields tend to pay less. Average household and family incomes in our city are relatively low compared to neighboring communities. Families are sometimes challenged to meet their basic needs–including housing and transportation–leaving little extra spending money, which reduces the city's sales tax revenues. Since the city of Aurora is primarily dependent on sales tax revenues to support basic services such as public safety and street maintenance, increasing average family incomes is critically important.

Aurora is home to many talented and hard-working residents, but to stay competitive in the regional and national employment markets, it is essential that Aurora's workforce be equipped with the education, training and credentials needed in tomorrow's economy. The quality and readiness of Aurora's workforce can be a significant advantage in attracting and retaining growing businesses to the community.

Increasingly, the quality of life and authentic, unique places in a community dictate where both employers and employees choose to locate. Our city needs new types of urban places and a greater variety of neighborhood experiences to attract employers and support new, higher-paid jobs and to draw the most talented workforce to fill those jobs. In addition, Aurora must continue to attract primary employers and higher-income jobs to complement the current workforce and grow Aurora's economic base.

38,017

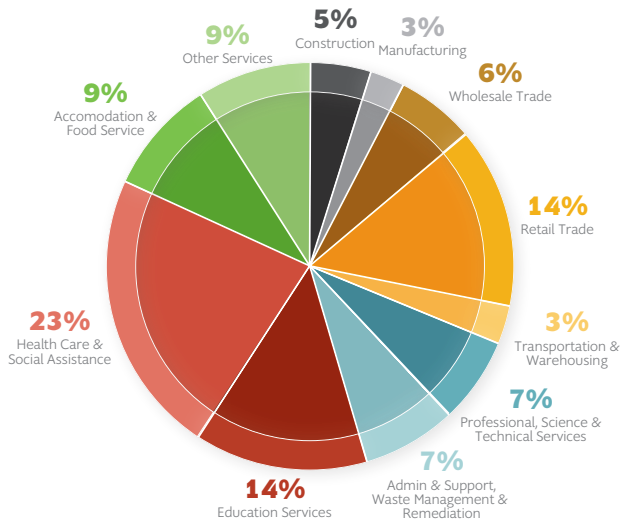
Projected Total Job Growth

(2015-2025)

Source: Center for Economic Studies

Industry Percentage

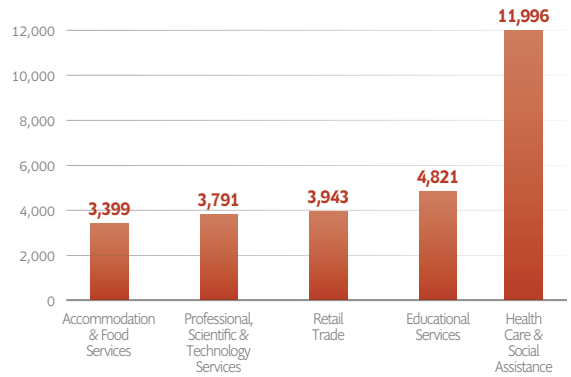
The majority of working Aurorans are employed in healthcare, education, retail trade, or accommodation and food services.



Source: U.S. Census Bureau

Projected Increase in Employment

Employment will grow in Aurora and a large portion of that growth will be in healthcare.



Source: Colorado Department of Labor and Employment

Population

The increasingly diverse population offers the opportunity for our city to grow its economy by developing a unique identity and culture within the metropolitan area.

While the city has seen a steady increase in population throughout its history, a long period of rapid growth began in 1950. Establishment of Aurora's own water utility in 1949 significantly expanded the water supply available to serve the community, allowing for substantial growth in the following decades. Aurora experienced its most dramatic population growth in the 1970s and 1980s when it added almost 150,000 people–tripling the population of the city. Although the population growth rate has slowed in recent decades, our city continues to add an average of 5,000 people each year–or roughly 50,000 people per decade–bringing the current population to over 360,000.

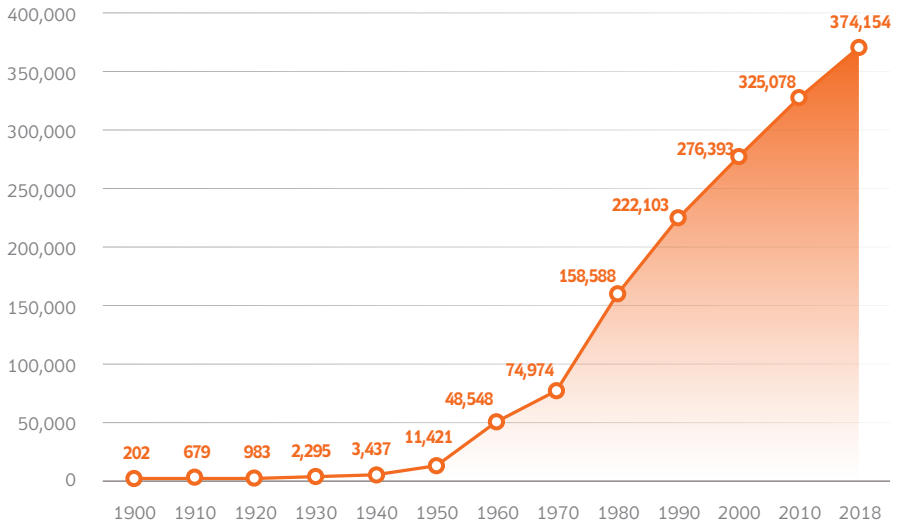
Aurora has become more culturally diverse and has become a majority-minority community. A fifth of Aurora's population was born in a foreign country, a number that has grown substantially over the past couple of decades. But Aurora isn't just known for being a place of many cultures. The city is also recognized for its racially and culturally integrated neighborhoods. Brown University research cited Aurora as the 9th most diverse at the neighborhood level and the 10th most integrated community among the 100 most populous cities in the United States.

Like other communities in the nation, Aurora is aging with a growing population of seniors. This life stage can usher in changes to housing and transportation needs, shopping habits, recreation and entertainment preferences, and health care and social service needs. New types of places will allow more residents to, "age in place" as their needs and preferences change, and continue to call Aurora their home.

Diversity extends beyond age, race or ethnicity, however. Aurora is home to households with very diverse incomes, employment, sizes and compositions. Single-person households, extended families, educational attainment, income levels and other unique personal situations can significantly affect a household's needs for housing, transportation, and other aspects.

Population

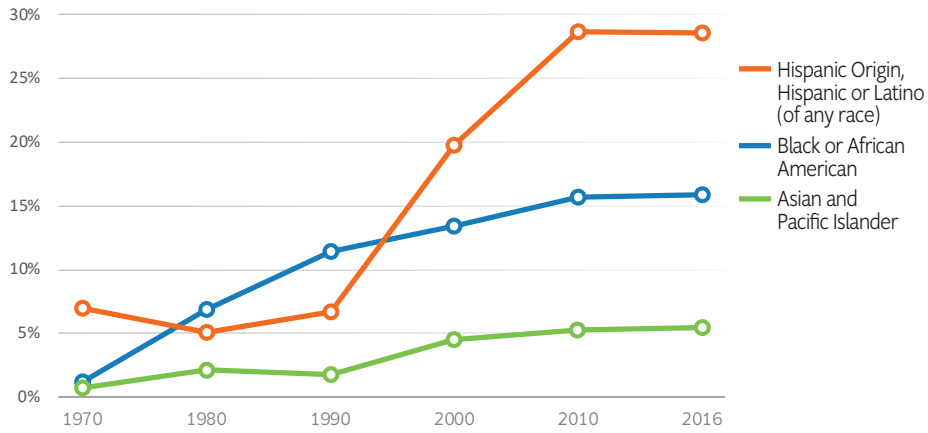
The population of Aurora has grown steadily with more recent periods of rapid growth.



Source: American Community Survey (ACS), City of Aurora

Race / Ethnicity

The Hispanic, African American and Asian ethnic populations have been growing at a relatively rapid rate.



Source: Who is Aurora Report

Being home to a diverse and inclusive community has broadened the city's cultural understanding, educational offerings and community life. As the city continues to welcome newcomers and adapt to meet the changing needs of long-time residents, it is challenged with ensuring that they can all enjoy everything that Aurora offers. That includes access to quality jobs and a local economy that rewards entrepreneurship and supports small-business success, safe neighborhoods, access to quality schools and ample opportunity to be active in civic life. The increasingly diverse population offers the opportunity for our city to develop a unique identity and culture within the metropolitan area, grow its economy and meet the changing needs of its residents.

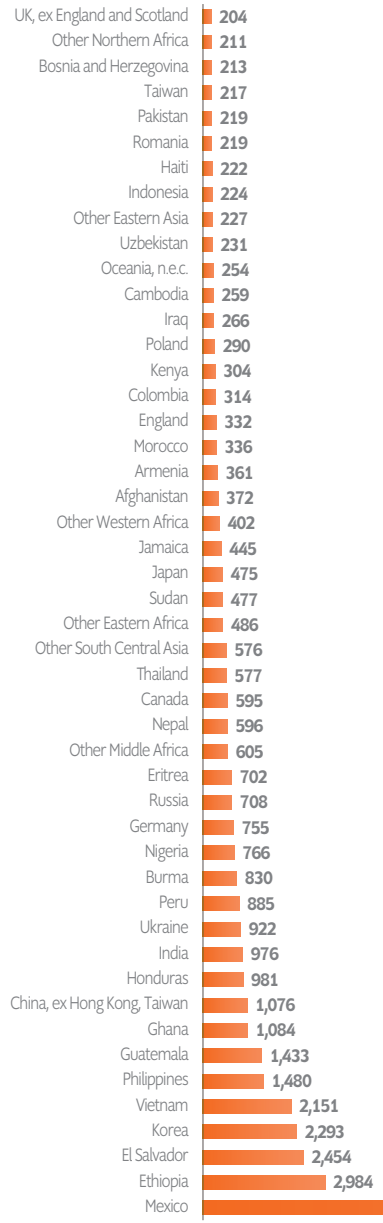
160

Over 160 languages spoken in the Aurora public school system

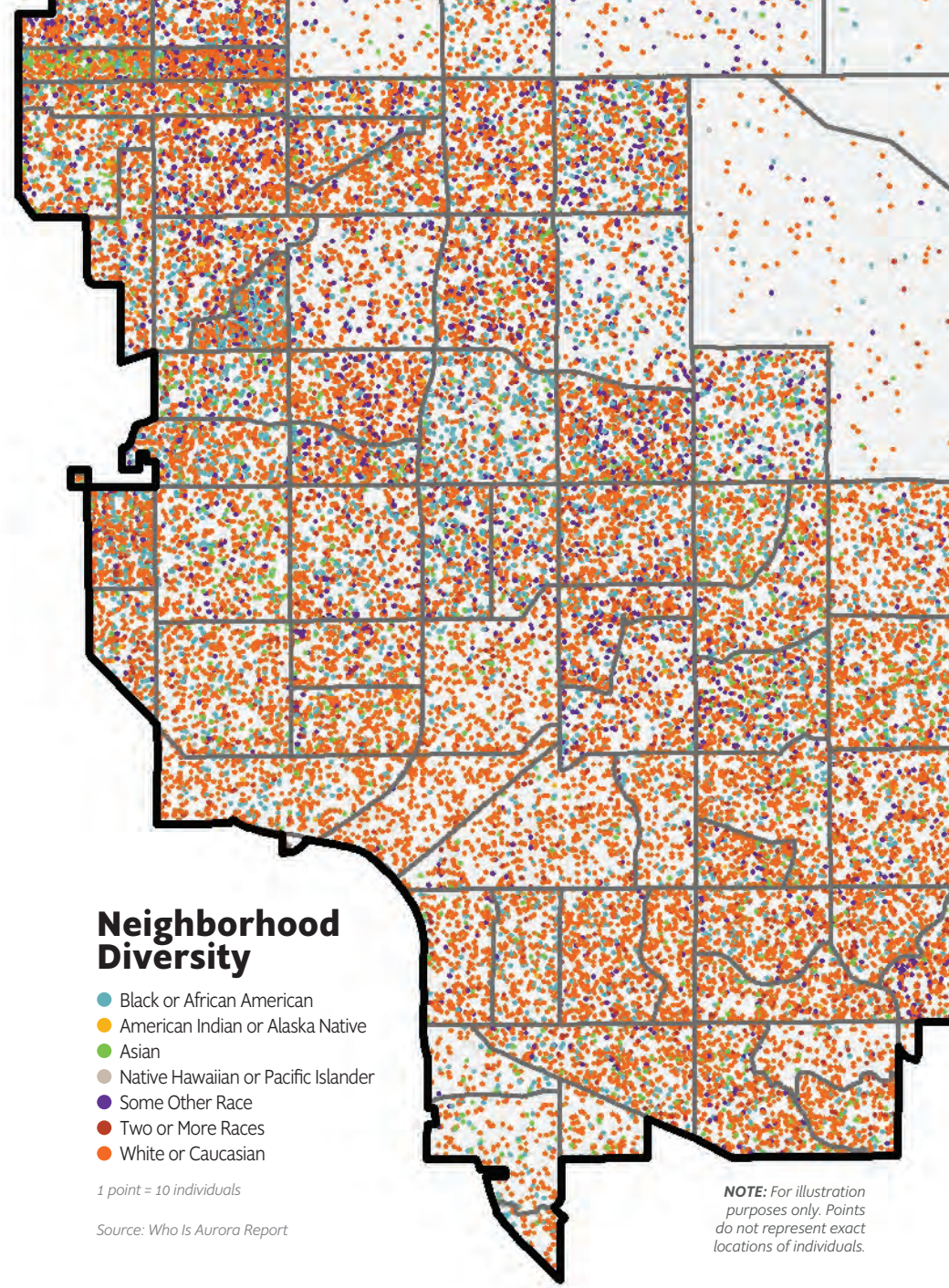
Source: Who Is Aurora Report

Foreign-Born

Large number of Aurora's residents were born in many different countries.



Source: Who is Aurora Report



Housing

By expanding the types of housing and neighborhoods that Aurora offers, the city can better meet the diverse preferences and needs of residents across the income spectrum.

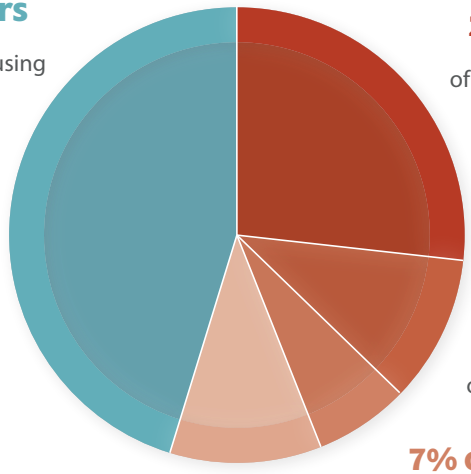
Moderately priced, single-family homes and smaller-scale apartment buildings have dominated housing construction in Aurora. Aurora now needs a much broader range of housing options. While our city contains a variety of housing products at various prices (both for-sale and rental), there is a supply-and-demand gap at many price levels. This discrepancy between supply and demand is strongest for both the lowest-and highest-income households.

Although Aurora's single-family housing values are increasing at a rate similar to that of the metropolitan area, Aurora remains one of the most affordable communities in the region. According to Zillow, Aurora has one of the lowest median sale prices in the region, even though the median price is higher than the country's median. However, for-sale housing is less affordable than in the past. Additionally, there is minimal higher-end, luxury housing in Aurora.

Aurora's median rent is similar to the metropolitan area's, yet, the city has fewer rentals below $1,000 and more above $1,000 than the region. Comparatively, in 2000 almost 60 percent of rentals in Aurora were priced lower than $750 per month. Many renters in our city are being pushed out, becoming cost burdened, or are being forced to house together to afford to stay in their homes.

The Percentage of Renter Households

The majority of renters in Aurora are burdened by high housing costs.



45% of Renters
Spend under 30%
of their income on housing

27% of Renters
Spend 50%+
of their income on housing

NOTE: *Cost burdened is defined as spending more than 30% of annual income on housing costs*

10% of Renters
Spend 40-49.9%
of their income on housing

7% of Renters
Spend 35-39.9%
of their income on housing

11% of Renters
Spend 30-34.9%
of their income on housing

Source: American Community Survey (ACS)









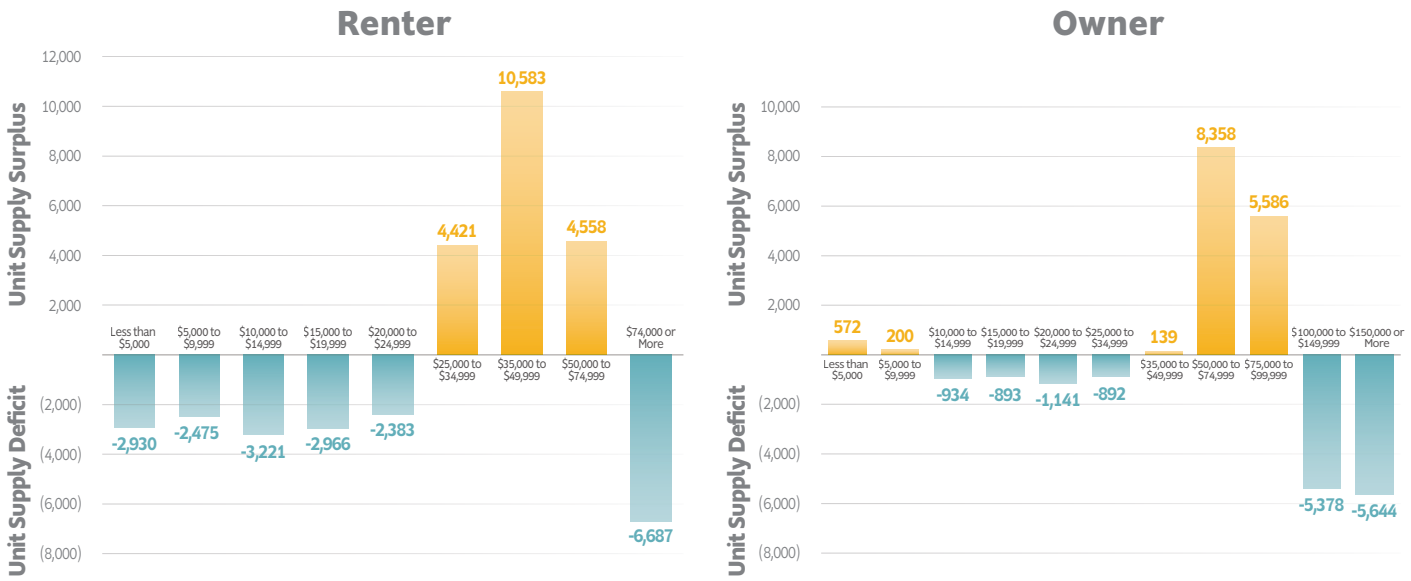
Renter/Owner Unit Supply Discrepancy

Housing is available to meet the needs of moderate income households but is not adequately available for lower and higher income households.

Housing for low-income households in demand in Aurora. Currently, Aurora has an insufficient number of rental properties that low-income households can afford without experiencing a cost burden or spending more than 30 percent of annual income on housing. This forces potential disposable income to instead be spent on housing.

At the other end of the housing market, our city lacks sufficient higher-value units to meet the needs of higher-income households looking to live in Aurora. As the number of higher-income professional jobs increases, upper-end housing will be needed to accommodate these households within the city.

Expanding both affordable and higher-value housing will prevent the need for workers to look for a home in a neighboring community.



**This chart measures the discrepancy between available supply of renter-occupied housing units and the households that earn incomes that can afford them comfortably, as measured by spending less than 30 percent of total annual income.*

Source: American Community Survey (ACS)









Natural Resources

Careful stewardship of water, energy and natural resources not only represents a commitment to protecting the natural environment, but is also essential to our city's ability to meet the growing needs of its residents and businesses as the city develops.

Aurora's natural environment contributes to the city's high quality of life by providing recreational opportunities, transportation and neighborhood connections, a unique identity, ecosystem preservation, and highly cost effective solutions for stormwater runoff and water conservation. As Aurora continues to grow, it will need to expand its outdoor and recreational opportunities and to conserve its valuable natural resources in order to balance future community needs.

With an incorporated land area of 164 square miles, Aurora is located in the rolling hills and high plains grasslands of Colorado, just to the east of the Rocky Mountain foothills.

WATER-WISE LANDSCAPING

Water-wise landscaping (also known as xeriscaping) is sustainable and drought tolerant due to the low-water plants and specific techniques used to maximize water efficiency. When compared to grass, which requires about 28 inches of supplemental water annually, water-wise landscaping can thrive on 15 inches or less and weathers longer periods without water. Additionally, this type of landscape often requires less maintenance. The city operates a number of programs to promote the use of these techniques, including design assistance, plant suggestions, rebates, educational resources and a recognition program.







Aurora is more than a mile high at its lowest point of 5,285 feet above sea level. But then the city's elevation increases to more than 6,200 feet above sea level at its highest point in the southeast. Surface water in Aurora flows into several streams that eventually adjoin the South Platte River. Aurora enjoys a mild, semi-arid climate with an average annual precipitation of only 15 inches and an average of 300 sunny days per year. Its sweeping views of the Front Range mountains and its mild climate make it a pleasant place to live. The well-developed park and trail systems, coupled with large open space areas like the Plains Conservation Center and Aurora Reservoir, provide significant outdoor places for the community.

Water supply is critical to Aurora's future. Currently, our city's water supply comes from the Colorado River Basin, Arkansas River Basin, and Upper South Platte Basin. According to the 2016 Integrated Water Master Plan, the city's water demand is projected to more than double by 2070. In accordance, the city plans to obtain additional water supply and expand storage capacity.

The city's strong conservation program is crucial in addressing its water-supply challenges such as limiting outdoor watering to three days a week, water-wise landscaping rebates, and other programs. Conservation, water efficiency and demand management practices are incorporated into Aurora's land use planning and development standards. These programs have saved 528 million gallons of water between 2014 and 2016.

Aurora has undertaken several energy conservation efforts. The city has worked with partners to create the country's largest solar-technology test facility. The 74-acre Solar Technology Acceleration Center (SolarTAC) is located at the Aurora Campus for Renewable Energy (ACRE).

XCEL Energy operates six acres of community solar gardens that allow Aurora customers to buy renewable energy credits for their homes and businesses. The city also has photovoltaic systems at three of its public facilities. Aurora has sponsored several educational and outreach programs for schools and businesses to help them improve their energy efficiency. These initiatives provide an opportunity to integrate energy efficiency and economic development.

Careful stewardship of water, energy and natural resources represents a commitment to protecting the natural environment. The integration of water and land use planning will enable our city to conserve its resources and make strategic, cost-effective infrastructure with the highest level of reliability. As Aurora continues to evolve into a major city, stewardship of these natural assets becomes increasingly important to maintain Aurora's quality of life and provide both functional and environmental benefits.



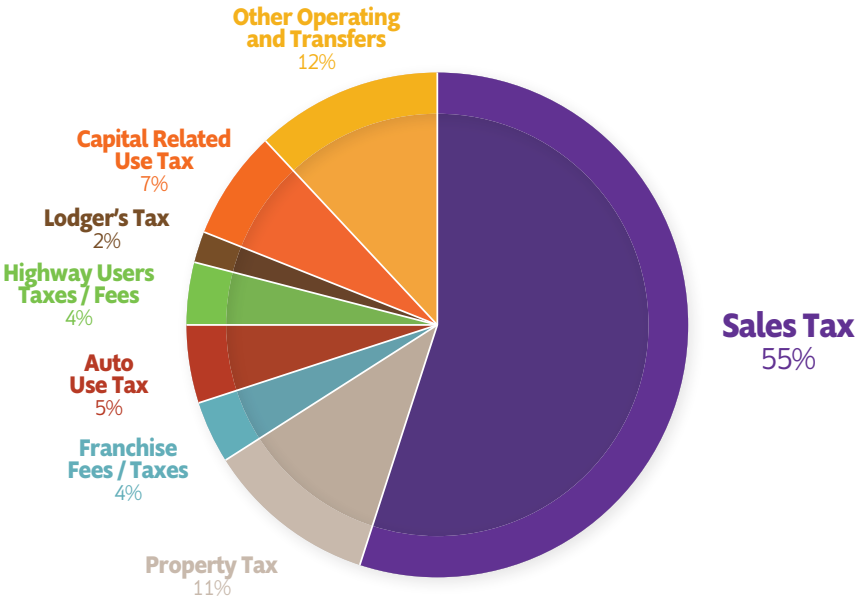
Fiscal Health

The city's long-term fiscal health is strongly tied to how the city chooses to grow. All types of development and redevelopment have associated positive or negative fiscal impacts. It is critical to understand these implications when weighing growth decisions. Revenue is driven largely by consumer demographics and the type and intensity of development constructed in the city. The spending power of Aurora households or outside visitors who shop in the city drives sales tax revenues while the type of development drives both property tax revenue and required city services. Many of the city's largest budget appropriations are directly related to the growth and development of the city, such as transportation improvements, water and wastewater utilities, police and fire services, and parks and recreation.

Aurora is deeply dependent on local sales tax to support its budget. In the 2018 Adopted Budget, sales tax revenue is the largest operating source of revenue, contributing 55 percent of General Fund sources. This source of revenue is largely driven by population demographics the availability of disposable income of Aurora households. Consumer spending by daytime Aurora-based employees and spending by visitors to the city are other sales tax contributors. Aurora residents shopping outside the city, or "retail leakage"; growing popularity of online shopping; and a shifting proportion of spending on taxable goods toward non-taxable services can have a negative effect.

Adopted General Fund

Sales provides the majority of revenues in the city of Aurora.



Source: City of Aurora 2018 Adopted Budget



Overall consumer spending is often cyclical, in large part based on regional or national economic trends; however, the city can take actions to capture its fair share–or more–of sales tax revenue in both strong and challenging economic times. One strategy is to create unique places that draw shoppers to Aurora and keep resident spending in the city is one strategy. These Aurora places can offer desirable experiences and retail and restaurant options that respond to changing consumer preferences.

The second largest revenue source is local property taxes, which comprises 11 percent of the General Fund revenue. The property tax revenue from new development will vary based on the type, quality and density of housing, and value of non-residential development. In large part, these factors are established when a new development is planned and built.

Furthermore, the city will continue to work within state legislative constraints, such as the TABOR (Tax Payer's Bill of Rights) and Gallagher Amendments, as they affect the growth and balance of commercial and residential property-tax revenues.

The 2006 Study of Revenues report found that the city will face budget challenges under various scenarios of growth and expenditure. This is described as the "structural gap" between ongoing service needs and the city's revenue capacity. Periods of strong revenue growth delay or reduce the size of the gap, while recessions cause the gap to grow.

In response to the study, the city has taken steps toward reducing the structural gap, such as judiciously funding service level needs with ongoing revenue, using one-time funds for one-time needs, and indexing service fees annually. The long-term General Fund financial outlook scenarios confirm a gap remains a risk. Closing the gap will likely require measures that address both expenditures and revenue.

Aurora Places aims to address the role of development and economic development in the city's overall health. The fundamental goal of the plan is to create a strong and stable city that meets the needs and desires of residents and continues to be attractive to investors and employers. Placemaking plays a unifying role in creating great destinations to live, work, invest, shop and play. This is an essential part of the community's future economic and fiscal success.



COMMUNITY CONVERSATION

Aurora Places is the community's plan.

The Aurora Places team engaged in in-depth conversations with the community to create a plan based on the aspirations of the people who live and work in Aurora. Aurora's diverse population made it even more essential to listen to the community's broad range of perspectives, including:

- Aurora City Council
- Residents and neighborhood organizations
- Business owners and major employers
- Local school districts and higher education providers
- Local advocacy organizations
- City boards and commissions
- City administration and staff

Community Vision Statement

Aurora is a welcoming and safe community and a city of opportunities where people of all backgrounds can prosper. Aurora is known for its unique places, strong economy, community involvement, quality and attainable housing, integrated and healthy neighborhoods, smart ways to get around and a thriving natural and cultural environment.

COMMUNITY CONVERSATION

Aurora Places is built on a foundation of community input resulting from an ambitious outreach campaign.

The community and planning team collaborated in person and online, at events, in small groups, and community-wide workshops. In 2016 and 2017, the planning team interviewed individuals, held focus groups and community workshops, conducted online surveys, hosted the sMap interactive mapping tool, and distributed do-it-yourself (DIY) workshop kits to local outreach teams. To ensure that the city's non-English-speaking community had an opportunity to participate, the Aurora Places team conducted outreach in six languages.

In January 2017, local experts, representing a variety of community topics, participated in focus group discussions. In spring 2017, the Aurora Places team hosted community workshops focused on creating a vision for Aurora's future. The issues, opportunities and desired actions expressed in this chapter reflect the opinions and feedback from community residents and stakeholders. The discussions and comments from these groups were used to inform the planning process and develop insights into the key issues facing the Aurora community.

3,200+

Aurora Places team has engaged more than 3,200 residents, businesses and city staff in the making of this plan.

800
RESPONSES

The online surveys generated almost 800 responses.

500
MAP POINTS

The community mapped more than 500 assets, issues and concerns using sMap; a web-based application developed by Houseal Lavigne Associates.

6
LANGUAGES

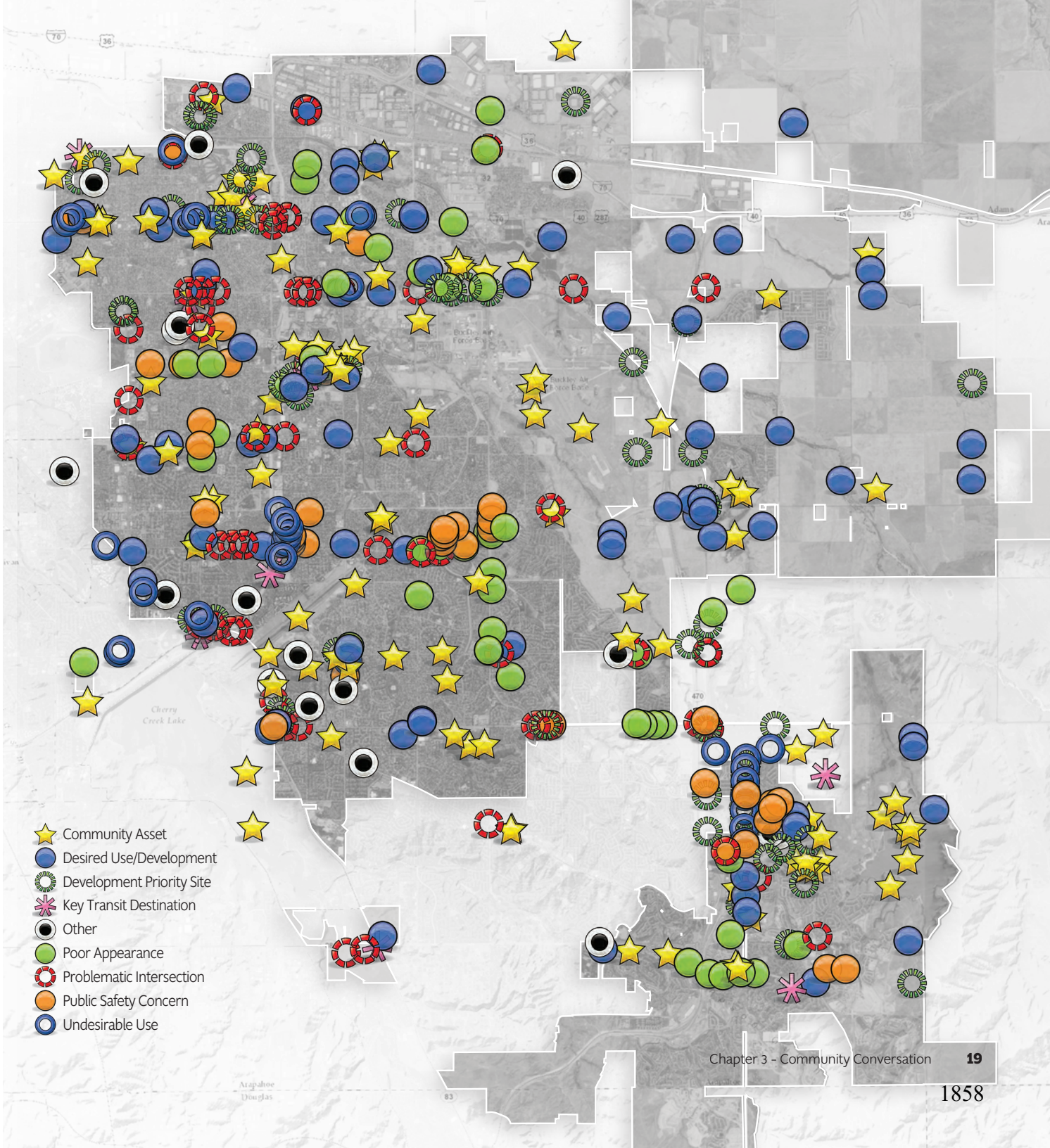
Outreach was conducted in English, Spanish, Korean, Amheric, Somali and Burmese.

55
DIY + LOT

Do-it-Yourself (DIY) workshop kits distributed to local outreach teams (LOT) resulted input from 1,000+ residents.

SMAP

As part of the planning process, sMap, a web-based outreach and engagement platform, was used by residents across Aurora to gather input on issues, concerns, opportunities and aspirations. In a later round of community outreach, sMap was used to prioritize the most important components related to community health, diversity, mobility, sense of place, local economy, housing and sustainability. Input provided helped to shape the vision, core principles and goals included in Aurora Places.



1858

WHAT WE **HEARD...**









COMMUNITY PRINCIPLES

Community members identified many issues and actions to make Aurora better. They described what they considered to be Aurora's most important assets and voiced concerns that will help determine how to best plan for our city's continued development. Through the community conversation, the Aurora Places team assisted the community in identifying and defining seven topic areas as priorities for Aurorans. These seven community principles served as the foundation for the development of the Aurora Places.

A Strong Economy

The participants in the community conversation stressed the importance of economic growth for Aurora. The city has several community assets that provide a foundation for growing the local economy, including a major research center at the Anschutz Medical Campus, the Buckley Space Force Base and a new light rail line. According to participants, job creation and access to workforce training resources are very important. There is a strong desire to improve support for small and local businesses. There is also a need for unique urban places for employment, together with housing, daycare and locally grown businesses. Multiple modes of transportation should connect these urban places. Partnerships with institutions and the private sector will be critical for the economy, especially in relation to training and education.

A Diverse and Equitable City

The population of Aurora is diverse in every way. Aurorans wanted to celebrate this diversity and make sure that services are provided to the people of Aurora, regardless of background, age, income or ability. Diverse populations should enjoy all of the opportunities and amenities that Aurora offers. Improved intercultural communication is needed, along with enhanced services for immigrants, people with disabilities, seniors and low-income families. Displacement of people from their homes and neighborhoods as development occurs around them is a critical issue to address. Participants also called for the city to continue to engage diverse communities and provide information and services in multiple languages.

Housing for All

Participants described the need for more high-quality housing in a range of types and prices, including affordable housing. The lack of affordable housing options for low-income families, particularly for renters, must be addressed. Participants emphasized the need to end homelessness. There is a need for more housing choices and options, and existing affordable housing should be preserved and direct assistance should be provided to low-income families. Development regulations and processes should be improved to make housing development more efficient and less costly. Affordable housing should be located at accessible places such as at transit stations and close to job centers.









Healthy Community

Participants identified the need for additional recreational opportunities and better access to healthy food. Participants also expressed desire for improved public safety and mental health resources. They also expressed interest in smoking cessation programs. There was strong support for community gardens, urban agriculture, and fresh and healthy food options available in every neighborhood. Our city should support health promotion events, inventory sidewalks and crossings and invest in street improvements to allow residents to walk and bike safely in their neighborhoods and across the city.

Thriving Environment

Participants described the need for more water and energy conservation and improved recycling options and opportunities. They expressed concern for improving air quality to protect health and the environment, and preserving, enhancing and connecting open spaces, trails and waterways. They understood that planning for growth and water supply are inextricably connected and emphasized the need for water conservation education, the use of native vegetation, water-wise landscaping and green infrastructure. The city should promote construction of energy-efficient buildings, and educate the public about energy-efficient practices.

Improved Mobility and Active Transportation

Aurora has significantly improved the mobility of Aurorans by providing new travel options for cyclists, pedestrians, drivers and public-transit users. Participants wanted to continue to increase and improve all types of travel connections. Aurorans are concerned about traffic congestion, safety, road maintenance and the need for additional bike routes. Improved walkability, public transit and transportation technology are needed. Participants expressed strong concerns for meeting the travel needs of the disabled, the elderly and families.

Authentic Aurora

Participants frequently stated that Aurora's reputation does not reflect its actual high quality of life. In addition, participants wanted to make improvements to the city that will reflect well on it, particularly through the creation of new downtown areas as locations for jobs, entertainment and the arts.

Aurorans want to improve the community's image and perception. Part of that improvement will involve the creation of unique urban places where people can come together to work and enjoy entertainment, art and community events. Our city needs an improved image, reputation and appearance, along with more distinctive destinations for both residents and visitors. They were also concerned with eastward growth and its impact on city services and fiscal health.

PLACETYPES

From the Havana District to Colfax Avenue to southeast Aurora and the northeast plains, Aurora is a city of individual places joined into a unified community. Like most large cities, Aurora has places with different histories and characters, separated by significant distances. Aurora currently has fewer types of places compared to cities of similar size. For instance, Aurora lacks an established central business district or downtown. If the city wants to build on its diversity and continue balancing growth and success, it is critical that it creates these and other places throughout Aurora.

In vibrant cities, great places most often take the form of unique neighborhoods and active mixed-use districts, designed around parks, plazas and main streets, with distinctive architecture and a diverse mix of activities. Such places allow people to meet, conduct business, exchange ideas and interact with one another. During the 20th century, most American city plans placed a focus on individual land uses, such as single-family homes, apartments, shopping centers and industry, without fully recognizing the dependency each of the uses had on the others. The most successful, sustainable and vibrant cities have recognized and organized their uses to create complete places.

Great cities are composed of great places.

1862

PLACE-BASED APPROACH

Placetypes define Aurora's neighborhoods and destinations by creating unique places with their own characteristics.

This plan describes future development and land use in terms of "placetypes". They characterize specific areas of the city based on defining qualities, scale, form and function. Aurora's ten placetypes constitute well-defined, unique and desirable places. The vision described by these placetypes should direct or regulate new development areas as well as guide the evolution of an established place through redevelopment, infill development, or planning of new public improvements.

Placetypes are created and strengthened through community stewardship, neighborhood planning, land-use regulation, public improvements and public-private partnerships. Places are built through many decisions and investments, anchored in vision, and working toward a common outcome.

Each placetype incorporates flexibility and potential for innovation, evolution, or reinvention. The creation of places not only depends on land uses but also on design, functionality and access to infrastructure. Employing these placetypes foster more inclusive, accessible and economically successful places that implement the seven community priorities described in Chapter 3.

UNIQUE AURORA PLACES

While locations or districts of the same placetype generally share defining features, each individual place defines its own unique character and specific mix of uses to meet local needs and desires. For example, the Anschutz Campus, City Center area and Southlands Town Center are all designated as Urban Districts.



While those examples may share general characteristics or defining features, each offers a unique mix of uses and experiences. Placetypes are descriptive, not prescriptive. Diversity of places and experiences is a strength of Aurora.

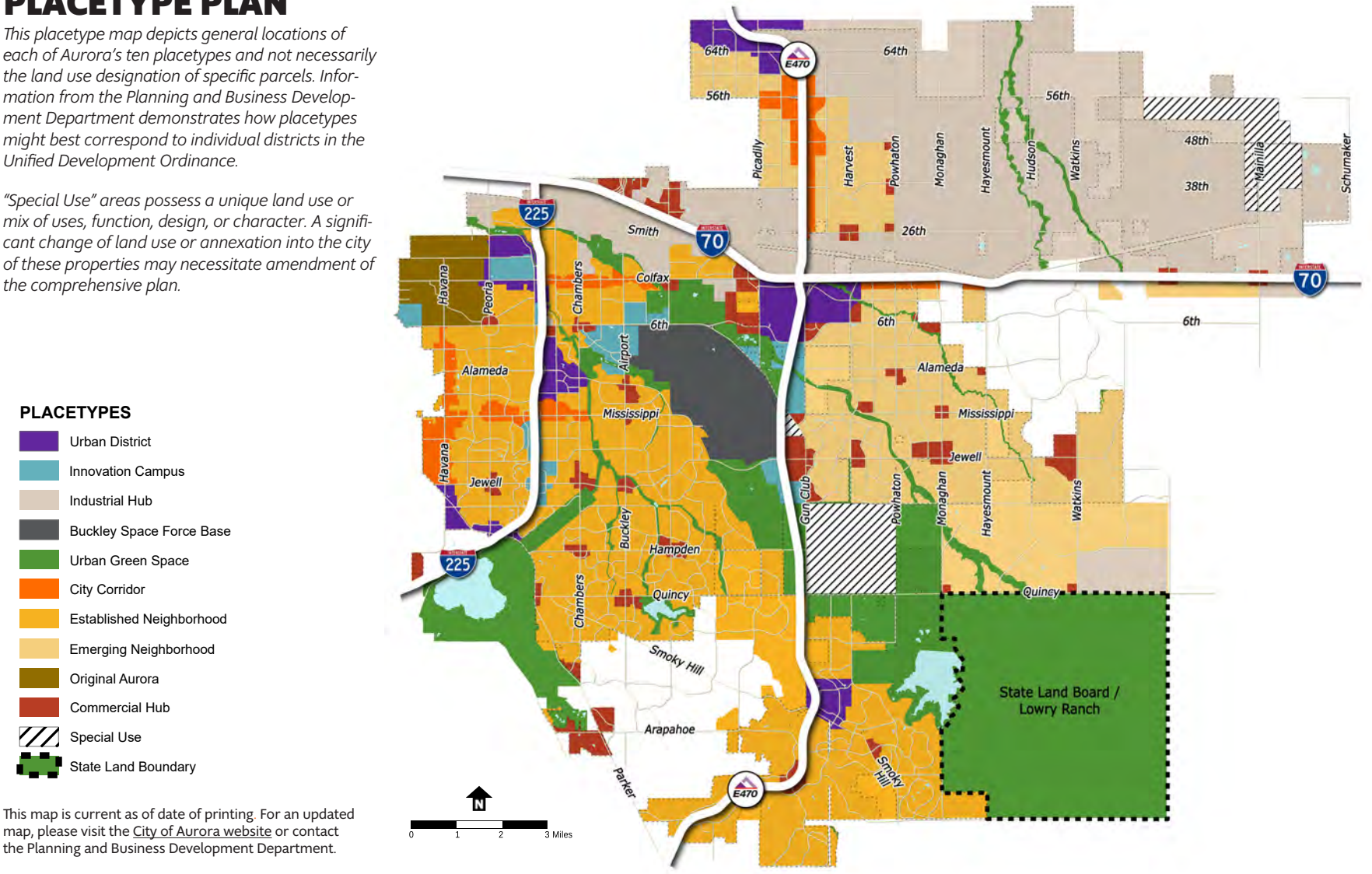
This chapter outlines Aurora's ten placetypes by describing what each looks like, compatible land uses mix, and best practices in urban design and function. The use of placetypes approach envisions an Aurora that is full of unique, desirable places that encourage cohesive communities, commerce, and connections.

A cohesive community experience forms when placetypes appropriately connect to each other. Where placetypes adjoin, a transition area that integrate each one's character is formed. Adjacent uses should be designed for connection where patterns are complementary, but appropriately buffered where uses might conflict.

PLACETYPE PLAN

This placetype map depicts general locations of each of Aurora's ten placetypes and not necessarily the land use designation of specific parcels. Information from the Planning and Business Development Department demonstrates how placetypes might best correspond to individual districts in the Unified Development Ordinance.

"Special Use" areas possess a unique land use or mix of uses, function, design, or character. A significant change of land use or annexation into the city of these properties may necessitate amendment of the comprehensive plan.



This map is current as of date of printing. For an updated map, please visit the City of Aurora website or contact the Planning and Business Development Department.

This map identifies current placetype designations for all areas within the City of Aurora's adopted planning and annexation boundary. See Chapter 5 for additional information about this boundary. Placetype designations for areas outside of the city limits are for long-range planning purposes only. These properties are subject to the rules and regulations of their appropriate jurisdiction(s).

PLACETYPES AND LAND USE

The 10 placetypes consist of several typical land uses. Primary land uses are prominent and play a pivotal role in characterizing the placetype. Supporting land uses are less prominent but strengthen the primary land uses. For example, an Established Neighborhood primarily consists of various residential housing types, like single-family homes; however, the neighborhood also supports housing with schools and parks. The following pages note typical land uses, their descriptions and whether they are primary or supporting uses.

Placetypes describe the overall character of a place including typical land uses mix, key urban design features, the mobility network, and other physical and functional elements. Zoning is a regulatory tool used to implement the vision described by the placetypes. The Aurora Zoning Code defines land uses, regulations, and development standards for all land within the city.

Typical Land Uses

Placetypes	Single-Family Detached Residential	Single-Family Attached Residential	Multifamily Residential	Restaurant	Commercial Retail	Commercial Service	Entertainment and Arts District	Office	Light Industrial / Business Parks	Heavy Industrial	Buckley Air Force Base	Institutional (educational, religious, cultural)	Parks and Open Space	Urban Agriculture	Community Garden
Urban District	○	●	●	●	●	●	●	●				○	○		
Innovation District	○	○	○	○	○	○		●	●			●	○	○	
Industry Hub				○	○	○		○	●	●				●	
Buckley Air Force Base			○		○	○		●	●	●	●		○		
Urban Green Space													●		○
Original Aurora	●	●	●	○	●	○	●	○				○	○		○
Established Neighborhood	●	●	●	○	●			○				○	○		○
Emerging Neighborhood	●	●	●	○	○			○				○	○		○
City Corridor		○	●	●	●	●		○				○			
Commercial Hub		○	●	●	●	●		○				○			

● *Primary Land Uses are more prominent and play a pivotal role in characterizing that placetype.*

○ *Supporting Land Uses are less prevalent and serve to support the primary land use.*

Placetype Categories

Connecting Aurora, the city's comprehensive transportation plan, groups placetypes into categories, identified below.

Mixed Use Places
Urban District
Innovation District
Original Aurora

Industrial Places
Industry Hub

Neighborhood Places
Established Neighborhood
Emerging Neighborhood

Commercial Places
City Corridor
Commercial Hub

Buckley Space Force Base

Urban Green Space










TYPICAL LAND USES

Single-Family Detached Residential

Single-family detached residential areas consist primarily of homes on lots subdivided in an organized and planned manner. Single-family detached homes are the most prevalent residential building type in the city.

Single-Family Attached Residential

Single-family attached structures include townhomes and row-houses. Single-family attached structures contain multiple units divided by common or shared walls, with each unit having their own direct access to outside.

Multifamily Residential

Multifamily residential structures contain multiple housing units and are usually stacked vertically and attached horizontally, with each unit having its entrance on a common hallway or lobby. Examples of multifamily residential developments include apartments, condominiums, student housing, and senior housing.

Commercial Services, Restaurants and Retail

All these areas permit "commercial" uses and include places where people shop, eat, work and receive professional and personal services. The uses can be low-intensity and small in scale, such as those found within a neighborhood. They also can be large and intense, like those found in regional shopping areas, or part of mixed-use environments such as a downtown.

Light Industrial/ Business Parks

Light Industrial, Business Parks, and office space cover a wide range of uses that include storage, warehouse, research, light processing or assembly, office parks and others.

Heavy Industrial

Heavy Industrial uses consist of large-scale industrial uses, including manufacturing, construction, waste and recycling services, and intense automobile repair and salvage services.

Religious Institutions

Religious Institutions include churches, synagogues, mosques, other houses of worship and their related facilities. These institutions can be a key component of quality of life and tend to stabilize and help define individual neighborhoods.

Parks and Schools

Parks and schools are located throughout the city and contribute significantly to the community's overall quality of life. Parks can include small neighborhood parks with playgrounds, as well as larger community-wide parks with ball fields and recreation programs.

Urban Agriculture and Community Gardens

These two land uses are related, but represent varying levels of intensity and compatibility. Urban agriculture is more intense and can include agricultural activities intended for the commercial-level production of crops and produce.

Civic and Cultural

These land uses are publicly accessible places utilized by community members on a daily basis either directly or indirectly. They include necessary services such as utilities, police and fire as well as desired amenities like libraries and other municipal services.



Aurora Placetypes

Urban District

Urban Districts are Aurora's signature destinations that offer a unique, vibrant urban experience.

Urban Districts are critical to the economic and fiscal health of the city because they centralize employment, culture and activity. This District is the city's most intensely developed area with land dedicated to mixed-use, entertainment, institutional, retail, restaurant and multifamily residential. In the absence of a single "Downtown Aurora," this placetype provides a unique mix of uses in a relatively dense, pedestrian-friendly urban fabric of places to live, work, shop, dine, recreate and more. It is distinguished from other placetypes by density and the prioritization of multimodal transportation.

Multifamily housing and employment opportunities abound. Predominantly mixed-use developments accompanied by a small amount of stand-alone commercial and multifamily uses characterize the Urban District. Public facilities and institutions may be strategically located within the Urban District to anchor or support these diverse and active places. Urban parks serve as locations for activities of residents and workers. This mix and intensity of uses offers around-the-clock activity. Transit, pedestrian and bike connections are essential to its development and success.

Primary Land Use

- Multifamily Residential
- Restaurant
- Commercial Retail
- Commercial Service
- Entertainment and Arts District
- Office

Supporting Land Use

- Single-Family Attached Residential
- Institutional
- Parks and Open Space

Mobility in Urban Districts

In mixed-use placetypes like Urban Districts, streets function as active, public spaces, organized around walkable blocks and tightly-connected street networks desighed to prioritize walking, cycling, and frequent transit use.

Prioritization of walking, biking, and transit users is critical in urban districts, especially along main streets and arterial streets. These are places for human interaction, the most diverse mix of uses, and commerce to thrive. New development should integrate these modal priorities into plan and in established areas, opportunities to re-establish or enhance these networks and connections should be identified and implemented.

Freight and delivery movement must be accommodated, but should be balanced with other curbside needs and not interrupt pedestrian and bicycle users. For this reason, district and site design are especially important to get right to achieve this balance.

Continued infill and redevelopment in urban districts will add more residents and jobs to these areas. These trends will generate more daily trips, not only for commuting but also for shopping, school, recreation and freight movement. Providing mobility options is essential to the well-being and functionality of these mixed-use districts.

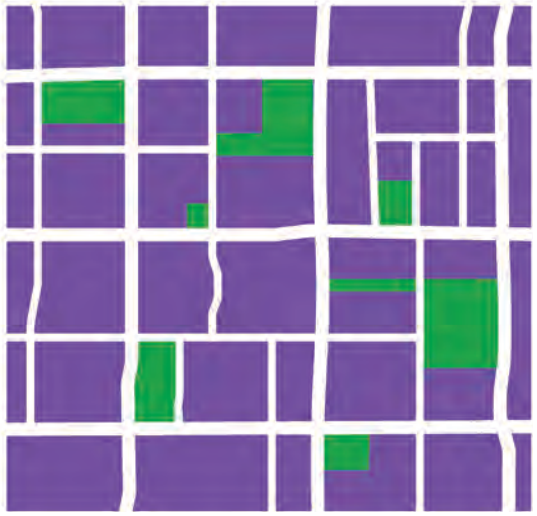








Street and Open Space Network



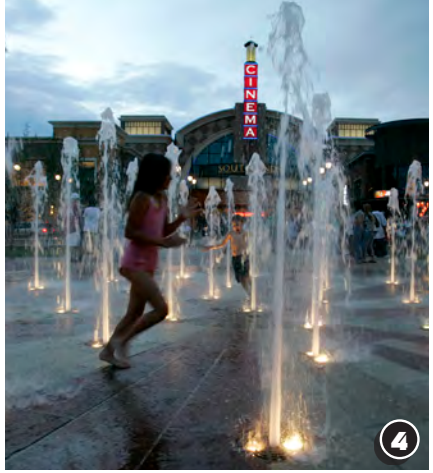
Urban Districts should have a complete grid of streets that form relatively small urban blocks. Easy, short pedestrian and bicycle path connect to surrounding districts and neighborhoods.

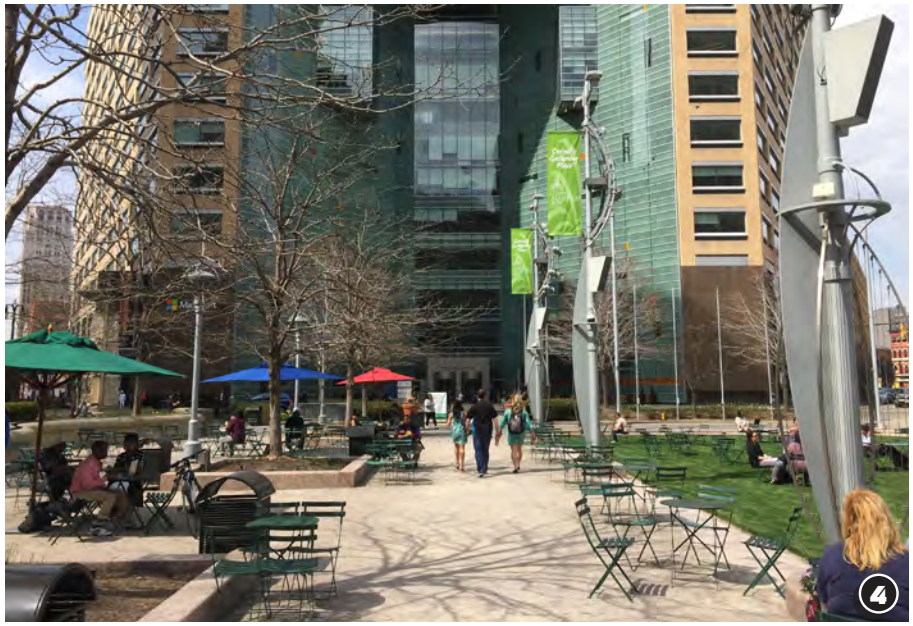
Open Space/Park

Developed Blocks

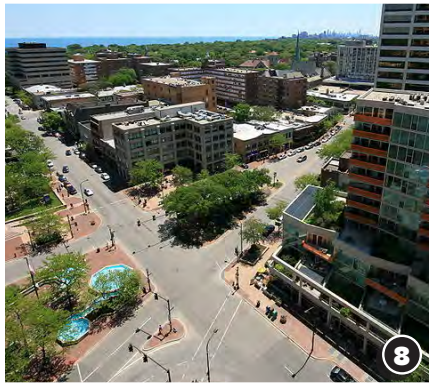
Streets









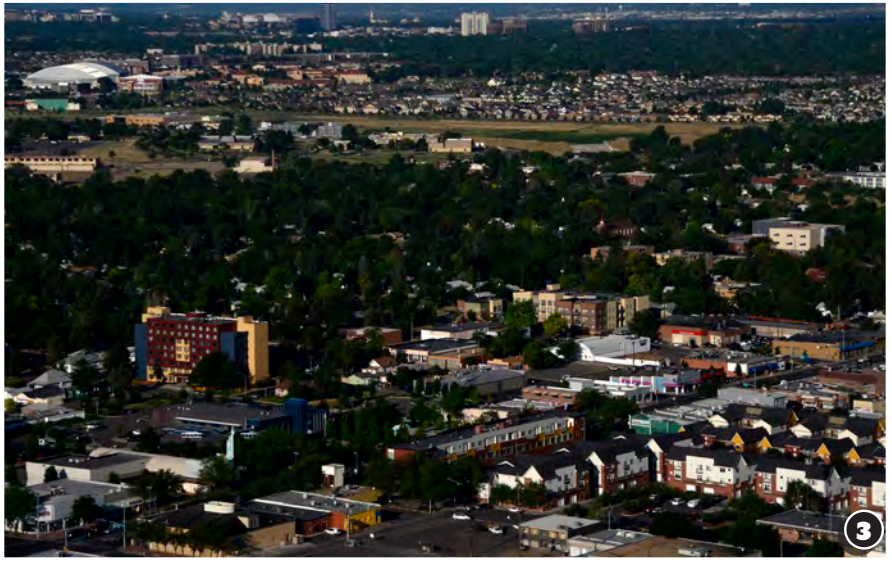


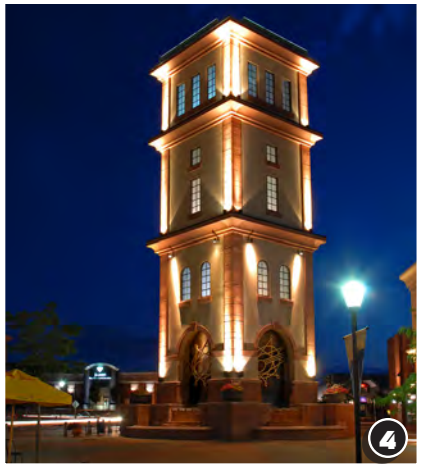
Defining Features

1. Urban Districts can define Aurora's image and aesthetic through high-quality design and architecture supporting active places and distinctive destinations.
2. Prioritize mixed-use buildings with ground-floor commercial and multistory residential housing above to bolster commercial and social activity.
3. Use attractive, connected and well-designed urban streetscapes throughout the district. Place buildings at or near the sidewalk to maintain a traditional streetwall effect.
4. Utilize civic plazas, courtyards, and parks and open space as gathering places for residents, employees and visitors.









Defining Features

5. Provide easy, short pedestrian and bicycle connections to surrounding districts, neighborhoods, and destinations.

6. Integrate "water-wise" practices including water-efficient fixtures, native xeric landscaping, water efficient streetscapes and medians and low-impact development.

7. Incorporate an accessible, well-connected transit hub to link Urban Districts to the rest of the city and region.

8. Develop urban districts with complete grids of streets forming relatively small urban blocks.



Aurora Placetypes

Innovation District

Innovation Districts foster new ideas and enterprises by bringing together people, companies, and institutions.

The Innovation District is where leading-edge anchor institutions and businesses connect with start-ups and other emerging businesses. This placetype fosters new ideas and enterprises by facilitating collaboration between companies and institutions and are key to increasing employment within the city. Such Districts will foster creativity and horizontal integration through proximity of light industrial and business parks with educational and medical institutions.

A robust, tech-centric space, with meeting sites that encourage people and organizaitons to collaborate and exchange, is critical to this placetype's success. Co-locating office space with housing will augment efficiency and convenience. Urban agriculture and community gardens serve as secondary uses, particularly for research in biological sectors. Transit, pedestrian, and bicycle accessibility to and through the Innovation District is also critical.

Primary Land Use

- ● Office
- ● Light Industrial
- ● Institutional

Supporting Land Use

- ○ Single Family Attached Residential
- ○ Multifamily Residential
- ○ Restaurant
- ○ Commercial Retail
- ○ Commercial Service
- ○ Parks and Open Space
- ○ Urban Agriculture

Mobility in Innovation Districts

In mixed-use placetypes like Innovation District, streets function as active, public spaces, organized around walkable blocks and tightly-connected street networks desighed to prioritize walking, cycling, and frequent transit use.

Prioritization of walking, biking, and transit users is critical in urban districts, especially along main streets and arterial streets. These are places for human interaction, the most diverse mix of uses, and commerce to thrive. New development should integrate these modal priorities into plan and in established areas, opportunities to re-establish or enhance these networks and connections should be identified and implemented.

Freight and delivery movement must be accommodated, but should be balanced with other curbside needs and not interrupt pedestrian and bicycle users. For this reason, district and site design are especially important to get right to achieve this balance.

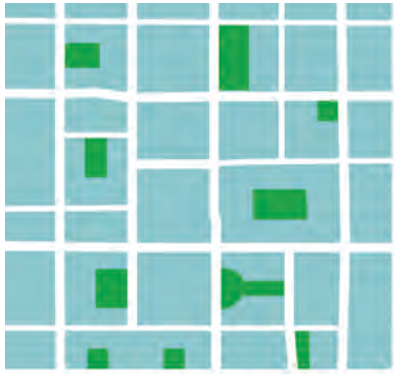
Continued infill and redevelopment in urban districts will add more residents and jobs to these areas. These trends will generate more daily trips, not only for commuting but also for shopping, school, recreation and freight movement. Providing mobility options is essential to the well-being and functionality of these mixed-use districts.







Street and Open Space Network



Connect the district through a highly-connected and walkable network of streets. Cluster buildings around gathering places or within a campus layout.

Open Space/Park

Developed Blocks

Streets



1872







2



4



3

Defining Features

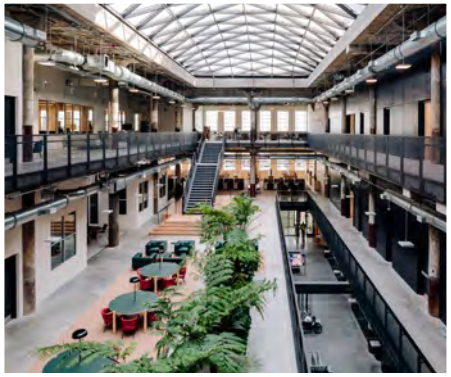
1. Demonstrate innovative approaches to design and development through architecture, lighting, infrastructure, greenery, and meeting/gathering spaces indoors and outdoors.
2. Cluster or connect buildings around gathering places or within a campus layout to promote idea sharing and business collaboration.
3. Integrate affordable single-family attached and multifamily residential housing to support students and employees.
4. Develop a fully connected network of sidewalks and bike paths to ensure safe and efficient pedestrian access from nearby neighborhoods and adjacent placetypes.













Defining Features

5. Construct gateway treatments and wayfinding signs at key entrances to better direct residents, workers, and visitors to numerous cultural and educational facilities.

6. Include establishments such as coffee shops, restaurants, bars, plazas, libraries, conference centers, relevant retail, and shared working spaces to facilitate collaboration and exchange of ideas.

7. Integrate "water-wise" practices including water-efficient fixtures, native landscaping, water efficient streetscapes and medians and low-impact development best management practices (BMPs).

8. Identify opportunities for joint nonpotable cooling water reuse and passive heating.



Aurora Placetypes

Industry Hub

Industry Hubs are primarily dedicated to a mix of commercial and industrial uses and can be large employment centers.

The Industry Hub includes areas dedicated to manufacturing, warehousing, distribution, fulfillment centers, freight operations and renewable energy enterprises. This placetype plays an important role in the city's employment and economy, but can sometimes create outdoor activities and operations which should be appropriately buffered from residential and commercial areas. It can generate high volumes of traffic from both employees and associated freight movements.

Adjoining roadways should accommodate traffic without negatively impacting quieter placetypes or traffic on local streets serving residential areas. Large-scale alternative energy facilities may also fit into this placetype. Uses permitted only in Industry Hubs are manufacturing plants, factories, large open-air operations and heavy-equipment storage.

Primary Land Use

- ● Light Industrial
- ● Heavy Industrial
- ● Urban Agriculture

Supporting Land Use

- ○ Restaurant
- ○ Commercial Retail
- ○ Commercial Service
- ○ Office

Mobility in Industry Hubs

Large-format warehousing, manufacturing, logistics yards and energy or utility uses are the primary uses in Industry Hubs. These uses typically require wide streets that are suitable for frequent heavy truck traffic. Intersections are limited, but prioritize heavy-vehicle throughput and safe separation from neighborhood traffic. Corridors are intended as primary routes for goods movement, as well as connect major streets.

Given the impacts and prevalence industrial traffic in this placetype, off-street truck parking is an important element. The city should work with major employers in the area to explore models and opportunities for the provision of this vehicle infrastructure.

However, these industrial uses are also important destinations for employees and commerce. For this reason, truck traffic must be balanced with the needs of employees and customers driving, taking public transit, biking, or even walking to job sites and local services. Transit and/or microtransit services can these industrial areas.

Street and Open Space Network



Locate Industrial Hubs near major highways. Configure a street grid sufficient to accommodate large industrial facilities and truck traffic.

Open Space/Park

Developed Blocks

Streets



















Defining Features

1. Configure a street grid and roadway design of a width and layout sufficient to accommodate the safe and efficient circulation and access of a high volume of large-truck traffic.
2. Develop sites to accommodate large storage buildings and large paved areas required to facilitate the on-site maneuvering and loading of tractor trailers.
3. Utilize sustainable best practices to mitigate negative environmental impacts.

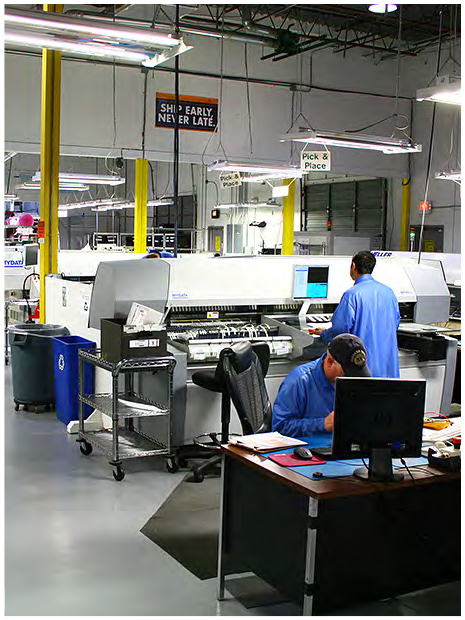


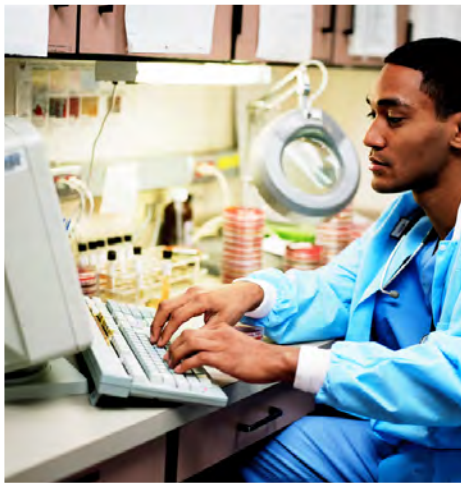












Defining Features

4. Locate Industrial Hubs near major highways and commercial rail lines to provide fast and convenient freight access. Avoid mixing industrial traffic with quieter neighborhood placetypes.

5. Integrate "water-wise" practices including water-efficient fixtures, native landscaping, water efficient streets-capes and medians and low-impact development BMPs.

6. Identify opportunities for joint nonpotable cooling water reuse.

7. Use attractive and durable architecture and landscape to help maintain the value of industry hubs over time.



Aurora Placetypes

Buckley Space Force Base

The continued success and viability of Buckley Space Force Base is a critical priority to Aurora.

Buckley Space Force Base (SFB), host unit of the 460th Space Wing, includes all areas directly involved in base operations. Buckley SFB is a United States Space Force Space Command base that serves more than 92,000 active-duty, National Guard, Reserve, retired military personnel, contractors, and other related tenants throughout Colorado's Front Range. Buckley SFB has air operations, space-based missile warning capabilities, space surveillance, communications operations, and support functions. The base contributes an estimated $2.6 billion annually to the local economy.

Buckley SFB is the most unique placetype as it essentially functions like a town unto itself with residential uses and all necessary commercial uses, including restaurants, retail and services, in addition to its core military functions. Residential uses are prohibited in key adjoining areas, and a range of uses are prohibited below flight paths. Noise mitigation measures are required for new buildings in a large area around the base. The city continues to partner with Buckley SFB to maintain a compatible use buffer adjacent to the base through open space protection and development restrictions.The continued success and viability of Buckley Space Force Base is a critical priority to Aurora.

Primary Land Use

- Buckley Space Force Base
- Light Industrial
- Heavy Industrial
- Office

Supporting Land Use

- Multifamily Residential
- Commercial Retail
- Commercial Service
- Parks and Open Space

Street and Open Space Network



Open space acquisitions protect the base from urban encroachment and buffer surrounding neighborhoods.While the base itself is fairly self-contained, access to the base by employees is important.

- Open Space/Park
- Developed Blocks
- Streets















Defining Features

1. Encourage development of commercial or supporting services near the base to serve people that work or live on the base.
2. Work with Buckley SFB to mitigate its impacts on the surrounding neighborhoods, including noise pollution, air quality and visual appearance.
3. Upgrade public transportation routes to improve access to the base.
4. Support or collaborate on water conservation measures in partnership with Buckley SFB.
5. Continue to collaborate with Buckley SFB to buffer the base from urban encroachment.



Aurora Placetypes

Urban Green Space

Regionally significant areas of nature environments and developed parks define the Urban Green Space placetype.

Various forms of green space are integrated into all placetypes as supporting elements. What defines the Urban Green Space placetype is the regional importance, connectivity and scale of these signature parks, trails and open space assets. Aurora's Urban Green Spaces include large areas, such as the Plains Conservation Center and Aurora Reservoir, and smaller ones, such as Quincy Reservoir and the undeveloped land adjoining Aurora's major creeks and drainage ways. They include undeveloped areas with significant ecological value as well as programmed parks accommodating passive and active recreation, both of which may also function as stormwater-management facilities.

The Urban Green Space placetype is largely defined by three land uses: parks, trails and open space. These uses may be of many types, from developed and programmed parks, to protected natural areas. Recreational facilities, services and programming of green spaces activate these public gathering places.

Primary Land Use

● Parks and Open Space

Supporting Land Use

○ Community Garden



Mobility in Urban Green Spaces

The Urban Green Space placetype is dominated by large community parks, habitat preserves, major greenway corridors, and active recreation fields. While many of these properties are used by local residents, larger destinations, such as the Aurora Sports Park, Plains Conservation Center, Aurora Reservoir, and others, draw visitors from beyond the immediate area and require higher levels of access through driving, biking, walking, and transit.

The trails system is also a critical primary circulation network for park users, neighborhood residents, and even commuters. Trails supplement the on- and off-street pedestrian and bicycle networks, so connections between these facilities and the larger mobility network are important to consider in planning and design.

Freight traffic, with some exceptions (such as maintenance and events logistics), is typically restricted from these places.

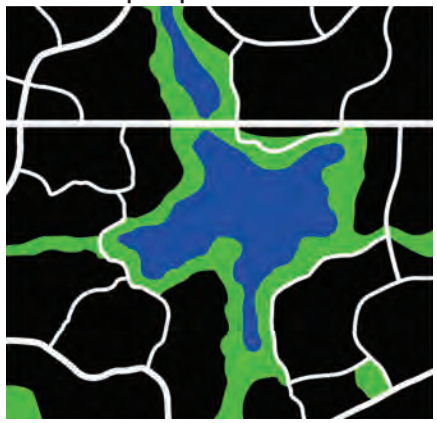








Street and Open Space Network



Parks, trails, and open space amenities are highly valued by local residents, attract visitors to the community, and supplement connectivity throughout Aurora.

Open Space/Park
Streets
Developed Blocks
Water













Defining Features

1. Locate Urban Green Spaces within walkable distances of all neighborhoods to provide opportunities for all of Aurora's residents.
2. Establish recreation opportunities throughout the city with playgrounds, sports fields and large open spaces.
3. Preserve significant wooded areas, grasslands, and waterbodies to help enhance environmental services and Aurora's natural beauty.
4. Consider the impact of non-local traffic in adjacent neighborhoods when building parking lots and access points for community parks and promot less environmentally-hazardous forms of transportation.















Defining Features

5. Connect residents to parks and open spaces through a comprehensive network of trails, parks, bicycle routes and sidewalks. Where appropriate, install streets and bus routes on green space edges for public views and access.

6. Buffer creek and drainage corridors to protect private property from flood or erosion hazards, as well as to preserve opportunities for trails and recreation.

7. Activate Urban Green Spaces for community gathering places through well-maintained facilities and engaging programming.

8. Use water-wise practices, including limiting turf to active recreation uses, xeriscaping and identify opportunities for nonpotable water supply.



Aurora Placetypes

Original Aurora

Original Aurora is a traditional city neighborhood that retains its character, diversity and form, even as it continues to evolve.

Original Aurora, the city's first neighborhood, is characterized by a street grid, commercial corridors, established residential areas and an active arts district. It represents traditional neighborhood development. It includes East Colfax Avenue, a major commercial and transit corridor connecting the Anschutz campus to central Denver, and the emerging Westerly Creek area, anchored by the Stanley Marketplace.

The city seeks to maintain and strengthen the traditional character of Original Aurora, targeting reinvestment through infill, redevelopment and adaptive reuse. The Colfax, Dayton, and Montview corridors offer a growing mix of restaurants, retail, entertainment and services.

The predominantly residential portions of the neighborhood offer a balanced mix of housing options and convenient, neighborhood-scaled services for residents. Tree canopy should be improved to benefit this placetype.

Arts venues, civic buildings and dining and entertainment options in the Arts District reinforce the area's tradition as a gathering place for the community and visitors. Mixed-use development along key corridors can help support the neighborhood, adding a new dimension of vitality to the area, and stimulating entrepreneurial growth and jobs. A walkable network of streets and ample transit service offer mobility options throughout the placetype.

Primary Land Use

- ● Single-Family Detached Residential
- ● Single-Family Attached Residential
- ● Multifamily Residential

Supporting Land Use

- ○ Restaurant
- ○ Commercial Retail
- ○ Commercial Service
- ○ Entertainment and Arts District
- ○ Office
- ○ Institutional
- ○ Parks and Open Space
- ○ Community Garden

1885

Mobility in Original Aurora

In mixed-use placetypes like Original Aurora, streets function as civic rooms–slow, tightly-gridded corridors that prioritize walking, cycling, frequent transit, deliveries and rideshare pick-ups. A fine-grained street grid and shared plazas promote easy "door-to-door" connectivity of all modes for public gatherings.

As Aurora embraces more mixed-use, walkable development, street designs must integrate multimodal infrastructure for safe and convenient access for people walking, biking or riding transit. While this placetype will not experience as much new development as others, road improvements should encompass parts of Original Aurora, and should facilitate transportation into other placetypes from this one.

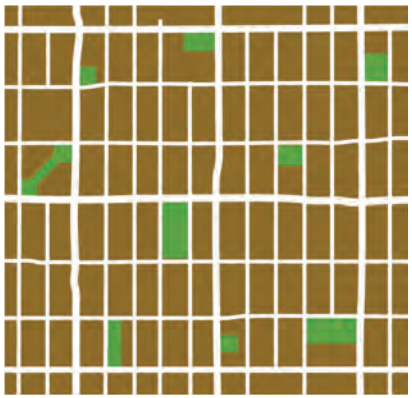
Sidewalk improvements are a focus for this part of the city, where many are missing and existing ones may not meet accessibility standards. Enhancing these facilities to meet contemporary standards and user needs is a priority.

Original Aurora is home to many households that are especially transit-reliant and may not have other options to accessing jobs, schools, shopping, and services. Ensuring safe, convenient access to frequent, reliable transit services in the area are critical in serving this community.

Freight movement, which is not prioritized in mixed-use settings, must compete with other curbside needs, especially in these placetypes. The city has introduced Transit-Oriented Development (TOD) and Original Aurora (OA) zoning districts and development standards and should continue to evolve standards to facilitate compact, mixed-use development along transit priority corridors. Mixed-use areas are highly suitable for high-frequency transit on the primary network.



Street and Open Space Network



Maintain or re-establish the traditional street grid network to maximize connectivity throughout the neighborhood.

Open Space/Park

Developed Blocks

Streets



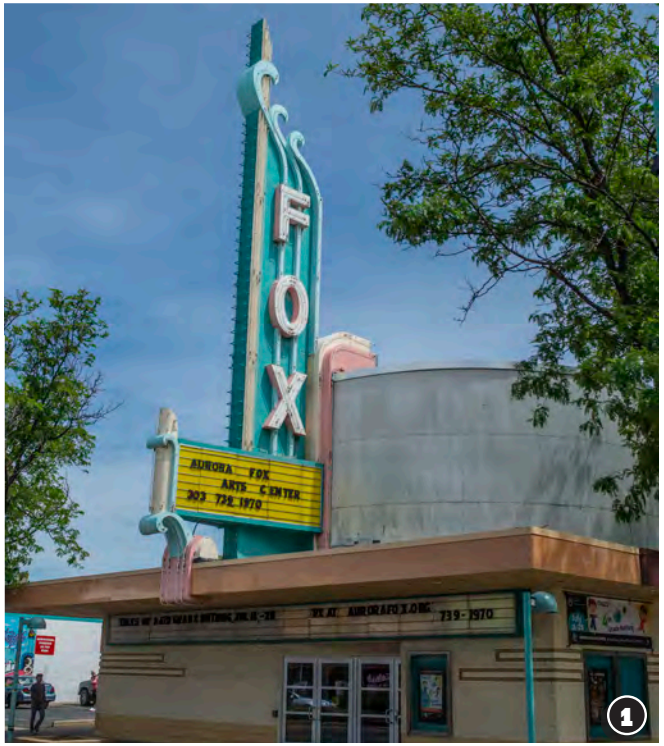












Defining Features

1. Blend new residential and mixed-use developments with the mid-20th-century commercial storefronts and residential areas.
2. Preserve, improve and augment existing housing stock retaining community character while encouraging investment and upgrading homes to meet current household and homebuyer preferences and codes.
3. Support thriving cultural, restaurant, and entertainment scenes by creating gathering places, like Stanley Marketplace and Arts Districts, that serve residents, Anschutz campus employees, arts patrons and visitors.
4. Strategically employ landscape features, including street trees, to highlight Original Aurora's grid system and improve the appearance, air quality and general health.

















Defining Features

5. Augment MLK Jr. Library and Fletcher Plaza as a center of community events and gathering, public services and Aurora pride. Actively program events at the library and plaza to supplement activity in the Arts District and entertainment corridor.

6. Improve walking and bicycling connections throughout the neighborhood, including widening sidewalks and upgrading street crossings where necessary to meet ADA standards.

7. Protect and highlight Aurora's unique cultural and historic resources within the neighborhood.

8. Incorporate low-impact development and water quality practices and use appropriate systems to direct rainwater onto green spaces.



Aurora Placetypes

Established Neighborhood

Established Neighborhoods are predominantly residential, but supported by retail, services, multifamily and office uses along perimeter streets and intersections.

The Established Neighborhood placetype is characterized by predominantly residential areas with a variety of unit types, such as single-family detached and attached, and multifamily, typically constructed between 1950 and 1990. This placetype often deviates from the traditional grid pattern of streets with more curvilinear pattern. Although primarily residential, this placetype may also support smaller-scale retail, services and offices uses located at intersections or along major perimeter streets.

Established Neighborhood primary land uses include: single-family detached and attached and multifamily residential of various densities, along with schools, parks and religious institutions. Supporting uses can include appropriately-scaled and located restaurants, retail, commercial services, community gardens and other neighborhood-serving gathering places.

Primary Land Use

- ● Single-Family Detached Residential
- ● Single-Family Attached Residential
- ● Multifamily Residential

Supporting Land Use

- ○ Restaurant
- ○ Commercial Retail
- ○ Office
- ○ Institutional
- ○ Parks and Open Space
- ○ Community Garden

Mobility in Established Neighborhoods

In many Established Neighborhood placetypes, Aurora's suburban patterns are apparent in networks for short, calm, wide, often winding networks of local residential streets, connecting to the wider community through limited collector and arterial streets. Adapting these preexisting networks into a more connected, multimodal environment is an important, if not challenging, goal.

Transit access is typically available only at the neighborhood's edges, along major arterial streets, or in more rare cases, along collector streets. Access to transit from the interior of neighborhoods can inconvnient or confusing without thoughtful connectivity retrofits, micormobility options, or adjusted service routes.

Infill redevelopment in established neighborhoods will add more residents, jobs and destinations within the existing urbanized area, often along major arterials and intersections, but some neighborhoods may offer other opportunities for infill or redevelopment in interior blocks. New development offers opportunities to establish or enhance the connectivity between blocks and to the shopping, services, and transit at the neighborhood's edge.









Street and Open Space Network



These neighborhoods typically feature complex curvilinear streets. Established Neighborhoods should feature convenient, safe and protected bicycle and pedestrian routes throughout the neighborhood that connect to adjacent placetypes.

Open Space/Park

Developed Blocks

Streets













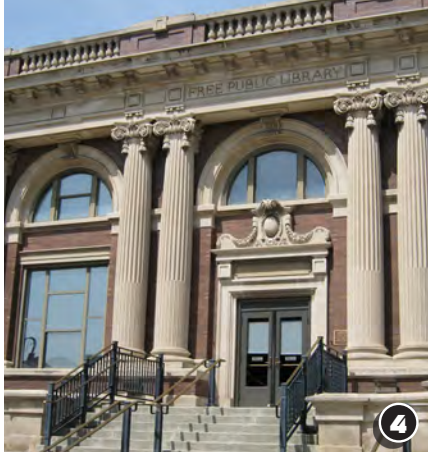


Defining Features

1. Appropriately connect Established Neighborhoods to surrounding placetypes of all kinds with convenient, safe, highly protected and attractive bicycle and pedestrian routes.

2. Pioritize single-family detached and attached housing to establish the character of this placetype. Multifamily housing is another accepted housing type in Established Neighborhoods but is not as prominent and is often located along main streets or the edge of neighborhoods.

3. Locate full-service grocery stores and personal services in areas that are conveniently accessible from Established Neighborhoods to for healthy foods and daily needs. Enhance pedestrian, bicycle and transit access to these important services.











Defining Features

4 Develop neighborhood gathering places, such as schools, parks, recreation centers and religious institutions, as many community events are centered around their activities.

5 Integrate "water-wise" practices including water-efficient fixtures streetscapes, and medians, alongside native landscaping and low-impact development BMPs.



Aurora Placetypes

Emerging Neighborhood

Emerging Neighborhoods offer opportunities for Aurora to redefine itself through appealing, connected, and complete neighborhoods.

An Emerging Neighborhood placetype is a newer largely residential neighborhood in previously undeveloped areas. Such neighborhoods have typically been built in the past 25 years, and present diverse neighborhood choices. This placetype includes residential subdivisions that are complete neighborhoods of mixed housing types and pedestrian and bicycle infrastructure. They are walkable and well-connected internally and externally, integrating highly accessible parks and open space.

This placetype is similar to Established Neighborhoods with some important differences. These neighborhoods offer a mix of housing types at various densities. Restaurants, retail and commercial services support residential uses in this placetype and should be conveniently connected and accessible to the neighborhood's residents. Other supporting uses are institutions and gathering places. Commercial uses should be located along main or perimeter streets rather than within primary residential areas.

Primary Land Use

- ● Single-Family Detached Residential
- ● Single-Family Attached Residential
- ● Multifamily Residential

Supporting Land Use

- ○ Restaurant
- ○ Commercial Retail
- ○ Office
- ○ Institutional
- ○ Parks and Open Space
- ○ Community Garden

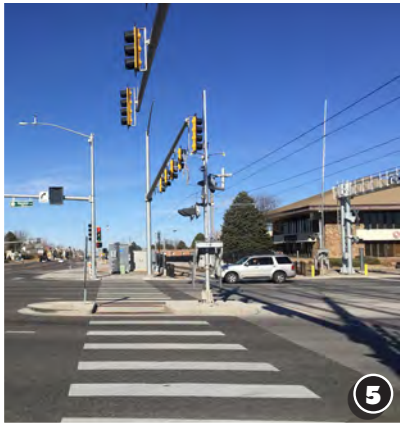
.

Mobility in Emerging Neighborhoods

IUnlike more 20th Century suburban development patterns, neighborhoods in many Emerging Neighborhood placetypes provide an opportunity to build int walkability, connectivity, and mobility convenicne from the inital design.

Transit access is typically available only at the neighborhood's edges, along major arterial streets, or in more rare cases, along collector streets. Access to transit from the interior of neighborhoods can inconvnient or confusing without thoughtful connectivity retrofits, micormobility options, or adjusted service routes.

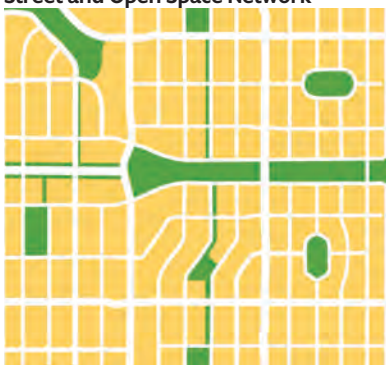
Emerging neighborhoods will add more residents, jobs and destinations within the existing urbanized area, or outlying areas, often along major arterials and intersections, but also within neighborhood centers and activity nodes strategically place in interior blocks. New development offers opportunities to establish the connectivity between blocks and to the shopping, services, and transit within these neighborhood centers and active corridors.







Street and Open Space Network



The street pattern should balance vehicle, bicycle and pedestrian connectivity. Design new neighborhoods around a central organizing or gathering feature, such as a park.

Open Space/Park

Developed Blocks

Streets









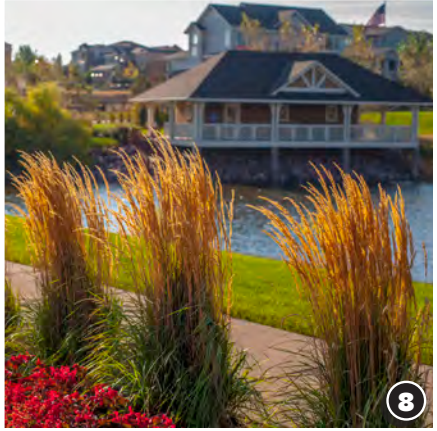






Defining Features

1. Place supporting retail, restaurants, commercial services and small offices along main streets or perimeters of neighborhoods. These supporting uses should be directly accessible from the residential areas of the neighborhood by drivers, pedestrians, bicyclists and transit riders.
2. Intersperse a variety of housing types, sizes and prices throughout the neighborhood. Higher-density multifamily units should be located on main streets or along neighborhood edges, yet still be integrated into the neighborhood street pattern.
3. Design new neighborhoods around a central organizing feature, such as a park, natural feature, school, or other neighborhood gathering place.
4. Install ADA-compliant sidewalks, crosswalks, and lighting, that help residents safely traverse their community.











Defining Features

5. Design a street pattern that balances traffic flow with pedestrian and bicycle connectivity, convenience and safety. Limit cul-de-sacs and dead ends and provide multiple connections to main streets and adjacent placetypes.

6. Integrate water-wise practices including water-efficient fixtures, native landscaping, water-efficient streetscapes and medians and low-impact development BMPs.

7. Limit turf to low-water varieties, and only in active recreation areas.

8. Encourage incorporation of nonpotable water systems in new development where appropriate and feasible.



Aurora Placetypes
City Corridor

The City Corridor's focus is commercial activity along the main street, with connected mixed residential types supporting this vibrant district.

City Corridors are a placetype that will contribute to the economic and fiscal success of the city. They are centered along the city's major roadways, home to a wide range of uses, including commercial, retail, institutional, service and some residential. This placetype is generally auto-oriented, but also accommodates pedestrians, bicyclists and transit service. City Corridors should include amenities such as sidewalks, crosswalks, benches, lighting and landscaping that make it easy for pedestrians to safely and comfortably navigate.

Green space is typically limited within this placetype, but outdoor gathering areas–like pocket parks, common greens and plazas–enhance the experience. Integration of these amenities varies among the City Corridors throughout Aurora. The focus of the City Corridor placetype is commercial activity: its primary uses include restaurants, retail, and commercial services. Office and institutional uses are secondary, allowing for the development of mixed-use projects. Single-family attached residential is a secondary use appropriate in areas not prioritized for commercial development.

Primary Land Use

- Multifamily Residential
- Restaurant
- Commercial Retail
- Commercial Service

Supporting Land Use

- Single-Family Attached Residential
- Office
- Institutional

Mobility in City Corridors

In commercial placetypes like City Corridors, streets act as access spines, moving cars efficiently along arterials along with major transit routes. Pedestrian and bicycle access has historically been under-prioritized in these car-dominated enviorments.

The retail, services and restaurant industries are undergoing an evolution, given the contnued growth and popularity of online shopping, "pick up" retail and restaurant service, and post-Covid household habits. Furthermore, due to housing demand and the city's efforts to provide more mixed-use areas, more non-retail and service uses are being introduced into City Corridors.

These realities have influenced who, how, and why people access City Corridors, and mobility options need to evolve to meet these new patterns and preferences.

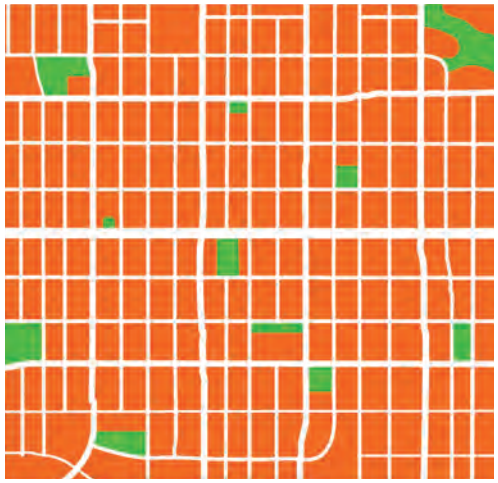
Main Streets in these areas should prioritize the greatest mix of walking, biking, transit, and driving access - even as temporary event or community spaces. Arterial and collector streets must still serve drivers, but should evolve into more organized, interconnected networks and better integrate and improve crossings, sidewalks, and pedestrian and bicycle facilities.

Curbside management for a mix of retail, service, and residedntial uses should be thoughtfully planned. Freight deliveries to and from commercial properties should take into account current and evolving retail habits These mixed-use areas are good hubs for micromobility services and will be essential in spreading and supporting multimodal success.





Street and Open Space Network



Design a street network along the primary commercial corridor to provide access for area residents and visitors to the area. Provide safe and convenient access to businesses by drivers, pedestrians, bicyclists and transit users.

Open Space/Park

Developed Blocks

Streets





1898

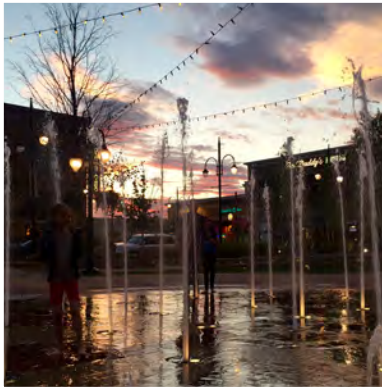












Defining Features

1. Wherever possible, front commercial buildings along primary streets to ensure visibility and accessibility. Avoid street frontages dominated by parking lots or buildings set back large distances from the street
2. Use single-family attached units where the City Corridor abuts a residential placetype to promote an appropriate transition between the two placetypes.
3. Develop a road network along the City Corridor to provide quick and easy access to businesses for drivers, cyclists, transit riders and pedestrians.
4. Reposition or redevelop aging or obsolete shopping centers to more effectively compete in current and future retail markets, and deliver goods and services to the local community.















Defining Features

5 Design centers around a central organizing feature or gathering space, like a common green or plaza, promenade, natural feature, or other shared space. Programmed common spaces surrounded by active uses and buildings attract or retain customers and convey a sense of community.

6 Incorporate drainage swales, rain gardens, xeriscaping and water-efficient streetscapes and medians.

7 Size primary parking lots for typical and reasonable demand and provide for peak parking in overflow areas away from primary street frontages. Promote shared parking opportunities.



Aurora Placetypes

Commercial Hub

Commercial Hubs center activity that supports adjacent neighborhoods with shopping, services, entertainment and community life.

Commercial Hubs are critical to Aurora's future economic and fiscal health. This placetype's uses are primarily goods and services for nearby Established and Emerging Neighborhoods, but it also serves other adjacent placetypes. This placetype is characterized by shopping centers and clusters of compatible businesses. It may be located along the city's corridors, often at the intersection of two arterial streets. These hubs vary in size and density, but are larger than neighborhood-scale. These centers should be improved by better connecting them to surrounding neighborhoods and establishing broader arrays of services and experiences.

The Commercial Hub's primary uses are retail, commercial service and restaurant. They are important employment centers. Smaller community parks, trails, plazas, common greens and outdoor areas facilitate social gathering spaces as well. The Commercial Hub should serve multiple nearby neighborhoods. Transit, pedestrian and bicycle connections should safely and conveniently link this placetype to others.

Primary Land Use

- ● Restaurant
- ● Commercial Retail
- ● Commercial Service

Supporting Land Use

- ○ Single-Family Attached Residential
- ○ Multifamily Residential
- ○ Office
- ○ Institutional

Mobility in Commercial Hubs

In commercial placetypes like City Corridors, streets act as access spines, moving cars efficiently along arterials along with major transit routes. Pedestrian and bicycle access has historically been under-prioritized in these car-dominated enviorments.

The retail, services and restaurant industries are undergoing an evolution, given the contnued growth and popularity of online shopping, "pick up" retail and restaurant service, and post-Covid household habits. Furthermore, due to housing demand and the city's efforts to provide more mixed-use areas, more non-retail and service uses are being introduced into City Corridors.

These realities have influenced who, how, and why people access City Corridors, and mobility options need to evolve to meet these new patterns and preferences.

Main Streets in these areas should prioritize the greatest mix of walking, biking, transit, and driving access - even as temporary event or community spaces. Arterial and collector streets must still serve drivers, but should evolve into more organized, interconnected networks that better integrate and improve crossings, sidewalks, and pedestrian and bicycle facilities.

Curbside management for a mix of retail, service, and residedntial uses should be thoughtfully planned. Freight deliveries to and from commercial properties should take into account current and evolving retail habits These mixed-use areas are good hubs for micromobility services and will be essential in spreading and supporting multimodal success.





Street and Open Space Network







Connect Commercial Hubs to surrounding neighborhoods with safe and convenient pedestrian and bicycle connections. Improve street crossings to enhance walkability.

- Open Space/Park
- Developed Blocks
- Streets











Defining Features

1. Include medium- or high-density housing to expand the local customer base. Use mixed-use buildings to create an active and diverse experience.
2. Provide a wide range of neighborhood-serving retail uses, such as a pharmacy, grocery store, home goods, personal services and restaurants, among others.
3. Celebrate and promote local businesses owned by diverse populations from adjacent residential neighborhoods in the Commercial Hub.
4. Locate Commercial Hubs at the intersection of two arterial streets to be more accessible to the neighborhoods they serve, particularly by public transit.











Defining Features

5. Incorporate drainage swales, rain gardens, xeriscaping, water-efficient streetscapes and medians and nonpotable water systems in new development.

6. Connect Commercial Hubs to surrounding neighborhoods with safe and convenient pedestrian and bicycle connections. Improve street crossings to enhance walkability.

7. Design centers around a central organizing feature or gathering space, like a common green, plaza, promenade, natural feature or other shared space. Programmed common spaces surrounded by active uses and buildings attract or retain customers and convey a sense of community.

CONNECTING PLACES

Chapter 4 describes the placetypes that serve as the building blocks for Aurora, but the city is more than just a collection of individual locations. Aurora is a connected community of people and places working together to create a cohesive and connected community.

This chapter identifies the policies, infrastructure and external organizations that help shape and define the varied places that make up the city. These are key components or building blocks of how the city grows, the quality and experience of different placetypes and how different parts of the city are integrated and connected to each other.

Aurora is an intersection of people and places working together to create a cohesive and connected community.

Places are physically connected by the streets, sidewalks, open space, waterways, rail, trails and utilities that serve them. Residents and visitors rely on a safe and convenient way to move throughout the community–from home, work and school to shopping, services and entertainment. Likewise, businesses need an effective mobility network to move both people and goods. Cost-effective, efficient and reliable utilities are essential to all activity in Aurora. The community is also connected through a network of city services, including parks, public safety, recreation facilities, transit and libraries. Shared assets, highlighted by public art, distinct neighborhoods, historic places and cultural events, also work together to create a cohesive community.

The local economy links all parts of Aurora, and joins the city with the rest of the region. Private-sector investment is often based on factors beyond municipal boundaries or individual properties. Employers consider many factors in locating their operations, including the availability of skilled local workforce, convenient access to the region's transportation network, desirable neighborhoods for their employees and vibrant mixed-use districts to locate their facilities. No single placetype can meet all of these needs, but the network of places Aurora offers can. A strong local economy is defined by the network of people and places within a community.

1906

CITY FORM

Each neighborhood has its own unique population and needs.

Aurora was founded in 1891 as the town of Fletcher on four square miles of prairie bounded by Yosemite and Peoria Streets and Sixth and 26th Avenues. The beginnings of a water system and 14 new brick homes made up its earliest neighborhood. Much of Aurora is located on prairie grasslands with few topographic or natural obstacles to development. As a result, the city has expanded substantially to the east and southeast over the last few decades.

Over the decades, Aurora has grown to encompass 163.5 square miles although significant areas are still undeveloped. The city provides adequate and sustainable public services and infrastructure to these areas of future development, most of which are on the city's eastern edge. The city's future revenue, cost to provide services and long-term maintenance, among other impacts, is greatly affected by how the areas are developed. Planning for this development is vital for balancing the costs of providing these essential services with the continuation of the city's and region's projected growth.

Neighborhoods

Aurora's neighborhoods have diverse forms, from the traditional urban blocks in Original Aurora and the winding streets of central Aurora's more suburban neighborhoods, to the golf courses and hilltop views of the city's southeastern neighborhoods. As Aurora continues to develop, new neighborhoods and urban mixed-use districts will further diversify the options available to current and future Aurora residents. There is a great opportunity for each neighborhood to take on its own image and identity.

Each neighborhood has its own unique population and needs. Neighborhood-level planning can help address the service and development needs of its residents by engaging them in the development process and creating conversation to determine their vision and priorities.

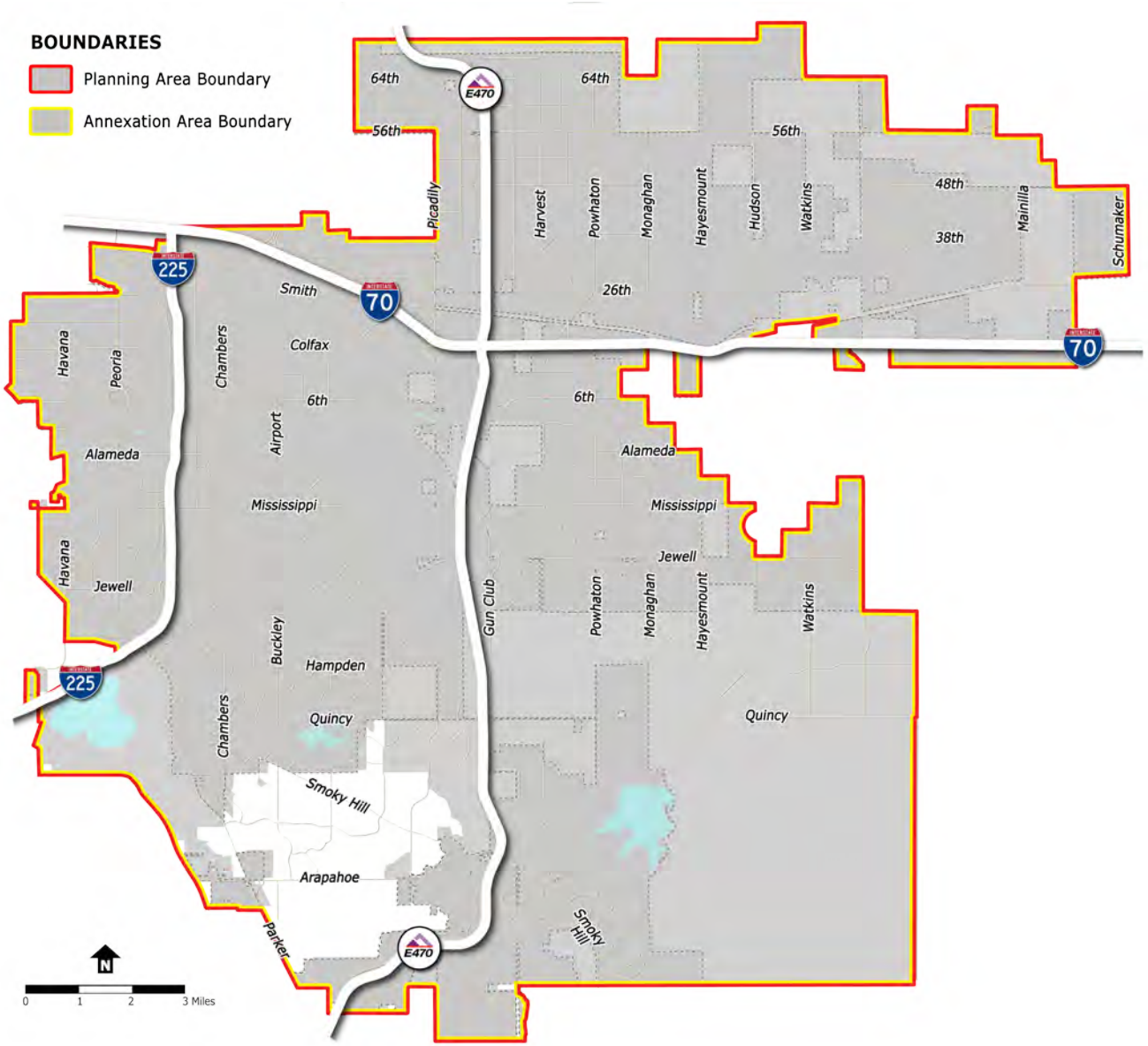


Planning and Annexation Boundaries

The city has traditionally built its Comprehensive Plan around a geographic area referred to as the "Planning and Annexation Boundary". This boundary encompasses the area within the city's municipal city limits as well as select and adjacent land outside of the city limits. Aurora's boundaries, particularly on the eastern edges, are not always coherent and substantial acerage lies between city boundaries. The city has an interest in planning for ordered and wells-erved development in these outlying areas.

Property within the boundary is eligible to be considered for future annexation, in accordance with all applicable city codes and state laws. City Council will consider whether to approve such annexation requests based on its established procedures and policies on a case-by-case basis.

The Aurora Places Comprehensive Plan, including this Planning and Annexation Boundary, and all applicable plans, policies, and codes included by reference within the plan, or otherwise adopted or approved by the City of Aurora, are intended to meet therequirements of Colorado Revised Statutes (C.R.S.) 31-12-105(1)(e).



This map is current as of 03/01/2026. For an official or updated map, please visit the City of Aurora Maps Library or contact the Planning and Development Services Department.



REGIONAL GROWTH AND DEVELOPMENT

Aurora will play an instrumental role in achieving regional goals and participating in regional benefits.

The Denver-Aurora-Lakewood metropolitan region has a long history of cooperation and coordination regarding regional growth and development and has experienced unprecedented change in recent years. The region has been among the nation's fastest growing, with the population increasing from 2.1 million in 2000 to 2.7 million in 2016. This expansion has brought opportunities and challenges to its metro-area communities.

While rapid population growth can strain local services, transportation infrastructure and housing, it also presents opportunities for cities to offer a greater diversity of jobs, neighborhoods and experiences to both current and future residents. Rapid growth presents both challenges and opportunities for regional coordination.

Aurora is the region's second largest city (374,154 people), home to 133,595 jobs spanning 163.5 square miles. The city recognizes that many future challenges must be addressed through regional cooperation. Aurora will play an instrumental role in achieving regional goals and participate in regional benefits, which can have significant positive impact on the quality of life within Aurora and the metro region.

DRCOG Mile High Compact and Metro Vision

Aurora is a signatory of the Mile High Compact, an intergovernmental agreement to manage and coordinate metro-area growth in accordance with the regional Metro Vision plan. This includes the most recent Metro Vision 2040 plan that the Denver Regional Council of Governments (DRCOG) adopted in 2017. The city reaffirms its support of the Mile High Compact and adopted Metro Vision plan and will continue to serve in influential and leadership roles within DRCOG to provide a leading voice on important regional issues.

The Metro Vision plan describes the future extent of urban development and regional support for efficient use of available land and existing and planned infrastructure, especially on the edges of the metro area. The city will continue to develop ongoing population and employment forecasts to support capital planning and funding programs and use these forecasts to assess the city's appropriate share of regional growth under Metro Vision.

Urban Growth Area

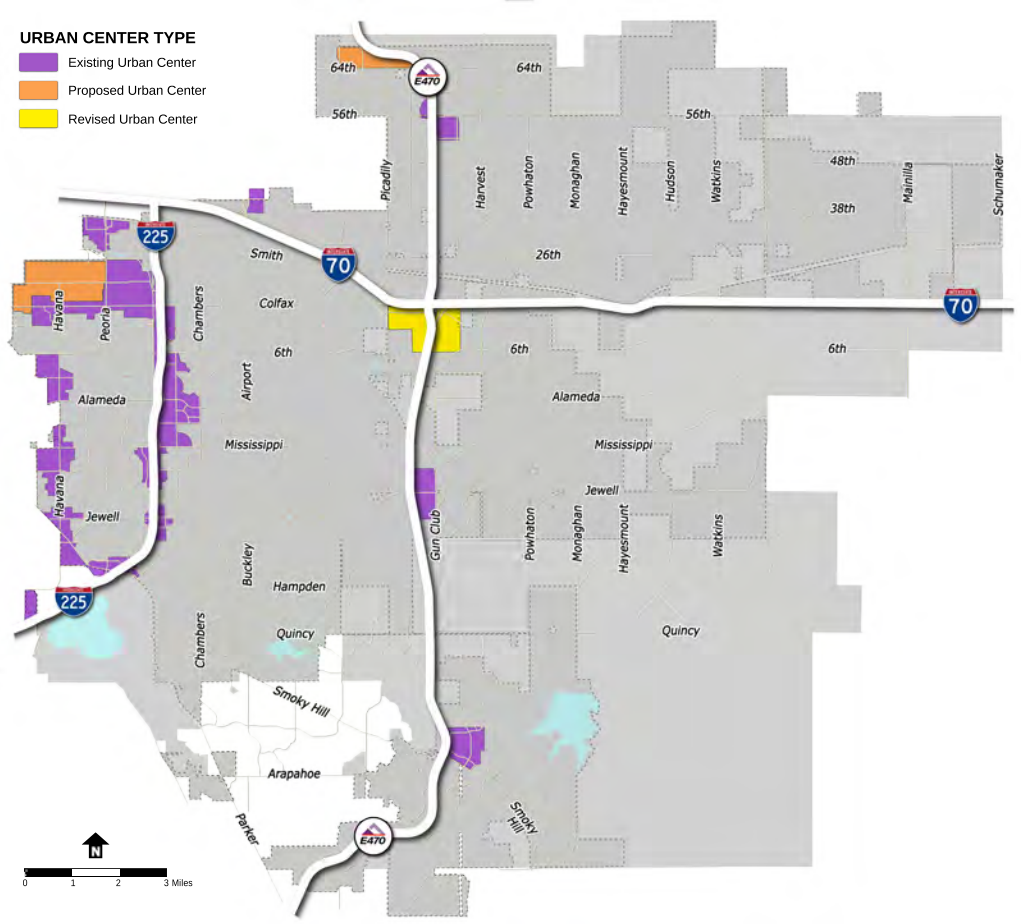
To implement this regional growth policy, DRCOG developed the Urban Growth Boundary/Area (UGB/A) program which periodically allocates growth area to all municipalities and counties in the region. Local jurisdictions designate and manage the specific location of their allocations.

Aurora's undeveloped area is vast, including thousands of acres stretching from Denver International Airport and the Colorado Air and Space Port (formerly Front Range Airport) to Douglas County. The sequence and timing of development of this area is unpredictable, so Aurora has chosen to identify areas of future growth and designate portions of the city's allocation of development under the UGB/A program. In Aurora, this allocation is distributed among nine subareas and is used by property owners on a first-come, first-served basis. The urban growth allocation in the UGA is only considered to have been used when land is subdivided or new construction has occurred.

Designated Urban Centers

DRCOG's Metro Vision plan also describes the "urban centers" concept as a model for healthy, livable communities. These designated centers are intended to feature a multimodal travel network within a mixed-use, urban district with diverse housing, employment and service opportunities accessible without sole reliance on automobiles. Metro Vision establishes a goal of having 25 percent of new housing and 50 percent of new employment in urban centers by 2040. By focusing growth into strategic areas, the city can capitalize on valuable development opportunities and build upon existing transportation networks and infrastructure.

Urban centers are identified by local decision-makers and submitted to DRCOG for formal review and approval. There are currently 18 designated centers in Aurora. The adjacent map shows the city's designated urban centers.



This map is current as of 02/01/2026 For an official or updated map, please visit the City of Aurora Maps Library or contact the Planning and Development Services Department.

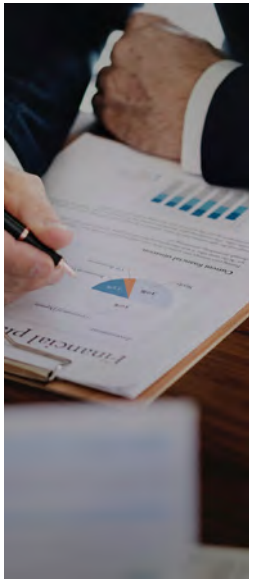


City Connections

To create great places in Aurora, it is critical that these systems be well planned and developed.

Chapter 4 identifies the different placetypes that define the development pattern of Aurora. Public systems and networks, including multimodal transportation, parks and open space and water utilities (water, wastewater and stormwater), connect these placetypes. Cultural resources, including libraries, public art and art venues, connect the community through shared culture and pride. To create great places in Aurora, it is critical that these systems be well planned and developed.

PUBLIC SYSTEMS



Economic Development System (page 56)



Transportation and Mobility System (page 66)



Water, Wastewater and Stormwater Systems (page 78)



Parks, Trails, Recreation, and Open Space System (page 82)



Arts and Cultural Resources System (page 84)

PLANS ADOPTED BY REFERENCE

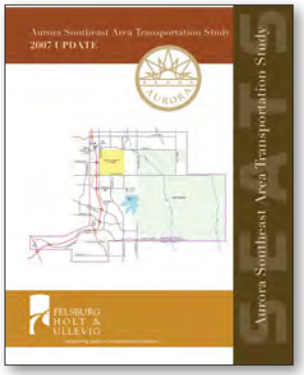
The following plans are also adopted by reference as amendments to the Aurora Places Comprehensive Plan.

- Our Parks, Our Places: A Plan for Aurora's Parks, Recreation and Open Space (2024) (Ord. 2024-11)
- Connecting Aurora Multimodal Transportation Plan, 2026 (Ord. 2026-__)
- Station Area Plans:
  Gateway Park East Station Area Plan, 2008 (Ord. 2008-79)
  Iliff Station Area Plan, 2009 (Ord. 2009-43)
  Abilene Station Area Plan, 2009 (Ord. 2009-44)
  Peoria-Smith Station Area Plan, 2009 (Ord. 2009-53)
  Florida Station Area Plan, 2011 (Ord. 2011-44)
  Nine Mile Station Area Plan, 2012 (Ord. 2013-01)
  City Center Station Area Plan, 2015 (Ord. 2015-16)
  Fitzsimons Station Area Plan, 2016 (Ord. 2016-40)
  Colfax and 13th Avenue Station Area Plan, 2025 (Ord. 2025-84)

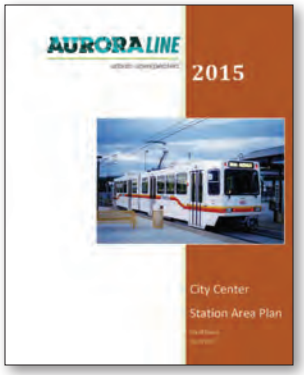














Economic Development System

Building a vibrant, successful local economy is a shared effort and economic development embodies this pursuit.

Economic growth is spurred by all businesses, residents and organizations that bring money into the city of Aurora. Any and all contributors to the economy share resources both intentionally and unintentionally to prosper individually and holistically as a city. As such, they all must work together to create a fully functional economic development system.

Partners and Partnerships

Building a vibrant, successful local economy is a shared effort and economic development embodies this pursuit. More jobs and more investment within a community means more opportunities and increased choices. Economic development practices are growing more comprehensive. It is not only about attracting corporate headquarters, but addressing the growth and expansion needs of existing businesses, engaging with firms across the globe, encouraging entrepreneurship and small business development, supporting the surrounding community as a place for employees and companies to call home, and aligning education and training to meet current and future workforce trends.

Partners with important roles to play in Aurora's economic growth and success include:

- Adams County Economic Development (ACED)
- Adams County Workforce and Business Center
- Arapahoe/Douglas Works! Workforce Development Center
- Aurora Chamber of Commerce
- Aurora Economic Development Council (AEDC)
- Aurora Public Schools
- Aurora-South Metro Small Business Development Center (SBDC)
- Aurora Urban Renewal Authority (AURA)
- City of Aurora
- Colorado Office of Economic Development and International Trade (OEDIT)
- Community College of Aurora and other higher education providers
- Major local employers and institutions, including Buckley SFB and Anschutz Medical Campus
- Public School Districts
- U.S. Small Business Administration
- Visit Aurora



Small Business Development and Entrepreneurship

The SBDC's mission is to help existing and new businesses grow and prosper.

The Aurora Municipal Center is home to the Aurora-South Metro Small Business Development Center (SBDC). The center is one of 14 SBDCs statewide, and serves not only Aurora, but also all of Arapahoe County, portions of Douglas County and southern parts of Jefferson and Adams counties.

The SBDC's mission is to help existing and new businesses grow and prosper. The center offers high-quality, confidential and no-cost, one-on-one consulting with business experts, niche programs and free or low-cost business workshops. The city of Aurora serves as host to the SBDC, offering services five days a week during regular business hours. Additionally, several programs are offered either during the evening or on weekends. In addition to the main office at the Aurora Municipal Center, the Aurora-South Metro SBDC has satellite offices at Innovation Pavilion in Centennial and the Englewood Civic Center.

The SBDC systematically tracks its quality of service through a variety of methods, including citizen evaluations after each consulting session and workshop and evaluating economic impact in terms of jobs created, jobs retained and business starts. Capital formation, contracts awarded, and the involvement with cluster industries like retail, restaurant, energy and bioscience also provide measurement metrics for SBDC.

Aurora uses the resources provided by the SBDC to leverage small business development and expansion and foster vitality in the development of all placetypes.

Redevelopment and Reinvestment

Like many communities that developed substantially since the mid-20th century, Aurora's aging neighborhoods and commercial centers face a growing need for revitalization. Housing, commercial buildings, infrastructure and public facilities are aging and in need of repair or replacement to return those areas to a place of vibrancy and desirability. While most of this reinvestment will come from the private sector, the city has an active role to play in planning, initiating and supporting reinvestment in key areas and projects.



Urban Renewal

This tool is intended to help guide public and private investment toward catalytic development projects.

Urban Renewal is one tool that has been used to address blighted areas by initiating and supporting private reinvestment and redevelopment of aging and obsolete properties and returning them to an active, revenue-generating space. The City of Aurora established the Aurora Urban Renewal Authority to pursue and facilitate redevelopment of blighted and strategically located properties within the city. The authority serves as a governmental entity under state law separate from the city of Aurora. While being a legal entity separate from the city, the authority's board of directors is primarily comprised of the mayor and city council members. Three additional members representing the school districts, county governments and other property taxing entities will likely join the board in the near future to bring it into compliance with current state law.

The authority's mission is to plan for, recruit, promote and support development and redevelopment projects that revitalize blighted, strategic and economically challenged areas, and provide technical assistance and financial resources to make projects viable. Each area has a plan that offers a vision and framework for future development and includes mechanisms by which the Authority will achieve high priority goals, including:

- Pursuit of higher density development and redevelopment within designated TOD areas and urban centers
- Pursuit of redevelopment and revitalization projects within the oldest sections of Aurora
- Enhancement of funding capabilities to better assist small-site, infill development and neighborhood supporting businesses in economically challenged neighborhoods

The authority's primary means of meeting these goals is through the creation of urban renewal and tax increment areas that generate tax increments resulting from increased property tax, sales tax and other local taxes generated from redevelopment activity. As a result of tax increment revenue generation, significant funding can be made available to provide needed public improvements and to help make projects financially viable to the public sector by helping close financial gaps.

Urban renewal areas have been identified and prioritized, with plans to address land use, transportation, infrastructure, recreational facilities and urban design. They are intended to help guide public and private investment toward catalytic development projects. New areas may be established as needs and opportunities arise.

Federally Designed Investment Zones

Aurora is home to a number of federally-designed investment zones under the Enterprise Zone, Foreign Trade Zone, and Opportunity Zones programs. While these are federal programs, the benefits are intended to support local communities, like Aurora. The purpose of these zones is to encourage private investment and job creation.

While the specific function and benefits from these zones are unique to each program, generally these zones aim to attract private investment into targeted areas by offering some type of tax incentive. The zones offer tax credits, deferrals or other benefits to private investors who commit to funding employment growth, real estate projects or infrastructure improvements.



Employment

A skilled and educated workforce is critical to economic growth.

The majority of Aurora's eligible workers leave the city every day to work in another community. Community outreach and research determined that Aurora companies, as well as those outside the city, note that the local skilled workforce does not fully match their evolving business needs. A skilled and educated workforce is critical to economic growth, necessary to attract large-scale, well-paying employers and imperative to diversifying our economy. Significant efforts must be made to expand the city's workforce and retain at least a portion of its existing workers by leveraging its existing businesses, strong industries and other assets.

Targeted Industries

The city and its partners work to attract and expand key industries in order to broaden and deepen the diverse local economy. These businesses may be growth industries with a strong long-term outlook, complementary or support industries to existing job sectors, or emerging industries in which Aurora offers a competitive advantage. However, Aurora's employment is diverse, and opportunities in other sectors will be pursued as well. Targeted industries include:

- Advanced manufacturing
- Aerospace and defense
- Bioscience
- Creative industries
- Healthcare
- Hospitality
- Energy
- Transportation and logistics

Retail Strategy

A robust local retail economy is especially important in a community like Aurora, which receives over half of its revenue from sales and use taxes. Changing consumer preferences, competition from adjacent communities, and continued growth in online shopping will continue to reshape the local retail environment. Identifying growth sectors, marketing the city to the retail community, keeping up with industry trends and encouraging reinvestment in aging retail destinations are part of the city's retail strategy and need to be supported.

The retail sector is constantly evolving. The continued growth of online commerce is reshaping how people shop, with direct impacts on brick-and-mortar stores and the city's tax revenue. Retailers are rethinking the role of their physical stores and in many cases decreasing their footprints and seamlessly connecting their stores with their online services.

As an approach, placemaking adds value to the retail environment. Increasingly, consumers are seeking diverse experiences as part of their shopping preferences, not simply a one-store-and-done trip. Aurora can offer places with unique identity and at various scales–from a bustling "downtown" experience to a neighborhood center that serves as a true gathering place for area residents. Mixing shopping with housing, entertainment, dining, recreation, services, events and employment in a comfortable, safe and conveniently accessible place is a strategy that will draw and keep customers in Aurora.



Education and Workforce Development

An educated and talented workforce is a critical asset to Aurora and essential to a growing local economy.

This talent can either be acquired by attracting educated and trained residents to relocate to Aurora, or it can be "home-grown" by equipping local residents with the skills and certifications needed to compete for stable and well-paying jobs. Aurora's strategy is to pursue both opportunities.

A strong local workforce provides two-fold benefits to the community. A stable and well-paying job is foundational to a family's ability to provide for itself. Many positions in the competitive and changing economy over the next two decades will require both a solid educational foundation and job-specific skills, training or certifications. If residents are able to access appropriate education and training locally, they will be well-equipped to meet the needs of the local job market, and in turn, meet the needs of their own family to rent or purchase a home, purchase everyday goods and services, and provide a stable and comfortable lifestyle.

Secondly, employers need qualified and skilled employees to fill jobs. The strength and stability of the local economy is in large part built upon a company's ability to acquire and retain talented employees to succeed and grow in their industry. Additionally, firms seeking to relocate or expand their operations will weigh their location decisions based in large part on the availability and readiness of the workforce pool available to them in a community.



Education

A strong education system, from K-12 through higher education and career training, is essential to creating a steady and continuous pipeline of talent to local employers and providing opportunities for Aurora residents to earn and maintain stable and well-paying jobs.

Aurora is served with a continuum of education and training providers. The majority of Aurora is served by Aurora Public Schools and Cherry Creek School District, while small portions of the city fall within the Brighton, Bennett and Douglas County school districts. The Aurora and Cherry Creek districts operate K-12 schools, as well as preschool, charter, magnet, vocational, gifted and talented schools and other support programs. The districts emphasize career and college readiness through concurrent credit courses with the Community College of Aurora and other local colleges, career and technical education opportunities and college preparation resources.

Aurora is also well-served by a variety of higher education institutions. The University of Colorado Anschutz Medical Campus, Pima Medical Institute and Concorde Career College offer a spectrum of medical education and health care training programs. The Community College of Aurora offers a diversity of degree programs at two campuses and online. Pickens Technical College provides classes in variety of fields, including engineering and technology, health, transportation, business technologies and human services. Both CCA and Pickens have associations with Aurora's school districts to provide concurrent education and joint programs.

Aurora is also home to Platt College, Colorado Technical University South Denver Campus and the Ecotech Institute, the first college entirely focused on preparing graduates for careers in the fields of renewable energy and energy efficiency, and other educational institutions.

Workforce Development

Aurora is served by the Arapahoe/Douglas Works! workforce center and the Adams County Workforce and Business Center. Both offer a variety of free services to individual job seekers, including those looking for training or retraining, new employment and employment counseling. Youth programs offer assistance with obtaining a high school diploma or GED, training and support services through the Workforce Innovation and Opportunity Act. The centers also provide services for employers seeking skilled and trained employees through hiring events, job listings, and connecting employees with training and certification programs.

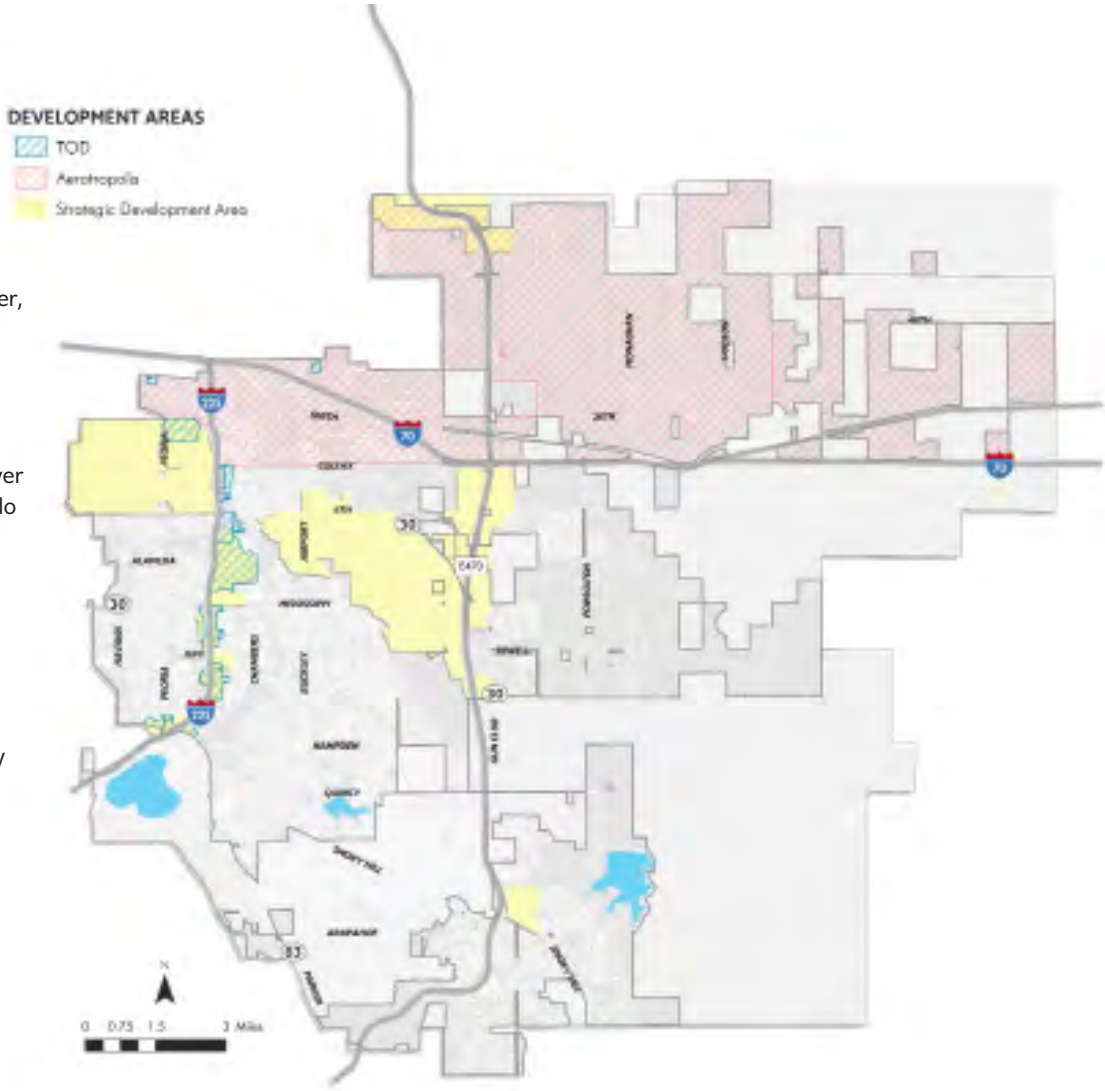
The city cooperates on programs with all these agencies and supports cooperative efforts that improve the economic well-being of Aurora and its residents.

STRATEGIC DEVELOPMENT AREAS

While the city provides services and encourages investment and job creation across the community, Aurora Places identifies locations within Aurora that have been identified as particularly suitable for significant investment or needing ongoing focus and intervention. Each has its own unique conditions, opportunities and challenges to be addressed through a set of strategies specific to the area. Strategic areas include:

- Urban Districts placetypes (City Center, Anschutz/Fitzsimons, I-225/Parker/Havana, Southlands, I-70/E-470, and Gaylord/Far North E-470)
- Innovation Districts placetypes
- Aerotropolis area supported by Denver International Airport and the Colorado Air and Space Port (formerly Front Range Airport)
- Station area transit-oriented development
- Original Aurora, including the Arts District and Colfax Avenue corridor
- Buckley Space Force Base and nearby employment areas

These strategic areas often have additional plans, including station area, neighborhood, transportation or urban renewal plans that outline strategies specific to that area.





Conceptual Rendering of the Space Port
Courtesy HDR in association with Luis Vidal + Architects

AEROTROPOLIS

Aurora's close proximity to the Denver International Airport (DEN), one of the busiest and fastest growing airports in the country, and several main transportation corridors in Colorado, positions it to take advantage of a key opportunity in the region. Furthermore, the future Colorado Air and Space Port (formerly Front Range Airport) offers even more opportunities for transportation, research and development. An aerotropolis, which includes thousands of acres of land on and around DEN in multiple jurisdictions, including Aurora, will demonstrate how collaborative, responsible development enhances Aurora's ability to compete for world-class companies who will create jobs, invest in the community and strengthen the economy.

An aerotropolis is a dynamic, urban place in which the layout, infrastructure, and economy center around the airports. An aerotropolis is more than any single development, it is largely characterized by a collection of transportation-linked businesses and supporting industrial and commercial development. However, appropriately-located residential, retail and restaurants will also be included.

Airport-centered development seeks to take advantage of the connectivity and synergy created by the people and industries in the area. Within its boundaries, it will deliver the opportunity for innovation to flourish, drive a forward-looking strategy for important planning, like infrastructure and transportation, and bring together the public and private sectors to grow existing and new industries.

Best Practices

- Develop cooperative partnerships between the public and private sectors, ensuring strategic planning and development.
- Focus on prioritized infrastructure and transportation opportunities that will benefit the area's development..
- Leverage key anchor assets within the aerotropolis' influence areas that are already spurring activity and prioritize catalytic projects that will do the same.
- Continue to support efforts related to the Colorado Air and Space Port. Explore transportation, employment and development opportunities related to the establishment of this unique facility.
- Balance job creation with residential, commercial services and entertainment uses in the area.





Photographs provided courtesy of Denver International Airport.

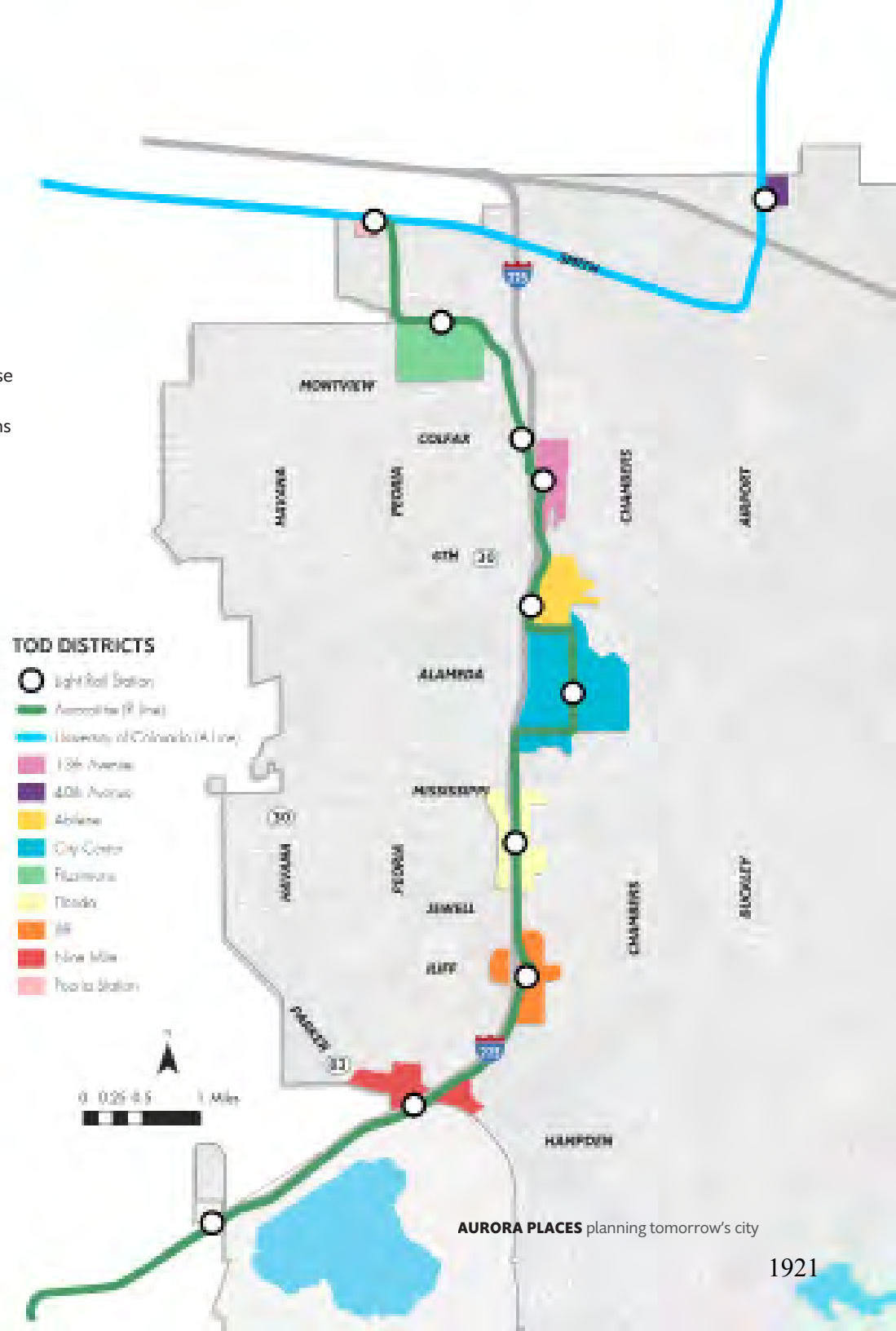
TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Aurora Line, RTD's R Line, opened service in early 2017, connecting nine stations from Dayton Station in the south to Peoria Station in the north. Two stations on the University of Colorado A Line are located in Aurora, connecting to Downtown Denver and Denver International Airport. RTD's H Line serves four stations: Florida Station, iliff Station, Nine Mile Station and Dayton Station, ensuring important transit connections between Aurora and Downtown Denver. These station areas represent a unique and valuable opportunity for significant investment surrounding transit.

Beginning in 2006, the city initiated planning for the light rail stations in anticipation of transit service and interest from the private sector. These plans are promote TOD by identifying opportunities for compact, mixed-use development that is transit-supportive and to develop public-private strategies to implement a shared vision.

While the plans offer a vision and land use framework that is powerful yet flexible, these plans may be updated as conditions change or opportunities materialize. Adopted station area plans include:

- Nine Mile Station Area Plan
- Iliff Station Area Plan
- Florida Station Area Plan
- Fitzsimons Station Area Plan
- City Center Station Area Plan
- Abilene Station Area Plan
- 40th Avenue and Airport Boulevard Gateway Station Area Plan
- 13th Avenue and Fitzsimons-Colfax Station Area Plan
- Peoria Station Area Plan





This mixed-use, pedestrian-oriented development type is a compact, walkable and bikeable area positioned around a transit station. They focus on providing visibility and accessibility to transit users and connecting them to developments near the transit center. Although varying in size and intensity, this overlay contains higher residential densities; niche retail, dining, and entertainment opportunities; office spaces and service uses; and gathering spaces. Although the mix, intensity, and makeup of uses in this overlay may vary, the intent is to create a condensed mixed-use area that provides a place for urban living, employment and necessary and convenient access to transit, all in a pedestrian-friendly environment.

Transit-Oriented Development (TOD) best practices include:

- Include areas that are within reasonable walking distance (within ½ mile) of transit stations that also include high-quality cyclist connections.
- Provide density and intensity of development that promotes high levels of activity and transit ridership and is appropriate in relation to Aurora's evolving real estate market.
- Integrate public art and creative architecture so that transit-oriented developments have a unique characters.
- Ensure an appropriate mix of housing, employment, entertainment and services focused around gathering places, such as a central plaza or main street.
- Conform development in TOD areas to the adopted station area plans.









Transportation and Mobility System

CONNECTING AURORA MULTIMODAL TRANSPORTATION PLAN

Connecting Aurora is the city of Aurora's first multimodal transportation master plan–a bold, community driven roadmap to create safe, connected, and sustainable multimodal options for everyone, no matter how they travel.

Connecting Aurora creates a vision for the city's multimodal transportation system that serves pedestrians, people using mobility assistance devices, bikes, transit, cars and freight. This vision will guide the planning, design and delivery of future multimodal transportation policies, programs and projects that are based on community values and needs. The plan includes tools, implementation strategies and actions for achieving Aurora's vision to expand mobility choices for safe and seamless movement of people and goods throughout the city.

Connecting Aurora is forward thinking and innovative, and it is fundamentally focused on achieving the stated vision and goals for the city's multimodal transportation system. The plan supports an integrated multimodal transportation system that is safe, convenient, reliable, connected, efficient and sustainable for all. Walking, rolling and biking will be safer and more convenient, and transit will be an attractive way to travel for many more residents and visitors. The plan proposes a street network that preserves and creates unique places throughout Aurora, supporting economic vitality and a high quality of life for people of all backgrounds.

Connecting Aurora will guide the city's transportation investments and decisions that are crucial to actualize the plan's vision, mission and goals. Ultimately, Aurora's strengthened transportation system will support a thriving and competitive city for generations to come.

OUR VISION

Aurora safely connects all people to our places for a healthy, sustainable and economically strong community.

Our Mission

The city of Aurora will provide a complete transportation system to meet the needs of all people. The city will engage the public in the delivery of plans, programs, policies, standards and projects.

OUR GOALS

Our goals represent specific and measurable outcomes for the transportation system, to help us stay focused on actions that help to achieve the vision.

A Transportation System Serving People

Safe

People are safe and feel safe traveling in our city.

Reliable

People can depend on all forms of transportation.

Convenient

People can move around Aurora efficiently and easily.

Connected

People are well-connected to the places they want to go, however they choose to move.

A Transportation System Supporting Overall City Aspirations

Sustainable

Infrastructure and services can be built, operated and maintained at high levels, in a fiscally and environmentally sustainable way.

Economically Strong

The community's economic vitality s supported and enhanced by the transportation network.

Healthy

The community is served by transportation that supports a healthy lifestyle and environment.

A Transportation System Strengthening Community

Authentic

Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.

Equitable

All people have viable transportation choices to mee their needs.

Integrated

People have easy access to a mix of placetypes because land use and transportation are fully integrated.



INNOVATIONS, TECHNOLOGIES AND EMERGING TRENDS

Aurora should prepare for an entirely new era in transportation.

Artificial intelligence and recent innovations in information and communication technologies will significantly impact transportation and travel infrastructure. Aurora should prepare for an entirely new era in transportation. The city should be a regional and national leader in exploring partnership opportunities for potential pilot projects involving autonomous and connected vehicles, data sharing, and other related applied-technology initiatives.

Growth of Shared Mobility

Shared mobility refers to forms of transportation that are shared among users such as transit, taxis, car-sharing, and bike shares.

Transportation network companies (TNCs) like Uber and Lyft have risen in popularity across the country. These services connect people to rides on demand. These services can offer riders with greater convenience and coverage than traditional taxis. Rideshare models have been replicated by public transportation providers when providing service to people with disabilities and in areas with lower population density.

Micromobility, like shared bikes, e-bikes, and scooters, can improve access to Aurora's greater transportation network by allowing people to more easily make first-mile and last-mile connections. These mobility options are often low-cost and can decrease GHG emissions if used in place of a car.

Travel Demand Management

Due to limited financial resources and environmental constraints, it is more difficult and takes longer to add new infrastructure to meet the significant growth in passenger and freight travel demand. Therefore, strategies to manage travel demand are more critical to transportation operations than strategies to increase capacity.

With the advancement of technologies, managing demand should use more comprehensive approaches, beyond merely encouraging single-occupancy vehicle commuters to use carpool, vanpool or public transit for their commute. The focus of contemporary travel demand management (TDM) is to optimize the transportation system performance by providing real-time information on incidents, congestion and weather conditions to all travelers to help them make smart decisions about location, route, travel time and mode.

Impact of Delivery Services and Growth of E-commerce

The increasing use of transportation services like Uber and Lyft, e-commerce, AV self-parking and on-demand delivery is creating increased demand for temporary uses of curb space. Freight movement and the ability of trucks to park and easily deliver goods to businesses is an essential factor for the success of Aurora's economy.

Freight movement must be balanced and prioritized among the competing curbside needs, especially in commercial and mixed-use areas of Aurora. Curbsides can be managed with static signing that designates uses by time of day and day of week, or it can be done dynamically via changeable message signs that define regulations based on various thresholds.

While static signing is predictable for users, dynamic signing provides greater flexibility for agencies to manage curb space based on changing needs.



Electric and Autonomous Vehicles

Electric vehicles (EV) are rising in popularity. As of November 2024, there were more than 156,000 electric vehicles registered in Colorado, making the state a leader in EV adoption. Aurora's current electric vehicle infrastructure lags behind neighboring cities. Aurora has about 240 public charging station ports for EVs, or about one charger for every 1,650 people. This is substantially fewer chargers per capita than Denver (one charger for every 680 people) and Boulder (one charger for every 255 people).

Autonomous vehicles (AV) use radar, global positioning systems (GPS), cameras and light detection and ranging (LiDAR) to partially or fully replace the need for human drivers. The timeline for full AV adoption is unknown; however, some research predicts that by 2035, between 17% and 57% of new passenger cars sold will have some level of autonomy. If deployed strategically, AVs are believed to drastically improve safety on roadways by eliminating human error.

TRANSPORTATION INFRASTRUCTURE AND FISCAL CHALLENGES

Aurora's transportation system is a complex mix of public and private facilities that require maintenance and upkeep, as well as continued investment, to maintain in a state of good repair.

Aurora's population and employment growth, and increasing construction and infrastructure needs require a sustainable and diversified financial approach to support the city's long-term transportation goals. There are several dynamics that challenge the long-term financial investment in the city's transportation infrastructure.

Mismatched Development Patterns

Suburban development patterns common across U.S. cities can complicate how transportation infrastructure is planned, delivered and maintained. Lower-density, car-oriented development often requires more infrastructure, increasing both the upfront construction costs and long term maintenance obligations. When development occurs over time, infrastructure investments may be fragmented, resulting in gaps in connectivity and limited multimodal options.

In Aurora, similarly to other growing communities, transportation infrastructure is frequently delivered in response to development. This tendency can create timing mismatches between when travel demand exists and where infrastructure is built. Incomplete networks, indirect travel routes and delayed improvements can result.

Limited Funding Dedicated to Transportation

While the city does receive transportation funding through regional, state and federal grants, these contributions are relatively modest in comparison to the amount of dollars needed for annual upkeep, new development and retrofit capital improvements, and future maintenance obligations. Aurora primarily funds transportation infrastructure projects through general fund allocations, state Highway User Tax Fund (HUTF) distributions and limited development impact fees.

Aurora's capital program outlays for transportation are low compared to peer cities. Without dedicated funds, the city's CIP relies heavily on general funds and HUTF distributions, both of which are subject to volatility. Outside of development, metro districts, and authorities, Aurora's reliance on general funds and formula funds limits the city's ability to finance large, multiyear projects essential for meeting long-term infrastructure demands. Other large cities in Colorado, while also struggling with infrastructure demand, have made policy decisions to implement supplemental revenue sources to substantially augment transportation funding.



AURORA AS A PLACE-ORIENTED CITY

The Connecting Aurora plan is built upon an Aurora that is a "place-oriented city". This emphasis on a community of great places aims to improve the quality of life for Aurorans by increasing the number of convenient, affordable and safe mobility options. Choice is fundamental to this scenario.

Aurora Places serves as the foundation for this scenario as it emphasizes designing and building the transportation system around what best fits different placetypes.

In addition to making improvements to the city's transportation network, the place-oriented city emphasizes the need to simultaneously concentrate the destinations within and near neighborhoods so that people can access daily destinations within a short walk, bike ride, transit ride or car trip. In this scenario, the city of Aurora makes significant investments in walking, biking and transit infrastructure with a focus on making these modes of transportation safer, more connected and more accessible.

The Place-Oriented City uses land efficiently and productively. It balances providing opportunities for parking with opportunities for additional shops, services, parks and other land uses, within and near neighborhoods so that people can access daily destinations within a short walk, bike ride, transit ride or car trip.



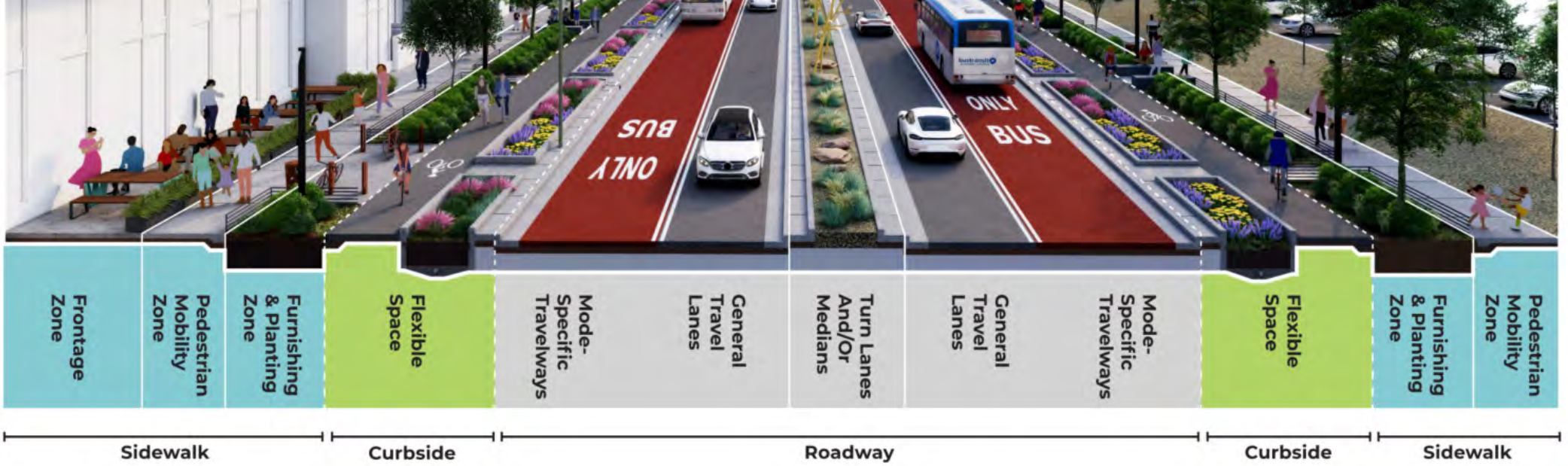


Illustration of common complete streets concepts and features. Refer to city codes for applicable design standards.

COMPLETE STREETS FRAMEWORK

Aurora will develop and implement a "complete streets" framework to support Connecting Aurora's vision and reinforce the city's commitment to inclusive mobility, public health, sustainability and community vitality. It will help ensure that Aurora's transportation investments contribute to a connected, multimodal street network and enhance public space.

The framework will integrate multimodal principles into the fabric of transportation decision-making–from initial planning to long-term maintenance. Its purpose is to safely connect all people, whether they walk, bike, roll, drive or ride transit, to the places they live, work and play.

Establishing Modal Priority

The framework will define modal priority and coordinate with street types and placetypes to account for the surrounding context while maintaining consistency for users. This will allow the city to tailor multimodal features and curbside amenities according to corridor type and community input. This approach will ensure strategic trade-offs and investments align with corridor function and community goals.

The three modal priority levels described by Connecting Aurora (from highest to lowest) are Prioritize, Emphasize and Accommodate.

These priority levels help clarify the role of each mode in the design and operation of individual streets and networks of streets and allow for multiple modes to share priority levels to meet goals and development outcomes. This approach supports balanced, context-sensitive street design that reflects community goals and transportation needs.



People Walking

Aurora's suburban, car-centric land use patterns and infrastructure priorities have resulted in a city that are difficult or uncomfortable navigate on foot.

People who walk in Aurora rely on the existing network of sidewalks, crossings and trails; however, walking to everyday destinations in Aurora can be difficult and dangerous. Often, sidewalks are narrow or without buffers from traffic. This is especially problematic for sidewalks on high-speed, high-traffic arterials, like Peoria Street and Chambers Road. Limited or a lack of separation between people walking and people driving creates a pedestrian environment that feels unsafe and uncomfortable.

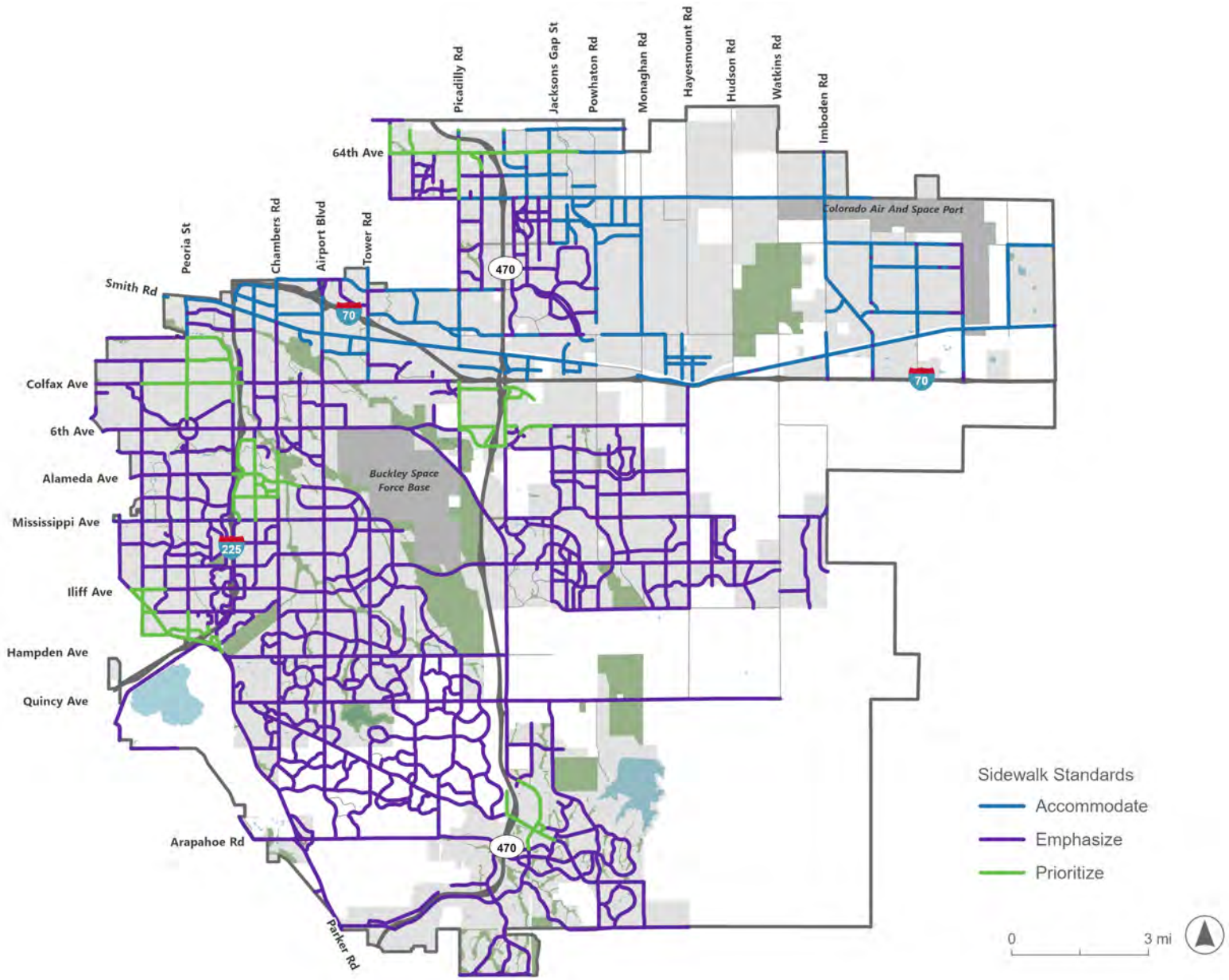
Furthermore, many of Aurora's streets, especially wide arterials, have long distances between traffic signals or marked crossings. These large gaps force people walking to go far out of their way to safely cross the road at marked locations or to make unsafe crossings at unmarked locations.

The visionary walking network will create a safe, comfortable and connected environment for people walking in Aurora. The goals of this network are to expand the city's "low stress" pedestrian network, provide more safe crossing opportunities, and improve destination access for people walking.

The visionary network will have a connected system of spacious sidewalks and safe crossings that advance the Connecting Aurora goals. It will include improvements to busier roads (collectors and arterials) and local streets with missing or narrow sidewalks that do not meet ADA standards. Options for improving conditions on local streets are presented in the policies and programs described later in this chapter.

To guide the vision for Aurora's pedestrian network, the Connecting Aurora Multimodal Streets Design Guidelines differentiate among three walking priorities: Accommodate, Emphasize, and Prioritize. These categories determine what kind of walking experience is expected based on street type and surrounding land uses.

VISIONARY WALKING NETWORK (CLASSIFICATIONS)





People Biking

Aurora maintains a robust recreational trail network that is enjoyed by residents and visitors alike, but the current on-street biking network is fragmented, which discourages biking for commuting and everyday trips.

The visionary biking network will be a safe and low-stress connected network for Aurorans to use every day. To fully realize the recognized benefits of biking and to achieve Connecting Aurora's vision, the city, developers, special districts, and others must work together to design, build, maintain, and operate a bikeway network that is safe and connected. This bikeway network should attract bicyclists who are "interested, but concerned" in regard to riding on Aurora's streets. This group makes up the vast majority of potential bicyclists; they are interested in biking but concerned about real and perceived safety risks.

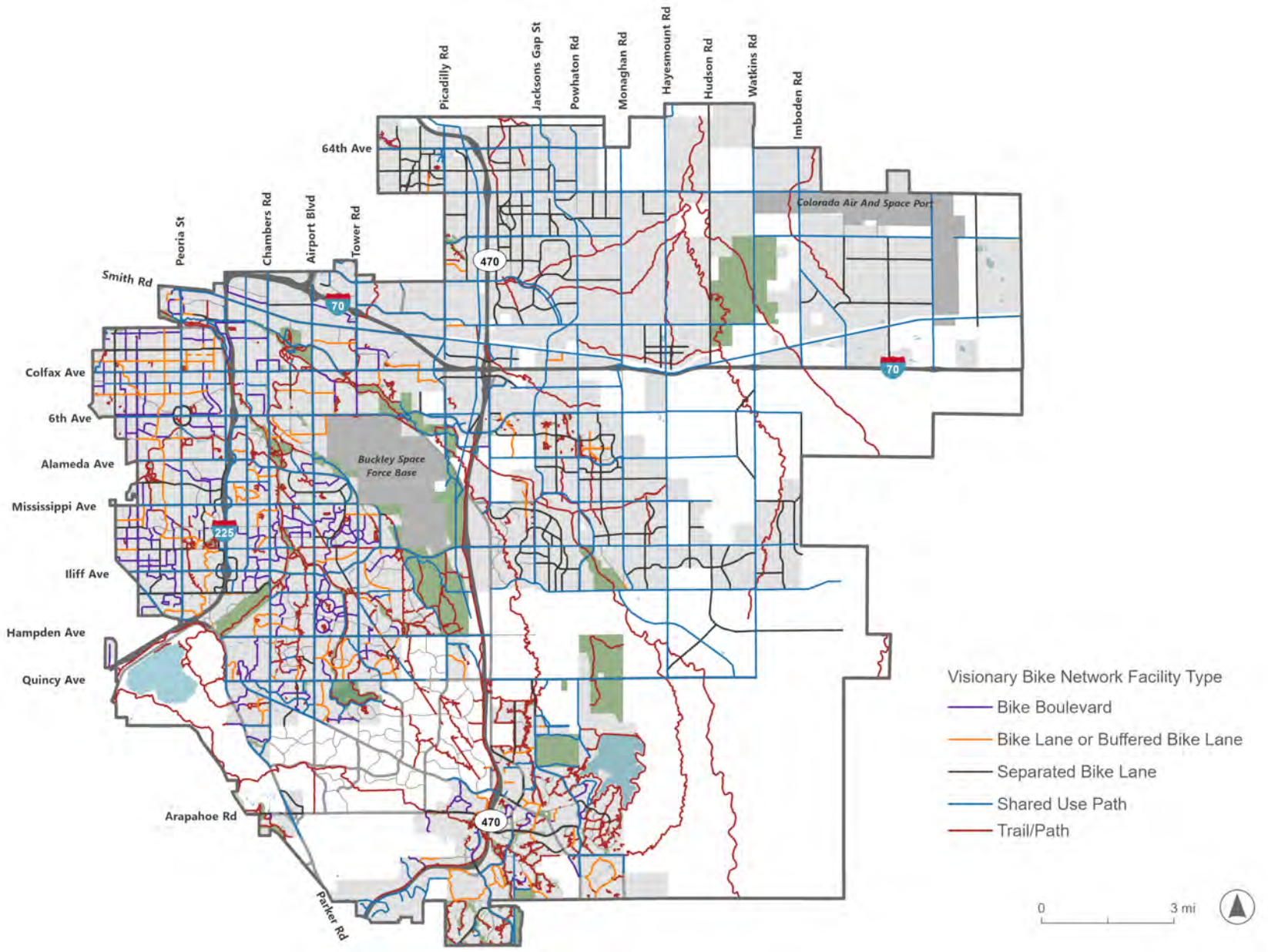
A core visionary network goal is to create a low-stress network that encourages more people to ride bikes. Not all bikeways feel equally safe and comfortable. Missing on-street bikeways and insufficient separation between bicyclists and cars create stressful biking conditions.

Improved access to destinations is a second core goal. Biking is most useful when it connects people to where they need to go on a regular basis (schools, parks, grocery stores, and transit). Evaluating ease and directness of access to destinations helps indicate how well the network supports short trips.

The city should also be responsive to trends in biking, such as e-bikes and micromobility programs. Because micromobility programs depend on private operators, citywide efforts and initiatives must balance meeting the city's needs with requirements, while making them attractive for micromobility companies to operate. This balance requires that enough residents, visitors, and workforce members consider shared micromobility a viable option and that they select that option.

The visionary biking network is comprised of three classifications: primary routes, secondary routes, and local routes. The network is critical to connecting to and through neighborhoods, as well as regional corridors and destinations.

VISIONARY BIKING NETWORK (FACILITY TYPES)





People Riding Transit

Transit is a critical function of Aurora's transportation system, connecting residents and employees within the city and across the metropolitan area.

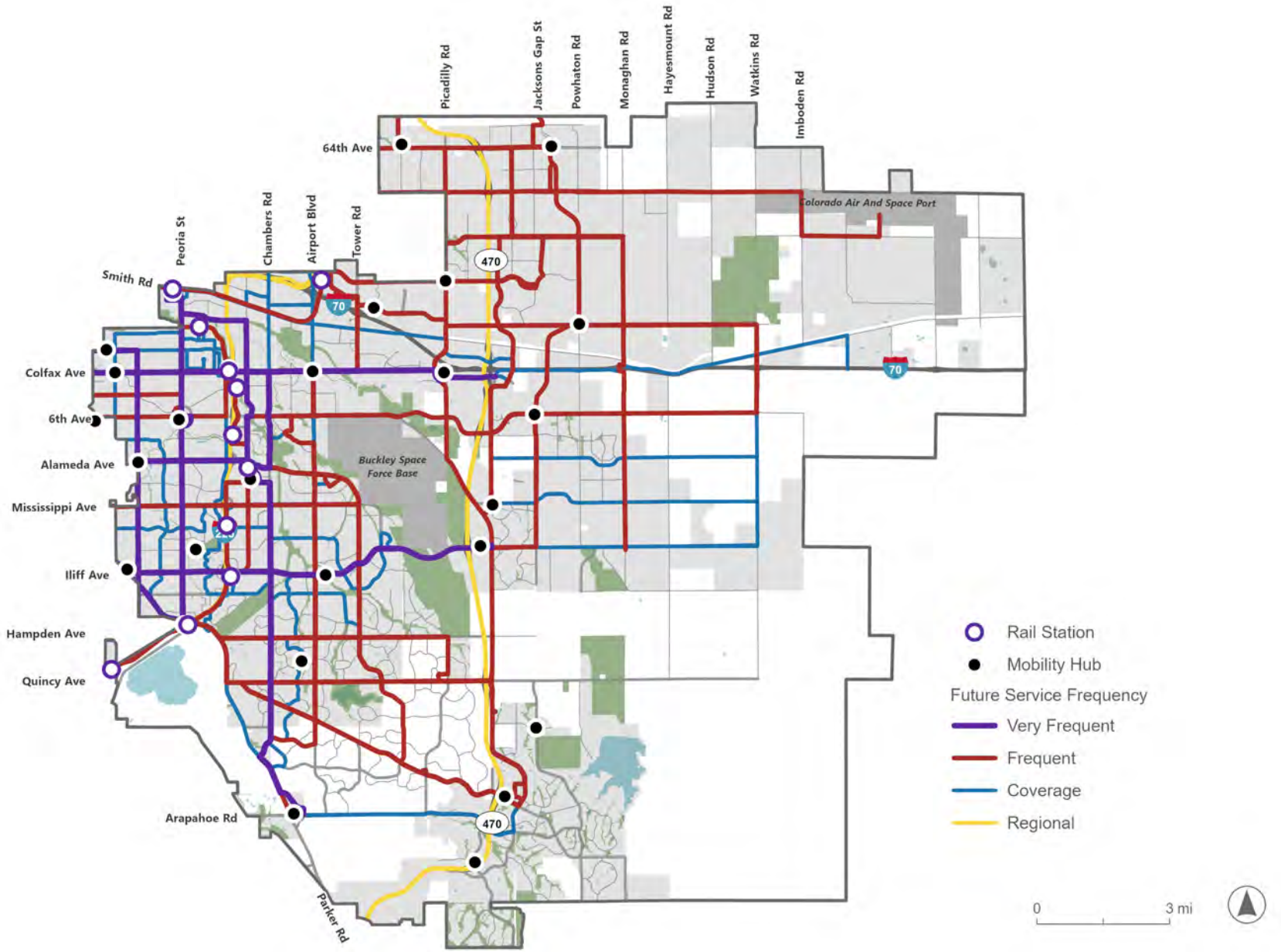
RTD has delivered public transit in Aurora since 1972. Around 13% of RTD's more than 3 million annual customers in the Denver metro area live in Aurora. 30 RTD bus and rail routes serve Aurora, including 24 local bus routes, three light-rail or commuter rail lines, and several other routes. Transit service is generally concentrated in established parts of west and central Aurora. The developing areas of the city to the east and northeast are underserved or unserved. As residents and jobs fill out these areas, service must be extended to serve these new riders and destinations.

Most Aurora transit routes run every 30 to 60 minutes, with limited evening and weekend service hours. Only 9% of Aurora residents live within walking distance of transit that comes every 15 minutes or less. Of the 27 bus routes, only four operate at 15-minute or less headways. Consequently, the system is difficult to use for commuting purposes, such as school, healthcare or shift work, particularly in populations with higher transit dependence, such as school-age children, households with lower incomes, one- or zero-vehicle households, individuals with disabilities and seniors. For example, Northwest and Central Aurora are home to transit-reliant populations but there are no frequent, all-day connections to job centers across the metropolitan area.

The visionary network for public transit includes widespread, convenient transit service for nearly everyone in the city. Infrastructure alone will not transform mobility in Aurora – frequent, accessible transit services matters. How often buses run, how long they operate each day and how well they connect people to jobs and daily needs all constitute transit's usefulness and convenience.

The network is defined by service frequency: frequent transit network routes (typically 10 to 15 minute service intervals) and the coverage network (typically 30 minute intervals and circulators or crosstown routes). It also includes infrastructure in the form of rail stations, mobility hubs, park-and-ride, and other enhanced transit facilities and services.

VISIONARY TRANSIT NETWORK



1934



People Driving

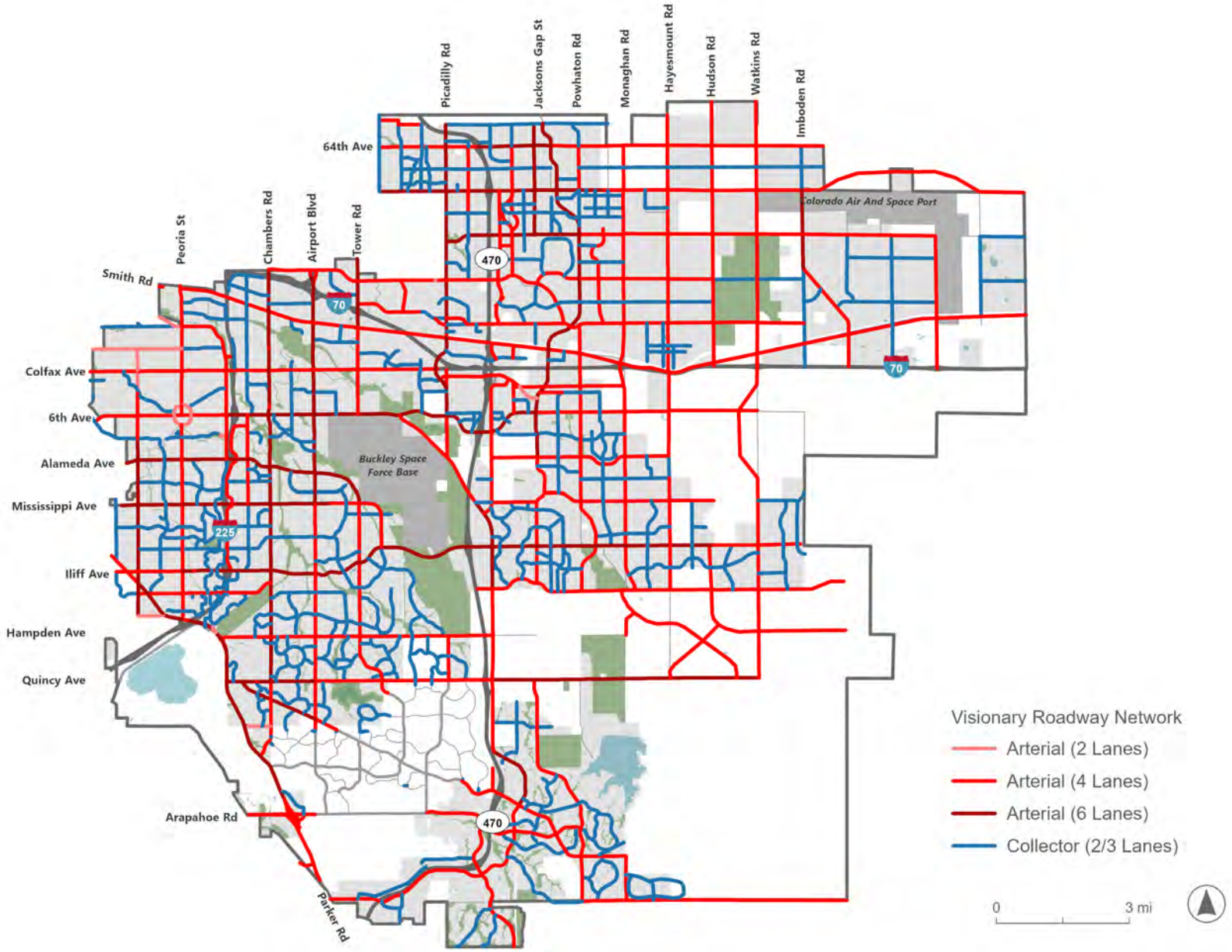
Aurora's development has long prioritized travel by car, with a traditional suburban street layout dominated by large, high-volume, arterials spaced every mile.

Many areas of the city are low-density, single-family neighborhoods and car-oriented shopping centers set back from the street fronted with large parking lots. Sidewalks and bikeways along these large, heavy-traffic arterials, are often uncomfortable and limited. Demand on Aurora's streets is steadily increasing as the city's population grows and development expands. Aurora's population is expected to rise by approximately 160,000 residents between 2025 and 2050, bringing the total population well over 500,000.

A significant share of the growth will occur on the city's eastern edge, where large undeveloped areas are slated for new housing and employment centers. At the same time, infill redevelopment in established neighborhoods and mixed-use centers will add more residents and jobs within the existing urbanized area. These trends will generate more daily trips only for commuting as well as shopping, school, recreation and freight movement.

As Aurora solidifies itself as a "place-oriented city," the city should more fully support multiple ways of moving around on our streets. Maintaining acceptable travel times for drivers is important; however, speed and efficiency must be balanced with design features that make streets safer and integrate multimodal options. Recognizing that all streets have different modal priorities depending on the context, streets must be designed for flexibility and modal balance. They must continue to accommodate private cars while ensuring safe and welcoming facilities for pedestrians, bicyclists and transit riders.

VISIONARY ROADWAY NETWORK



1936



Moving Goods

As an established regional freight hub, the visionary network will support safe and efficient movement of goods through the city on a hierarchy of designated truck routes.

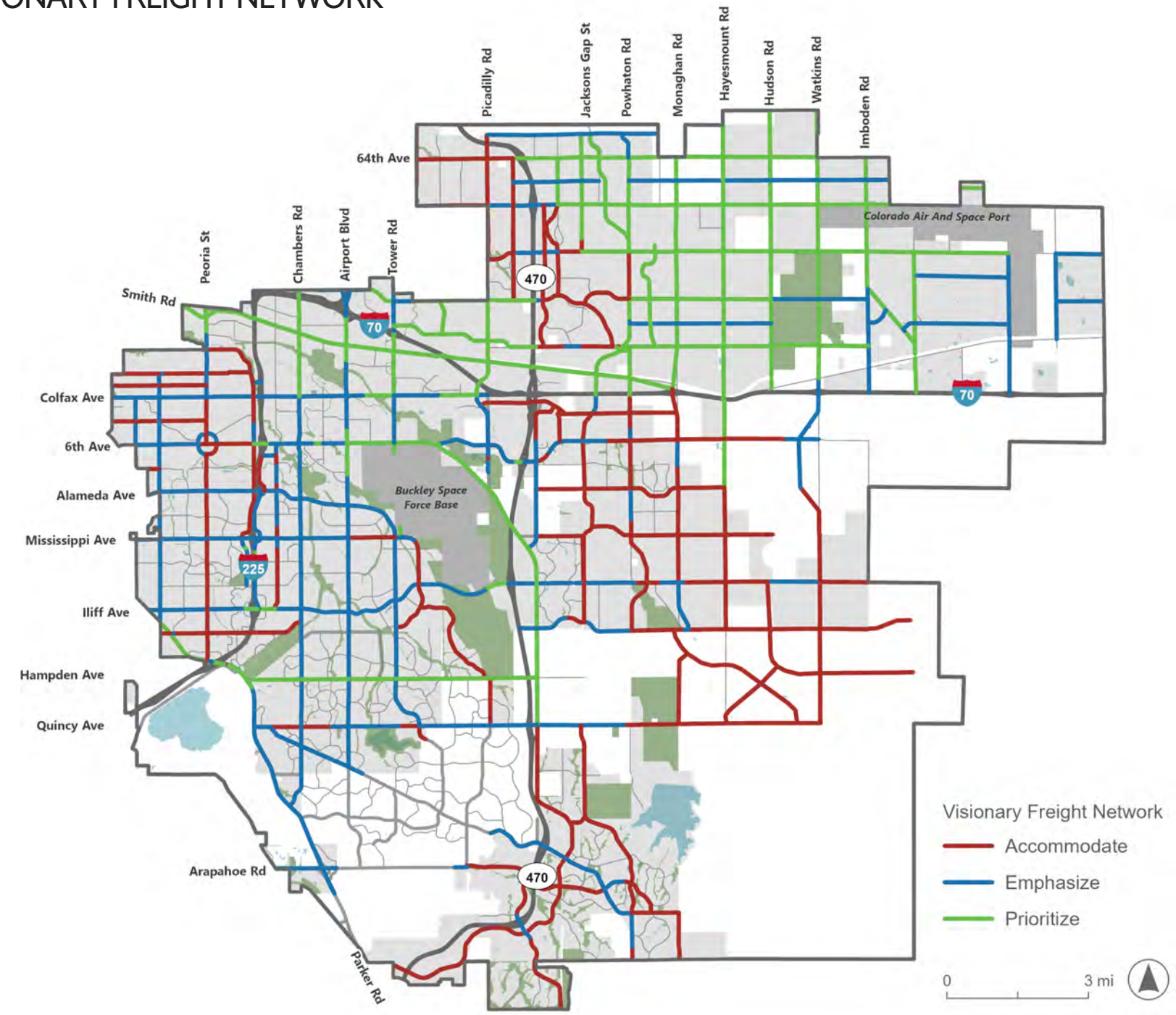
Aurora is an established regional freight hub that includes highway and rail infrastructure. Northeast Aurora, particularly north of I-70, is the primary hub for freight activity. DRCOG's 2019 Regional Multimodal Freight Plan identified this area as a regional freight focus area because of its concentration of industrial land uses, availability of large undeveloped parcels and its future role in the Aerotropolis development vision.

The visionary freight network will support safe and efficient movement of goods through the city on a hierarchy of designated truck routes. Freight routes are assigned by modal priority to accommodate, emphasize or prioritize freight access based on land use and development context.

These designations will help the city identify what improvements are needed to accommodate trucks and that they are appropriate for the surrounding context and use of the street. The visionary network will align truck route designations with infrastructure investments, land use planning and operational policies.

It will offer clarity on trasportation routes for private freight operators, developers and community stakeholders so that the benefits of freight movement are shared equitably while minimizing conflicts and environmental impacts.

VISIONARY FREIGHT NETWORK





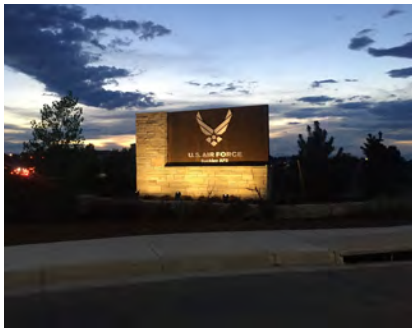
AIRPORT INFLUENCE DISTRICTS

Growth and development in Aurora is significantly shaped by the location and operation of four airports.

These include Denver International Airport, Buckley Space Force Base and the two general aviation facilities, the Colorado Air and Space Port (formerly Front Range Airport) and Centennial Airport. Each airport has an Airport Influence District that reflects operations specific to that airport and which may prohibit or limit certain types of development. Planning and zoning tools are implemented to assure that development proposed around airports is compatible with airport operations and reduces environmental impacts.

The city has taken a proactive approach to reduce impacts from aircraft noise by implementing zoning restrictions that are more protective than federal standards. Although federal standards specify that residential uses are compatible with the 60 day-night average sound level (DNL) for Federal Aviation Administration (FAA) airports and the 65 DNL noise contour for Department of Defense airports, Aurora requires that compatible residential uses only be constructed with noise mitigation in the 55 DNL contour. In addition, the city continues to work closely with Buckley Space Force Base to ensure proposed land uses are compatible with the Accident Potential Zone.

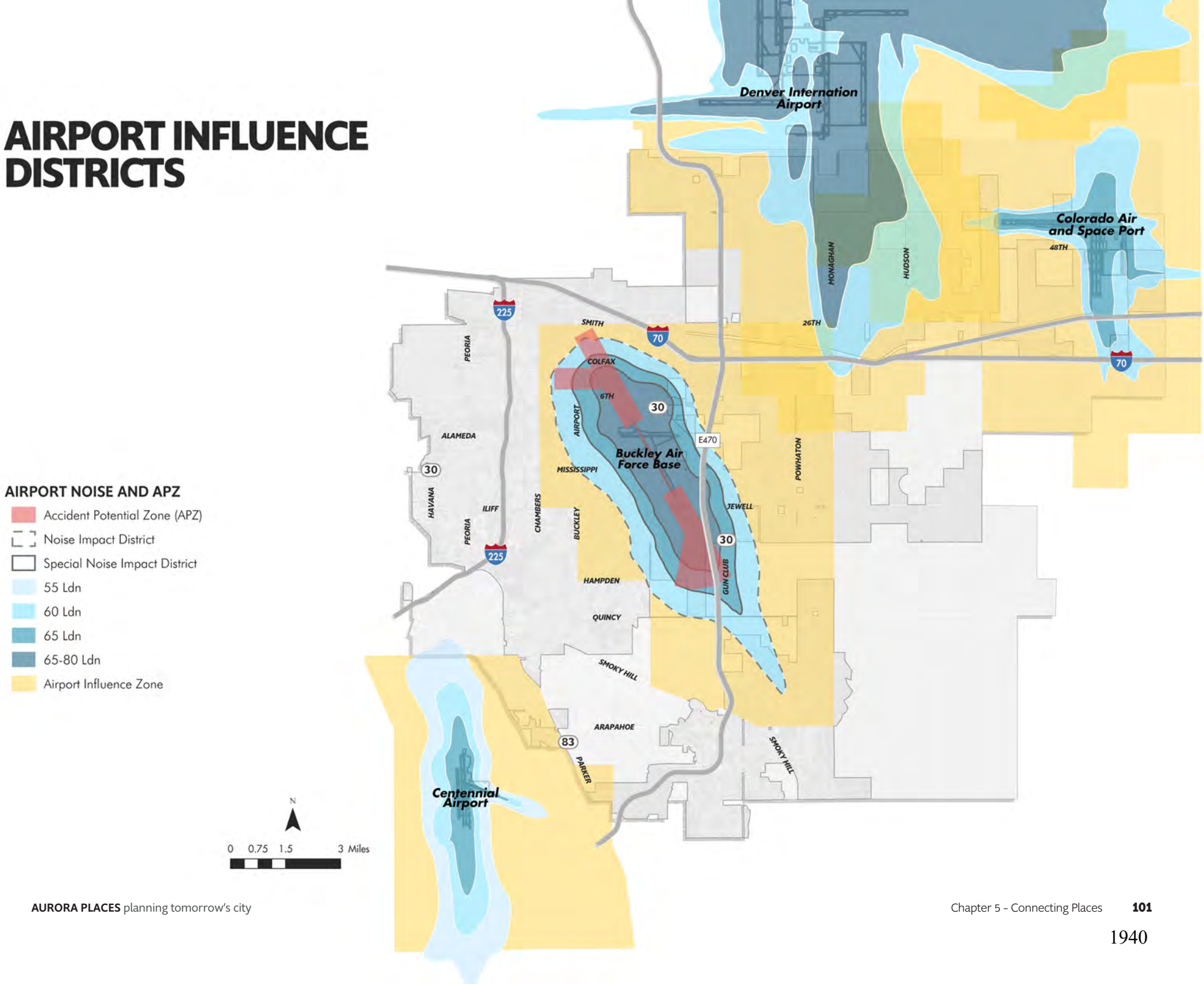
The zoning ordinance defines various areas subject to development restrictions because of their proximity to airport noise corridors. The following map illustrates airport noise contours for the airports located in and around Aurora, as well as the Accident Potential Zones near Buckley Space Force Base.





Bottom photograph provided courtesy of Denver International Airport.

AIRPORT INFLUENCE DISTRICTS





Water, Wastewater and Stormwater Systems

WATER SUPPLY

Water supply is paramount to the continued prosperity and future growth of Aurora.

Safe, convenient and affordable water and wastewater services are a core public utility for homeowners, businesses, visitors and others in the community. The city's capacity for continued growth and development is tied to its ability to continue to provide high-quality water service, through a strategy of acquisition, reuse and conservation, as well as wastewater and stormwater management services.

Aurora Water provides full-service water, wastewater and stormwater utility services to the community. The water utility department relies largely on renewable surface water sources to meet needs and continues to identify and acquire new water resources to meet growing demand. The scale of cost and complexity of managing such a system requires planning, budgeting and thoughtful coordination with regional partners. As the city continues to evolve through easterly growth and new urban infill development and redevelopment, Aurora Water is challenged to continue to meet rising demands, retain regionally competitive utility rates and remain a leader in the development of water policy in Colorado.



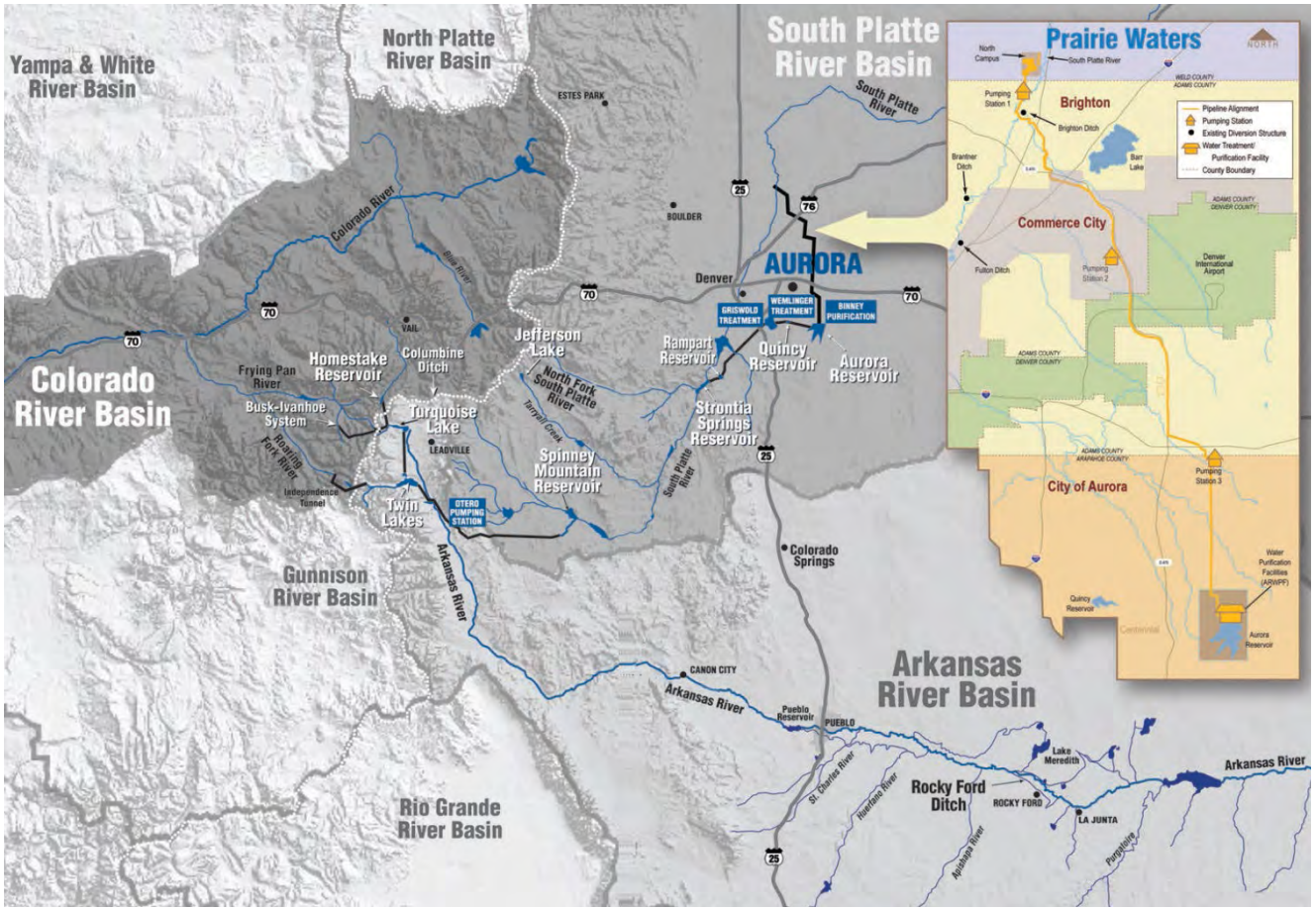




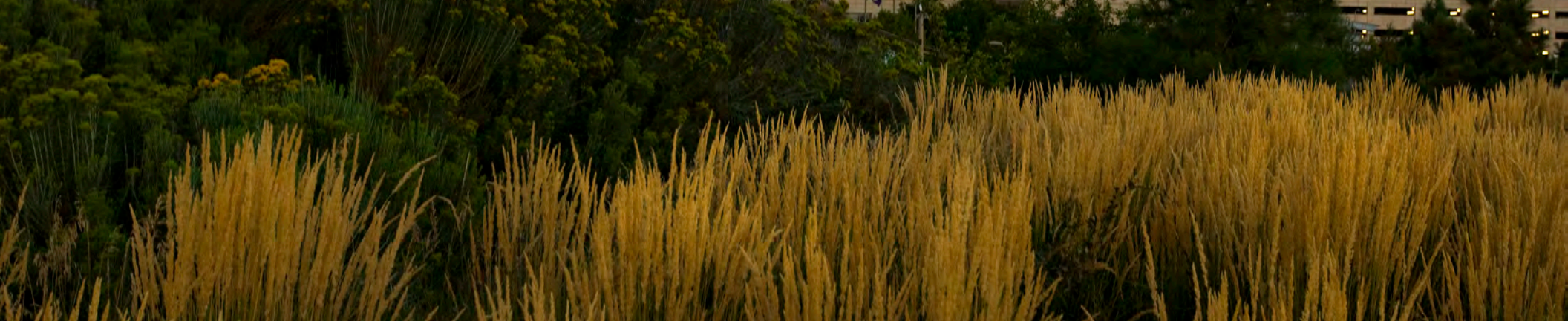
AURORA'S WATER AND WASTEWATER SYSTEMS

Aurora's water is supplied largely by snowmelt and transported through an extensive system to the city and storage facilities. The city's raw water is collected and stored in 12 reservoirs, including the Aurora Reservoir, Quincy Reservoir and others outside of Aurora, which when filled to capacity can store more than 156,000-acre feet of water.

Aurora Water operates a distribution system that includes over 1,600 miles of pipe and 12 potable water pump stations. Three drinking water treatment facilities have a capacity of 210 million gallons per day. The Sand Creek Water Reuse Facility has received national awards and can process five million gallons per day while the new and innovative Prairie Waters facility has extended Aurora's water supply. There are 1,050 miles of wastewater pipeline in Aurora. The city's stormwater system includes 384 miles of pipe, 76.4 miles of open channel, 98 city-owned ponds and three stormwater pump stations.



Source: Illustration from the Aurora Water (2040 Water Plan)



INFRASTRUCTURE AND SERVICE PLANNING

Aurora Water has adopted a strong water conservation ethic for local water use.

Water and Wastewater Master Plans

To prepare for future growth, Aurora maintains an Integrated Water Master Plan (IWMP) which projects the future city water demands and identifies near-term and long-term water supply, treatment and transmission pipeline capital projects. The IWMP planning horizon is 2070, and the plan is updated every five years.

Like water planning, Aurora maintains a citywide Wastewater Master Plan to project future wastewater loading, identify undersized pipes and locate and define pipeline diameters for future growth. Because wastewater conveyance is predominantly a gravity-based system, it is important to plan on a drainage basin level and coordinate across multiple developments.

Stormwater Master Plan

The city also maintains a comprehensive Stormwater Master Plan that combines the results of over 20 master drainage plans and outfall system plans. These plans are typically completed with assistance from the Urban Drainage and Flood Control District (UDFCD). They identify projects that alleviate or reduce flooding risk and enhance water quality throughout the city.

The city's preferred approach is to maintain open drainage systems serving multiple public purposes, including flood protection, stormwater management, recreation, open space, habitat, parks and trails. However, where the development placetype or challenging physical conditions warrant a more mixed approach, other techniques and technologies may be used. Aurora Water maintains a digital stormwater master plan that combines all the projects identified in various basin master plans and prioritizes them based on criteria for incorporation into the 20-year capital improvement program.

Urban Drainage and Flood Control District

The city coordinates with the UDFCD to plan for future growth in the stormwater system. The district manages basin-wide master plans (which often cross multiple jurisdictions), maintains criteria manuals for design and water quality, manages some stormwater construction and design projects and works directly with state and federal agencies on behalf of its members. The city, in conjunction with UDFCD, has studied the Aurora stormwater basins to identify future floodplains and related detention and water quality needs.



Colorado Water Plan

In 2015, the state completed the Colorado Water Plan, a statewide strategy that sets forth measurable goals, objectives and actions to address projected water needs. The plan's objectives include reducing the municipal and industrial water supply-demand gap, initiating conservation measures to supplement supply, supporting local efforts to incorporate water-saving actions into land use planning, adding storage capacity, protecting watersheds, and securing financial resources to support these actions. Collaboration between the state and local jurisdictions is critical to achieving these goals.

The Role of Water Conservation

As the costs and complexity of acquiring new water sources continues to grow, stretching existing supply becomes more essential to meeting Aurora's growing demand. Conservation efforts can mitigate the public costs of water and infrastructure, as well as provide homeowners and businesses savings on their water bills.

Aurora Water has adopted a strong water conservation ethic for local water use, which they have supported through a range of planning, programs, and innovative projects. Programs include conservation education and outreach, water-wise demonstration gardens, water budgets and conservation pricing, financial rebates and incentives and collaboration and coordination with peer agencies. The Long Range Conservation Plan provides guidance for future water conservation programs so that as water supply planning progresses, decision-makers can determine the best programs for the community.



Parks, Trails, Recreation and Open Space System

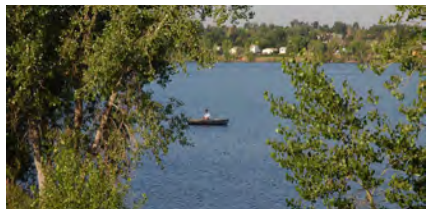
Parks and recreation facilities can serve as centers of neighborhood activity.

There are few physical features more essential to quality of life and the appearance of a community than parks, trails, open spaces and the recreation system. Parks and recreation facilities can serve as centers of neighborhood activity and as places for sports, exercise, community events and gathering places. Protected open spaces support healthy living by connecting residents and visitors to Aurora's natural amenities, while a robust and interconnected network of trails and bicycle ways serve commuters and recreational users alike.

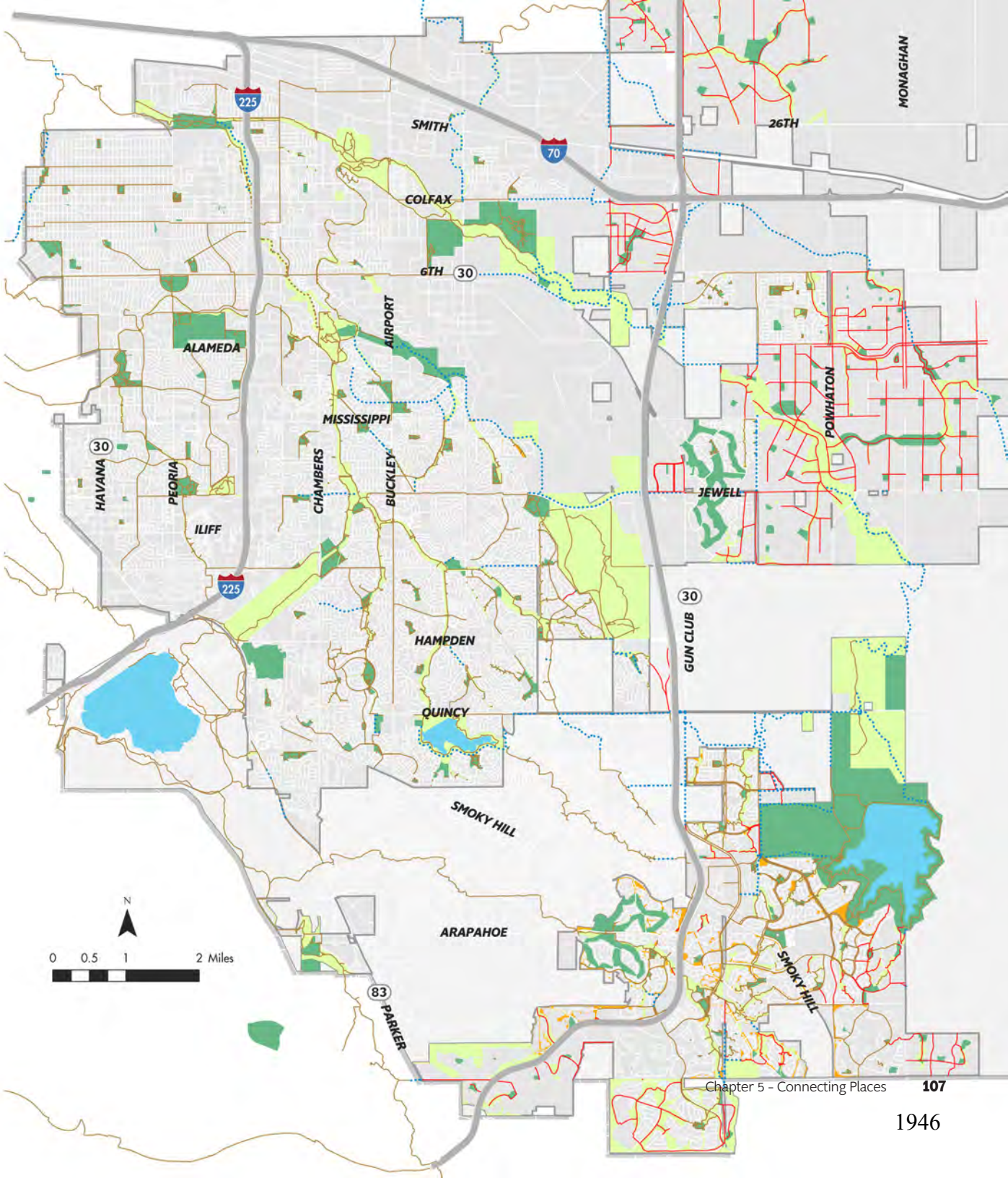
The city of Aurora maintains 97 developed parks and over 5,000 acres of open space. The system includes a broad range of facilities including parks, recreation centers, golf courses, dog parks, park shelters, playgrounds, sports fields, nature centers, swimming pools and a variety of outdoor activities at Quincy and Aurora reservoirs. The city provides over 90 miles of local and regional trails across Aurora, many of which connect to the larger regional network and provide access connecting neighborhoods, mixed-use districts and other destinations. The city also supports those with mobility disabilities by enabling use of assistive technologies and services in its parks, trails and open space system.







PARKS, TRAILS, RECREATION AND OPEN SPACE



PARKS AND TRAILS

- Existing Park Trail
- Programmed Park Trail
- Proposed Park Trail
- Planned Park Trail
- Common Land
- Parks
- Open Space



Arts and Cultural Resources System

A sense of community is defined by the connections among people and shaped by shared culture, experiences and history.

The city's urban history began in Original Aurora, in the city's far northwest, with a small town that has since grown to become the state's third largest city. Aurora's recent history is in many ways defined by a growing diversity of people, cultures and experiences. The city's art, historic places and cultural resources are one way this rich history is expressed and experienced. Arts and cultural facilities are important elements of the fabric of a vibrant city and can anchor community activity and support economic activity and development.

Libraries and Museums

The Aurora Public Library system offers an opportunity to serve as a center of neighborhood or community life, a place for all ages to gather and interact. The city operates six library locations, including the large main library and satellite libraries, and offers computer lab and pick-up/drop-off services at other facilities around the city. The Aurora History Museum collects and exhibits artifacts and documents pertaining to the history of Aurora and Colorado. It provides in-house research and educational programs and oversees the city's historic preservation program. The libraries and museum also collaborate with other agencies and organizations, including local school districts, to provide access to a growing number of educational resources and develop exhibits of interest to the community.

Historic Resources and Preservation

The city recognizes that preservation of its historic and cultural resources is important to the community at large, and that the city should play an active role in the protection and preservation of Aurora's heritage through education, advocacy, training and partnerships. The Historic Preservation Ordinance, first adopted in 1985, creates a process for establishing historic landmarks, both historical and archeological.

Historic preservation is achieved through a partnership among the City Council, the Historic Preservation Commission, various city departments, the Aurora History Museum, the Aurora Historical Society, private property owners and others in the community. These partnerships provide shared cultural and economic benefits to the Aurora community.

Many of the city's designated historic resources can be found in Original Aurora and contribute to that neighborhood's unique character and local interest. The city values protection of these resources, even as revitalization or redevelopment occurs in the area. However, historic sites and landmarks are located throughout the city. These include DeLaney Farm and Round Barn adjacent to the Aurora Municipal Center, the Smoky Hill Trail landmark and Melvin School in south Aurora, and Centennial House and Lowry Building 880 in northwest Aurora.



Arts in Aurora

The Arts District draws talented artists and visitors to the area and contributes to the overall vitality of Original Aurora.

The Aurora Cultural Arts District is located in Original Aurora along Colfax Avenue and is home to visual and performing arts facilities and festivals. The city has invested in programming, facilities and attracting visitors to the area. The district's goals are to support arts and creative businesses, create a vibrant arts destination, and embrace the urban context of Original Aurora. The Aurora Fox Theater and recently renovated People's Building are among the city-owned arts venues in the area. Theater, dance, visual arts and other creative endeavors can be found in the district.

The Arts District draws talented artists and visitors to the area, which in itself is a source of community pride and an economic asset; however, the district also contributes to the overall vitality of the greater Colfax Avenue corridor and Original Aurora neighborhood. Fletcher Plaza offers a public venue for community events, interaction and recreation, and potential for even more. The adjacent Martin Luther King Jr. Library and Municipal Services Center is an important community asset for learning and services for diverse nearby neighborhoods. Public and private development of new housing in the area has grown the area, while growing choices of new restaurants, shopping and entertainment options complement the arts scene.

However, the arts in Aurora extend well beyond the Arts District. The city's Art in Public Places program has selected, funded and installed art throughout the city in parks, commercial centers and public facilities. The Art in Public Places Commission governs the program and a robust public participation process supports it. The city's zoning code requires dedication of construction project fees for projects in Metro Districts. The city's transit stations feature a variety of amazing works by diverse artists.

SUMMARY

Different types of networks connect people and places across the city of Aurora. From transportation to arts and entertainment to strategic economic opportunities to water, every person is connected to one another and every neighborhood both directly and indirectly. To achieve sustainable growth and continued success the city must support these systems through targeted planning efforts and supplemental support of private and nonprofit stakeholders. Ensuring that all three sectors work together is the key to connecting places in Aurora.



1949

GOALS, POLICIES AND PRACTICES

Goals, Policies and Practices incorporate the main ideas and recurring themes discussed throughout the planning process. They are centered on the seven Core Principles identified through the community engagement activities. Each principle sets forth a standard for Aurora within its specific topic area. The goals are statements of the community's aspirations and the recommended practices are the means to realize those goals. The practices should be used by city staff, the business community and the public on a daily basis to guide the implementation of Aurora Places.

A Strong Economy

Principle: A strong economy with active urban places is essential for the wellbeing of residents, businesses and the community.

A Diverse and Equitable City

Principle: Diversity and equity are assets to be nurtured and promoted by the city.

Housing for All

Principle: High-quality housing options enable people across all socioeconomic levels, cultural identities and stages of life to establish and manage households.

A Healthy Community

Principle: Eating healthy food, walking and exercising, living in a clean and safe environment and having access to medical care improves the lives of all Aurorans and contributes to a stable community.

A Thriving Environment

Principle: A thriving natural environment – including stewardship of water, energy and natural resources – is essential to the physical and mental wellbeing of residents and the city's ability to support future growth.

An Authentic Aurora

Principle: The creation of great places, the preservation of traditionally unique places and effective marketing and promotion are essential to improving Aurora's image.

Easy Mobility and Active Transportation

Principle: An easy-to-use transportation network with multiple travel choices supports a strong economy, healthy community and flourishing environment.

1950

A **STRONG** ECONOMY

Principle: A strong economy with active urban places is essential for the wellbeing of residents, businesses and the community.

GOALS:

1. Support a growing availability of job opportunities for people with a variety of skill levels and experience.
2. Achieve greater balance between the number of residents and jobs in Aurora.
3. Continue to support the growth of primary employment to bolster the local economy.
4. Create new and unique retail areas that match changing trends.
5. Create partnerships with major institutions and businesses to encourage economic growth.
6. Support locally grown businesses along with business startups and expansions.
7. Continue to provide high-quality and reliable city and utility services throughout the city.

RECOMMENDED PRACTICES:

Placetypes

- Create highly active urban districts as locations for knowledge-based businesses, desired retail, unique entertainment and local entrepreneurs and for people who desire convenient urban areas to live and work. Create these areas as intensely developed, mixed-use places to attract talented workers and higher-paying jobs.
- Work with the development community to encourage construction of high-quality office space in urban districts, innovation districts and other placetypes.
- Partner with institutions, such as the Fitzsimons Redevelopment Authority and the Community College of Aurora to create innovation districts where new ideas and enterprises can flourish, leading to economic innovation and growth.
- Identify and reserve ideal locations for significant and strategic commercial and employment uses in Urban District, Innovation District, City Corridor, Commercial Hub and Industry Hub placetypes.
- Continue to use zoning designations to locate industry hubs, particularly along the I-70 corridor and in the Aerotropolis area, in large land areas well-suited for industrial and distribution operations.
- Continue to support Buckley Space Force Base's success as a major employer in Aurora.
- Develop and redevelop city corridors and commercial hubs as places for retail, services, offices and entertainment.
- Create transit-oriented development (TOD) to provide better access to employment centers, particularly for residents that do not have easy access to a personal vehicle.
- Support quality urban design through capital improvement projects and special districts to create stronger and more attractive business environments.
- Strengthen city zoning and development standards to improve the quality of commercial and office development for redeveloping and reinvesting in targeted locations while also providing appropriate flexibility.

Connecting Places

- Provide complete car, transit, pedestrian and bicycle connections between and within urban districts, as well as to residential neighborhoods, including short, interconnected urban blocks, to promote better access to businesses and employment to benefit employers, employees, and customers.

Partnerships

- Work with community partners to promote Aurora as a creative, efficient and productive international business hub.
- Coordinate efforts among potential public, private and nonprofit partners based on shared priorities and strategies.
- Share data and information within the city's partnership network to help inform decisions based on a shared understanding of the current and projected economy.
- Support the use of business improvement districts (BIDs) and similar development tools to engage the community.

Economic Growth and Sustainability

- Adaptively reuse underutilized properties and strive to retain low-cost commercial properties to provide affordable space for local businesses and maintain community character.
- Continue to nurture a culture of customer service to represent Aurora as one of the best cities in which to conduct business.
- Support Aurora's multicultural and global influences to strengthen and expand the city's economy.
- Serve as a resource for up-to-date and relevant demographic, real estate and economic data to support public- and private-sector decision-makers.
- Evaluate comprehensive economic indicators to identify economic strengths and challenges and measure the city's progress toward economic development goals.
- Support political, legal and legislative efforts to provide and protect important revitalization tools and funding sources.
- Integrate land use and water planning and policies in order to meet the needs of future growth and development.

Business Attraction, Retention and Expansion

- Attract businesses that connect Aurora to the global marketplace with an emphasis on science, technology, research and healthcare.
- Encourage and support growth and expansion of existing businesses, including major employers and institutions, smaller businesses and other employers.
- Take advantage of Aurora's proximity to Denver International Airport for new economic opportunities. Focus on job creation and industrial development opportunities in those areas.
- Work with existing and potential businesses to support a vibrant local economy with increasing numbers and a diversity of high-quality, high-paying jobs at all skill levels, particularly at employment centers.

Small Business and Entrepreneurship

- Encourage targeted, systematic financing approaches for startup enterprises.
- Continue to provide assistance and incentives for the creation of local and small businesses and support of existing ones.
- Promote affordable and appropriate work and meeting spaces to encourage startup enterprises.
- Promote and support the success of immigrant- and refugee-owned businesses. Actively connect these diverse communities with small business and entrepreneurship resources.
- Support the creation of local job opportunities within businesses owned or led by people of historically marginalized or disadvantaged groups.

Workforce Development

- Collaborate with the private sector on job creation and training, including training and jobs for Aurora residents who are underemployed, with an emphasis on technology and job readiness in industries with high-growth potential.
- Connect immigrant and diverse ethnic communities to education, training resources and accepted credentials to integrate their skills and ambitions into the local workforce.
- Identify opportunities for seniors or recently retired individuals to contribute to the local business environment, including as mentors, leaders, volunteers or other roles that capitalize on their skills and experience.

Development and Redevelopment

- Continue to use urban renewal for infill and redevelopment in targeted areas. Explore additional funding mechanisms for development and supporting infrastructure improvements.
- Proactively attract developers who will provide innovative, urban, infill development at key sites.
- Effectively use a capital improvement program (CIP) to strategically provide appropriate infrastructure to major employment centers and redevelopment areas.
- Create comprehensive redevelopment plans that consider and mitigate impacts on housing supply.

A **DIVERSE** AND **EQUITABLE** CITY

Principle: Diversity and equity are assets to be nurtured and promoted by the city.

GOALS:

1. City services should be available and accessible to all residents.
2. Create safe and welcoming public spaces throughout the city that are designed to increase communication and understanding and reduce conflict among cultures.
3. Embrace and promote multiculturalism in education, communication, celebration, and commerce.
4. Further strengthen Aurora's reputation as an international city that recognizes the value and contributions of immigrants and refugees and supports opportunities for these communities to thrive.

RECOMMENDED PRACTICES:

Placetypes

- Locate libraries, recreation centers and other public facilities in urban districts to act as anchors and to ensure that such facilities are well connected to neighborhoods for all residents to use.
- Provide public spaces in urban districts and other placetypes for celebration and to bring people of different backgrounds and cultures together. Design and program these spaces to increase interaction between people and encourage the creation of new ideas by them.

Connecting Places

- Serve neighborhoods with public transit, bicycle and pedestrian routes.
- Develop transportation programs for those who are disabled, aging or who do not have easy access to cars.

Government Services

- Monitor changing socioeconomic trends to understand population and economic changes of the city to adjust programs to effectively adapt to those trends.
- Use equity measures to evaluate city programs' availability and effectiveness in serving residents in diverse communities across the city.
- Engage residents, neighborhood organizations, and diverse communities in planning and development efforts and decision-making.
- Promote educational opportunities designed to address cross-cultural communication, discrimination, language learning, history, citizenship and job training to promote cultural understanding.
- Evaluate the extent to which new development, redevelopment and capital projects result in the displacement of current residents and develop and refine a set of proactive strategies to mitigate such impacts.
- Communicate planning, development and city services matters in multiple languages and manners to promote accessibility by all Aurorans.
- Strengthen trust between the city and diverse communities by promoting inclusion and the celebration of cultural differences.
- The city will continue to expand its efforts focused on immigrant and refugee integration into the Aurora community.

Aging Population

- Provide recreation services and facilities for active adults throughout the city.
- Work with community partners, including the Anschutz Medical Campus, to provide services for seniors.
- Encourage "Meals on Wheels" type programs, county programs and other types of programs for seniors.
- Improve the communication and timeliness of information to seniors regarding programs and services.
- Work with educational institutions to provide opportunities for continuous learning among seniors.
- Provide or encourage volunteer and service opportunities for seniors.
- Encourage service providers that aid senior immigrants and refugees to operate in Aurora.

HOUSING FOR ALL

Principle: High-quality housing options enable people across all socioeconomic levels, cultural practices and stages of life to establish and manage households.

GOALS:

1. Increase high-quality housing options of all types and at all price levels throughout the city through ongoing collaboration with the development community.
2. Work with partners to better understand specific needs for affordable housing and to develop new, creative housing options.
3. Locate affordable and senior housing throughout the city and at locations with a variety of transportation options.
4. Address barriers to the development of diverse housing variety and neighborhood choices across the city.
5. Decrease barriers to homeownership.

RECOMMENDED PRACTICES:

Placetypes

- Provide appropriate locations for multiple housing types in urban districts, including both affordable and luxury options, because the concentration of services, retail, entertainment and employment and the multiple transportation choices are desired by households of all incomes.
- Integrate housing of varying types and prices into placetypes throughout the city to create lively and diverse neighborhoods.
- Create vibrant and highly desirable neighborhoods through superior housing design and neighborhood layout, with varied design along streets and quality landscaping and architecture throughout.
- Focus primarily residential placetypes around neighborhood gathering places, such as parks, trails, neighborhood-serving commercial centers or other spaces.
- Apply planning processes in individual neighborhoods to invite resident involvement and address neighborhood needs.
- Encourage and support renovation or rehabilitation of existing housing stock to meet minimum standards and appeal to changing household needs and preferences.

Diverse Housing

- Enforce fair housing policies and practices and code compliance.
- Work with partners to identify demand and development opportunities for affordable housing throughout Aurora.
- Provide homeless and low-income housing programs to address housing security.
- Preserve and improve existing housing to retain community character and meet housing demand.
- Proactively attract developers to provide innovative neighborhood designs that feature diverse housing options.
- Allow accessory dwellings to accommodate extended family arrangements or generate income to accommodate rising housing prices.
- Consider all household costs, including acquisition or move-in costs and ongoing costs, such as utilities and home maintenance, when evaluating affordable housing needs.
- Continue to assess zoning and development regulations and processes to reduce ineffective regulations or unnecessary barriers to quality development.
- Create comprehensive redevelopment plans that consider and mitigate impact on housing supply.

Connecting Places

- Ensure that neighborhoods are effectively connected to safe, attractive pedestrian, bicycle and public transit routes, especially those with affordable and senior housing.

Aging Population

- Work with the Aurora Housing Authority, the private sector and others to ensure that sufficient, affordable housing is available for seniors throughout the city.
- Use CDBG and other funding to improve existing housing for use by seniors and work with partners to develop programs to support home maintenance.
- Encourage the construction or rehabilitation of homes for downsizing households, including single-story, shared housing, multigenerational and other senior-friendly housing types.
- Encourage local organizations to support seniors living in mobile homes, including maintenance assistance, legal rights and relocation.
- Use neighborhood and area plans to support the construction or rehabilitation of senior housing throughout Aurora.

A **HEALTHY** COMMUNITY

Principle: Eating healthy food, walking and exercising, living in a clean and safe environment and having access to medical care improves the lives of all Aurorans.

GOALS:

1. Make active transportation, such as walking and biking, a viable alternative to driving.
2. Maintain, improve and expand parks, open space, trails and recreation facilities throughout Aurora.
3. Neighborhoods should have safe and convenient access to retail outlets that offer healthy and/or fresh food choices.
4. Support the expansion of healthcare facilities to locations that conveniently serve neighborhoods throughout the city.
5. Ensure that Aurora is a safe environment for all community members.
6. Provide safe, effective and high-quality water, wastewater and stormwater services.

RECOMMENDED PRACTICES:

Placetypes

- Support the establishment of retail outlets that provide healthy and/or fresh foods that are conveniently accessible to neighborhoods across the city.
- Provide sufficient parks, open space and recreation facilities safely and conveniently accessible to neighborhoods.
- Retrofit existing neighborhoods with parks, trail connections and access to public and private recreation facilities.

Connecting Places

- Ensure that neighborhoods are well connected by enjoyable pedestrian and bicycle routes to urban districts, commercial hubs and other placetypes.
- Prioritize multimodal options and reliable access to destinations that are critical to resident health, such as medical facilities, recreation facilities, and essential shopping and services.

Community Health

- Enhance Aurora's quality of life by increasing access to natural areas and incorporating vegetation and natural features in streetscapes and buildings.
- Encourage grocery stores and healthcare facilities to locate at easily accessible locations and provide goods and services to meet local needs and preferences.
- Support programs that improve access to healthy food systems and food security such as HEAL Cities and LiveWell Colorado.
- Increase opportunities for neighborhood gardening and urban agriculture.
- Partner with medical institutions and related organizations to provide better access to healthcare and education concerning healthy lifestyles and better health outcomes.
- Work with partners to identify and address public health problems.
- Partner with healthcare providers, including those at the Anschutz Campus, to promote health and fitness.
- Support community events and activities that foster community building and enhance the quality of life for Aurorans.

Public Safety

- Continue to support public safety through responsive police, fire and code enforcement services.
- Improve safety through neighborhood planning, resident involvement and enforcement of city codes and ordinances.
- Consider public safety and health when designing public spaces, facilities or other community gathering places.
- Maintain a high level of community resilience by planning and preparing for natural and manmade disasters or events.

A **THRIVING** ENVIRONMENT

Principle: A thriving natural environment – including stewardship of water, energy and natural area resources – is essential to the physical and mental wellbeing of residents and the city's ability to support future growth.

GOALS:

1. Implement water supply and storage projects, as well as conserve and protect existing water resources.
2. Conserve and efficiently use energy resources.
3. Protect valuable open space and natural areas.
4. Require that new development or redevelopment provides and maintains attractive, healthy and water-efficient landscaping.
5. Implement water-wise land use practices in new development.

RECOMMENDED PRACTICES:

Placetypes

- Pursue opportunities to use district-wide approaches to water and energy conservation in all placetypes.
- Encourage transit-oriented development to provide alternatives to auto traffic and improve air quality.

Connecting Places

- Concentrate development and provide walking, bicycling and transit choices to reduce distances between destinations and mitigate automobile traffic.
- Preserve, enhance and connect open space corridors to increase green space, connect habitats, enhance the trail system and improve drainage.
- Use trails and linear parks to connect placetypes.

Environmental Improvement

- Improve the community's understanding and acknowledgment of the role a healthy environment plays in creating a successful community.
- Protect sensitive lands, wildlife habitats, and unique natural areas, such as Black Forest in southeast Aurora.
- Use neighborhood- or district-wide approaches for energy, water, and resource conservation.
- Promote resource-efficient development by incorporating energy and water conservation and renewable energy.
- Utilize innovative environmental practices to reduce the amount of water used for landscaping while providing quality landscaping and shade trees.
- Use green stormwater infrastructure to slow and clean stormwater while providing the benefit of green drainage facilities and corridors.
- Encourage net-zero approaches to development. In net-zero development, the energy used after development does not exceed the energy used before development.
- Incentivize renewable energy generation, storage and efficiency in new buildings, neighborhoods and development. The city can lead by example by integrating these best practices into public facilities.
- Plant water-wise shade trees to provide shade to people and property.

AN **AUTHENTIC** AURORA

Principle: The creation of great places, the preservation of traditionally unique places and effective marketing and promotion are essential to improving Aurora's image.

GOALS:

1. **Create distinctive destinations that attract people from around the region and the world.**
2. **Protect the character and quality of established neighborhoods and districts throughout Aurora. Proactively prevent decay, decline or disinvestment within the community.**
3. **Use high-quality community design to create vibrant and active places where people choose to live and work.**
4. **Promote Aurora's welcoming, diverse neighborhoods and parks and open space system as key reasons to live in or visit Aurora.**
5. **Use Aurora's heritage and historic resources as a basis for community events, urban design and community pride.**
6. **Use diverse cultural resources and the arts in urban districts and other placetypes to create destinations.**

RECOMMENDED PRACTICES:

Placetypes

- Create intensively developed urban districts with a mix of residential and commercial uses focused around great public spaces where people can live, work and come together.
- In urban districts, innovation districts, commercial hubs and city corridors, use coffee shops, restaurants, outdoor spaces, recreation centers, shared work spaces and community gathering places to promote natural interaction between people.
- In urban districts, commercial hubs and other placetypes create outdoor spaces that are appropriately sized and surrounded by active uses to create around-the-clock places.
- In urban districts, innovation districts and other placetypes, create design themes based on diverse culture, art or other themes in order to create recognizable identity.
- Program community events and entertainment in public spaces.
- Emphasize the unique character of neighborhoods with community spaces, neighborhood commercial centers, art and design.
- Treat TOD areas as key entry points to the city with quality urban design, public art and innovative businesses.
- Use high-quality and innovative architecture and design to create interesting and valuable places.
- Create active destinations and districts in Aurora for arts, high-quality entertainment and nightlife. Pursue opportunities to attract or enhance regionally recognized public or private venues for arts, culture, recreation and entertainment.
- Support and celebrate Aurora's strong international and cultural restaurants and shopping districts. Protect and leverage these unique resources to support reinvestment and development within Urban Districts, Commercial Hubs and City Corridors.
- Protect and highlight Aurora's cultural and historic resources and places.
- Continue to support the inclusion of public art throughout the community. Incorporate distinctive art and design as a defining feature of community gathering places.

Connecting Places

- Enact standards that require streets that are safe, comfortable and attractive by including quality landscaping and pedestrian design.
- Continue to limit the numbers of signs on major streets to avoid a cluttered appearance and continue to require quality design for sign structures.
- Locate buildings close to streets and public spaces to create high levels of pedestrian activity.

The Image of the City

- Build upon the city's successful marketing campaign touting Aurora's superior quality of life to attract businesses, new residents, professionals, developers and investors.
- Promote the parks and open space system as a great reason to live, work and play in Aurora.
- Attract major regional sports, entertainment or tourism destinations to Aurora.
- Promote and encourage local and independent businesses that reflect Aurora's unique community identity.
- Support and partner with Aurora's school districts, institutions of higher education and other education providers to assist with the provision of high-quality education.
- Survey, evaluate, preserve and enhance historical resources to add special character to urban districts, neighborhoods and other districts.
- Encourage high-quality public events throughout the city.

1958

EASY **MOBILITY** AND **ACTIVE** TRANSPORTATION

Principle: An easy-to-use transportation network with multiple choices for travel supports a strong economy, healthy community and flourishing environment.

GOALS:

1. **Deliver a multimodal transportation system that serves the diversity of people that live, work, and visit Aurora. This system should serve people with safe, connected, reliable, and convenient mobility choices.**
2. **Create a transportation system that supports overall city goals, including fiscal sustainability, economic impact, community health and environmental goals.**
3. **Strengthen the community with transportation choices to meet its diverse needs. Integrate the land use and transportation planning and design to create a place-oriented city in which people can readily access jobs, housing, services, and recreation.**
4. **Design infrastructure that contributes to the creation of these great places.**
5. **Successfully balance and integrate the various modes of transportation in a context-sensitive way. Establish plans, codes, policies, and practices that prioritize desired outcomes for network users and development types.**

RECOMMENDED PRACTICES:

Placetypes

- Plan and deliver a multimodal transportationsystem that is context-sensitive and balances modal priorities according to placetype designations. This applies equally to new development, redevelopment, or retrofitting established areas to improve mobility.
- Strategically focus transportation investments in urban districts, transit-oriented development areas, and other walkable,-mixed-use districts.
- Promote transit-oriented development (TOD) and prioritize intense development along high frequency transit corridors.
- Emphasize walkability, mixed land uses, and higher densities near stations and transit corridors. Ensure that private development and public improvements in these areas conform with adopted station area plans.
- Prioritize walking and biking through design and improvements in urban and mixed-use districts and along main streets in all placetypes. Ensure that neighborhoods and other commercial districts provide safe, convenient options for walking and biking.
- Locate industry hubs near major highways, rail lines, and street networks that can accommodate trailer trucks for quick and easy shipping that does not disrupt non-commercial traffic.
- Locate industry hubs in the Aerotropolis area to capitalize on immediate access to the airports.

Connecting Places

- Connect urban and mixed-use districts to neighborhoods using transit and safe and comfortable pedestrian and bicycle routes.
- Develop street grids with blocks small enough to encourage walking and to maximize the potential for development, particularly in urban districts and transit-oriented development (TOD) areas.
- Design street networks to separate industrial traffic from local traffic.
- Incorporate vehicle, pedestrian and bicycle connections within and connecting to between adjacent placetypes. Provide alternative routes for local traffic other than through major roads and intersections.
- Enhance walking and biking connections between neighborhood placetypes and parks, trails, open space, and recreation facilities.
- Support the "Our Parks, Our Places" plan's priority recommendation to achieve a 10-minute walk standard connecting neighborhoods and parks and open spaces.

Transportation and Development

- Apply a complete streets framework to guide design of streets and street networks to prioritize safe, convenient, and comfortable travel for all users.
- Require that new development provides complete street connections with frequent connections to major streets. In cases of redevelopment, connectivity should be improved as retrofit opportunities are identified.
- Align land use codes and other relevant design standards and documents to ensure that development is designed to support multimodal transportation and connectivity. These codes should include context-sensitive design principles and support complete neighborhoods and mixed-use districts.

- Support the installation of enhanced public lighting and technologies in select commercial or mixed-use districts, especially urban districts and transit-oriented development (TOD) areas.
- Integrate traffic calming design improvements into new development or redevelopment as part of its original construction to mitigate the needs for expensive or challenging post-development installation.
- Consider impacts of private and/or limited-access streets on overall street connectivity goals.

Parking

- Discourage or disallow parking lots along major street frontages, particularly in city corridors, commercial hubs and urban districts.
- Utilize parking best practices, such as shared parking, lot sizing and peak parking overflow areas to conserve valuable land and reduce development costs.
- Require that parking lots are attractive and efficient by including walkways, landscaping and appropriate lighting.
- Continue to maintain strong partnerships with the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT).

Planning and Maintenance

- Integrate land use and transportation in planning, design, construction, and operation of mobility infrastructure and services.
- Incorporate multimodal safety and convenience best practices into traffic analyses and standards. Integrate multimodal level of service considerations into policies and practices.
- Develop citywide transportation plans that include analytical approaches to identifying the most critical investments that can be made to improve the function of the overall transportation system.
- Support transportation demand management (TDM) to shift travel behavior away from single-occupancy vehicle use towards more sustainable modes such as transit, biking, walking, or carpooling.
- Consider innovative partnerships with non-traditional transit providers, such as major employers or public agencies, to provide expanded services.
- Administer a program for annual maintenance funding of new and existing city-owned transportation infrastructure, as well as replace cost funding. Identify and adopt dependable revenue sources for transportation maintenance and improvements.
- Research and prepare for technological advances in transportation, including autonomous vehicles, intelligent transportation systems, microtransit, shared ride, on-demand services and continued growth of EV use.
- Collect and analyze multimodal data and use it to shape future investments in infrastructure and services.
- Monitor and evaluate progress toward Connecting Aurora plan implementation and desired community outcomes. Compile relevant data into a dashboard for periodic assessment.

Motor Vehicles

- Update best practices, guidelines, and metrics related to street and traffic design.
- Use context-sensitive approaches and data to set speed limits, particularly on pedestrian-priority streets.

Pedestrians and Bicycle Users

- Provide regularly located, safe and comfortable crossings on major streets and in proximity to key destinations.
- Install new sidewalks and widen existing sidewalks as part of redevelopment or capital improvement projects. Pursue grant funding to support these improvements.
- Add or upgrade bike lanes to appropriate streets, separated from automobiles, to create a fully connected bicycle system. Utilize trail connections to augment the city's bicycle network.
- Expand the city's "low stress" bicycle network.
- Continue to explore implementation of micromobility opportunities.

Transit Services

- Expand the city's frequent transit network through investments in transit service frequency, facilities, and transit-supportive land use and design.
- Work with RTD to improve bus speed, reliability, and user experience. Support expansion of transit services to unserved or underserved areas of Aurora.
- Advocate for affordable fares, refined transit connection timings, adequate bus shelters, and other transit improvements.
- Provide a range of economically viable transit and shuttle services, such as those with flexible routes and schedules, for high-activity areas and employment centers.
- Improve first and last mile connections to transit stations and corridors.
- Expand transit-supportive land use and zoning to support transit ridership and investments.
- Expand transit access to and from east and northeast Aurora as the area fills out with housing and employment.

Freight Transportation

- Administer best practices and appropriate codes and standards to regulate vehicle access to destinations, on-street loading zones in high-demand areas and accommodate deliveries to commercial and residential properties.
- Build freight-focused mobility hubs with truck parking and services to serve industrial centers. Ensure industrial development provides adequate short- and long-term truck parking.

Interagency Coordination

- Continue to maintain strong partnerships with the Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT), and County transportation departments.
- Work closely with local school districts to create safe routes to schools.
- Comply with applicable local, State, and Federal laws related to disability rights and accessibility as they pertain to the city's mobility services, programs, activities, and infrastructure.

Aging Population

- Develop incremental programs for the improvement of deficient sidewalks. Ensure that sidewalks can accommodate wheelchairs, walkers, and other mobility devices.
- Identify street crossings that are difficult for seniors and prioritize improving sidewalks, signal timing, and crossing design. Prioritize enhanced connections that provide direct access to transit or in proximity to destinations or services frequently used by older adults.
- Provide improved transit stations and bus stops that meet the needs of seniors with appropriate seating, and shelter, and safety improvements.
- Support targeted transportation services to serve older adults, connecting them with the destinations and services they regularly need.

1962

1963

ACTION STRATEGIES

It is not sufficient to simply prepare and adopt a new plan for our city. Actions and procedures need to be established to ensure that the plan's recommendations are carried out and the community's the vision is realized. An actions program should be created and trends should be measured over time to ensure that it achieves the desired results.

City staff within appropriate departments should provide regular reports to city management, the Planning and Zoning Commission, City Council and the community describing trends and program results. Based on these reports the Commission and City Council may direct changes in policies and programs.

Our city continues to change as it grows and develops. Plans, recommendations and strategies will need to be adjusted over time. City staff will accept the responsibility to undertake the recommended actions and policies, evaluate results and recommend adjustments to strategies. This chapter describes tools that can be used to implement the recommendations of Aurora Places and a specific program of actions to be undertaken immediately.



TOOLS

Aurora Places is the policy guidebook for growth and development throughout the city for the next 20 years. Chapter 6 outlines recommended policies and practices to achieve the goals outlined in the plan. This chapter lays out a framework that can be used as a first step in implementing the policies.

This chapter also defines tools the city and its partners can use to implement the plan and realize the community's vision for Aurora.

Capital Improvements Planning

To ensure that the city is planning ahead for its infrastructure and facility needs, it is common practice for cities to maintain a five-year capital improvement plan (CIP). The CIP provides the basis for capital expenditures in the current budget. The plan should be reviewed and updated annually to assess changing conditions, priorities and how the identified projects address the vision and goals of the comprehensive plan. According to the Aurora City Charter, the Planning and Zoning Commissions should review and provide recommendations regarding the CIP to ensure it supports the goals and recommendations of the comprehensive plan.

In Aurora, the Capital Projects Fund (CPF) provides support for general government capital projects. Additionally, an enterprise fund for water, wastewater and stormwater funds some utility infrastructure projects.

Partnerships

There are limits to what the city can afford to finance. At the same time, there are often special costs associated with the types of development that the city needs to attract. Targeting a variety of new types of development to provide job growth, revenue-generating retail, affordable housing, renewable energy and transportation improvements will help create urban places. The special costs associated with these beneficial projects can include transportation improvements, land acquisition, building rehabilitation, environmental work or special aesthetic enhancement. The city can more effectively meet its goals by leveraging capital improvement funding, urban renewal financing, grants and other sources with private funding. The city should pursue and maintain special partnerships with property owners, developers, businesses, nonprofit organizations, government agencies, large institutions and other parties.

Neighborhood and Area Planning

Aurora continues to plan for smaller areas of the city, including neighborhoods, urban centers and mixed-use districts, strategic urban renewal areas and transit station areas. By creating neighborhood and area plans, the city can address more specific or local issues associated with particular neighborhoods and areas. Using this method, goals and programs can address the needs of specific areas.

Neighborhood and area planning will include more methods to involve residents and businesses of all cultures and backgrounds in planning for their locations. This involvement may be through workshops, local events or the establishment of local committees. Such methods can support continued citizen involvement in development processes and in programs for the areas. The city should continue to initiate plans in areas that do not currently have a plan and regularly review and update existing plans.



Land Use Regulation

Like other cities, Aurora regulates the use and development of land. The city's zoning code includes the zoning designations that describe which uses of land are allowed in different portions of the city. The code also includes standards governing various aspects of development, including building heights and spacing, street construction, the design of public spaces, and overall site or neighborhood layout. Additional codes and regulations also govern the construction of buildings or integrate water or energy best practices with land use planning and development review.

The ordinance should be used to implement the goals and policies described in the Aurora Places plan, including the availability of urban places for job creation, increasingly diverse housing options, resource conservation, improved transportation, an attractive appearance and an improved image. Building regulations require that structures are safe, durable and energy efficient.

Technology and Data Solutions

The city will leverage data and technology solutions to achieve goals and efficiently meet policy objectives. Aurora is a "smart city" that uses data strategically to inform decisions, understand challenges, and effectively identify solutions in the areas of transportation, engineering, communication, public services and economic development. Advanced technology offers new opportunities for managing the city's key functions, delivering services to the community and connecting with residents.

Infrastructure Planning

The city is responsible for providing adequate streets, water and sewer facilities, parks and open space and other public facilities. In many cases, this responsibility is assigned by land use regulations to new developments. Aurora can use the provision of infrastructure to support the goals and policies in this plan.



Urban Renewal

Aurora creates urban renewal areas in the city to eliminate blight and plan to prevent its reoccurrence in identified locations throughout the city. Urban renewal plans are created for each area describing how blight conditions will be alleviated and creating a neighborhood vision to guide future development. The Aurora Urban Renewal Authority, primarily composed of the mayor and Aurora City Council members, governs urban renewal efforts in Aurora. Three additional members representing the school districts, county governments and other property taxing entities are expected to be added in the near future to bring the board into compliance with current state law.

An urban renewal project is a public/private partnership intended to stimulate a development project that would not otherwise happen without public support. The private sector funds the majority of the investments required to redevelop urban renewal areas. Funding for public investment comes from tax increment financing (TIF) revenue, which is the increased amount of property tax or municipal sales tax revenue collected within the Urban Renewal Area resulting from redevelopment projects. This public financing is used to address particular needs associated with redevelopment such as infrastructure improvements, public spaces and parking.

Aurora Places Report and Review

The Planning and Development Services Department will regularly prepare a report for the Planning and Zoning Commission, city management and the Aurora City Council outlining progress toward the goals and aspirations of the plan. The report should include the following:

- Information on key community trends and changing conditions.
- A progress report on each of the key actions below, including improvements in the related measurements.
- Identification of new actions to be undertaken.
- Recommendations on amendments to the Aurora Places Plan.

Measurements

To effectively meet the goals, the city will need to monitor various performance measurements concerning the state of the city and adjust its policies and programs in accordance with changing conditions and trends. These measurements should be employed to determine whether the actions recommended are effective in achieving the goals of the city. It will be increasingly critical to measure trends, including average incomes, job growth, development, the composition of the population, energy and water use, traffic safety and congestion. Each project employed to achieve the goals of this plan should include recommended measurements.



IMPLEMENTATION ACTION MATRIX

The following Implementation Action Matrix suggests actions and projects that may be taken in the near term to implement Aurora Places recommendations. The matrix recommends specific actions and projects to be undertaken in the next several years. This matrix should be reviewed, updated and revised periodically as a part of the annual Aurora Places report. Most of the actions described will be multi-departmental.

Priorities identified during the planning process are focused around key topics:

- Strong Economy
- Diverse and Equitable City
- Housing for All
- Healthy Community
- Thriving Environment
- Improved Mobility and Active Transportation
- Authentic Aurora

Principle	Action Title	Action Description
All	**Aurora Indicators**	Develop and monitor a system of community indicators concerning changes in demographics, the economy, health, transportation, the environment and other issues described in the comprehensive plan. Use the indicators to measure overall success and to refine strategies when necessary. Include this information in the Aurora Places Comprehensive Plan update report.
All	**Area Planning Program**	Enhance Area Planning Programs. Develop studies, analysis and plans for neighborhoods, urban districts, commercial corridors, employment centers and other subareas of the city where plans do not currently exist. Existing area plans should be updated to account for changes in conditions and opportunities. Each program will identify and prioritize target areas for future planning and development based on agreed upon criteria.
Strong Economy	**Economic Development Strategic Plan**	Work with economic development partners to develop a strategic plan to further refine the city's economic development policies and practices and to pursue the goals of the Aurora Places plan. The plan may incorporate market analyses; assessment of development capacity; available sites and targeted areas and economic sectors; retail strategies; best practices in coordinated or cooperative partnerships; incentives tools and policies; and other critical considerations.
Strong Economy	**Fiscal Impact Analysis Modeling Tool**	Update the city's tools for providing fiscal impact analyses for use by City Council to evaluate requests for annexation, zoning changes, development incentives or other development proposals. Evaluate inclusion of a housing impact element as part of the analysis.
Housing for All; Strong Economy	**Aurora Housing Strategy**	Update the 2020 Aurora Housing Strategy. Reassess the comprehensive set of recommendations and strategies to address the short- and long-term housing needs of the community, including, but not limited to: homelessness, displacement, transitional housing, workforce housing, mobile or manufactured housing, condominium development, mixed-income housing and other homeownership opportunities. Integrate opportunities in future neighborhood or area plans.
Improved Mobility and Active Transportation	**AuroraLine (R Line) Transportation Management Association**	Work with DRCOG, RTD and major businesses along the Aurora Line (R Line) to evaluate the establishment of a corridor-wide Transportation Management Association (TMA). Focus on promoting the R Line, including marketing the service, reducing congestion, fine tuning service and connection times, increasing transit ridership and providing first-mile, last-mile mobility options such as bike sharing and car sharing to various stations along the line.
Improved Mobility and Active Transportation	**Northeast Area Mobility and Accessibility Program**	Identify and pursue funding sources for improving mobility and accessibility in the northeast area, with a specific focus on connectivity. Construction of the I-70/Picadilly interchange to support the economic activities of e-commerce, fulfillment centers, warehousing and logistic industries in the area.
Improved Mobility and Active Transportation	**Complete Streets Framework**	Adopt a Complete Streets Framework and create a complete streets design guide to prioritize safe, convenient, and comfortable travel for all users–regardless of age, ability, or mode of travel. This includes incorporating sidewalks, bicycle lanes, protected crossings, accessible transit stops, and traffic calming measures in all projects. The framework guides all phases of project delivery, including planning, design, construction, and maintenance.
Improved Mobility and Active Transportation	**Transportation Impact Study (TIS) Guidelines**	Update current TIS Guidelines to incorporate multimodal safety and convenience best practices. In the future, consider alternative methods for measuring multimodal level of service. The policy supports project evaluation across modes.
Improved Mobility and Active Transportation	**New Development and Redevelopment Requirements**	Update the Unified Development Ordinance (UDO) and other city land use codes / relevant documents to ensure that new developments and redevelopments are designed to support multimodal transportation, connectivity and maximize transit investments. The policy includes context-sensitive design principles and supports complete neighborhoods.
Improved Mobility and Active Transportation	**Designing Streets for Safe Speeds**	Where appropriate, use context-sensitive approaches and data to consider setting speed limits, particularly on pedestrian priority-streets. It aims to reduce crash frequency and severity, particularly, but not only for people walking and biking.

NOTE: *Items listed above are recommended actions. Prioritization, funding, and initiation of these activities are subject to future direction by City Council or city management.*

Principle	Action Title	Action Description
Improved Mobility and Active Transportation	**High Frequency Transit Corridors & Transit-Oriented Development**	Encourage transit-oriented development along high-frequency transit corridors, emphasizing walkability, mixed land uses, and higher densities near stations. It aims to maximize the benefits of transit investments by increasing ridership and supporting economic development. Tools may include zoning changes, and/or financial incentives.
All	**Aurora Places Review and Report**	Prepare a report for the Planning and Zoning Commission, city management and the Aurora City Council outlining progress in plan implementation. The report should include the following: information on key community trends and changing conditions; a progress report on each of the key actions in Chapter 6, including improvements in the related measurements; identification of new actions to be undertaken and recommendations on amendments to the Aurora Places Plan.

NOTE: *Items listed above are recommended actions. Prioritization, funding, and initiation of these activities are subject to future direction by City Council or city management.*

CM Horton asked if there are mechanisms being designed into the infrastructure for people to navigate physical disabilities.

C. Campuzano stated there will be tactile strips for the visually impaired to note where they are entering the roadway, but she was not sure about any other audible indications RTD may have. She said they would look into that.

CM Horton inquired if there was opportunity to include the "World in a City" branding on the Aurora side.

L. Perry stated they would absolutely look into doing that.

CM Horton clarified they are not having two bus lanes.

C. Campuzano explained there are still two lanes of traffic in each direction, but it depends on the stop. She stated some areas have a space for a bus pullout, but they have on-street parking through a lot of their area in Aurora, so there will basically be two travel lanes and then buses will typically be in their pullout space.

CM Horton asked if there will be a breaking ground ceremony.

C. Campuzano answered yes, but they need to nail down a date.

Outcome:
The Committee recommended the item be presented to Council at Study Session.

Follow-up Action:
The item will be presented at the next available Study Session.

4.b Connecting Aurora - Aurora Citywide Multimodal Transportation Master Plan Overview

Summary of Issue and Discussion:
Keith Borsheim, Project Manager for HDR, lead consultant on the Connecting Aurora Multimodal Transportation Master Plan, stated that this is the city's first opportunity to create an overall citywide multimodal transportation master plan. It will align and support the goals of Aurora Places and is intended to be adopted as part of the city's comprehensive plan through an amendment. He said the key goals for the project are to be innovative and adapt to a changing transportation landscape. He noted this is a long-term plan and many projects have been identified throughout this plan and process. The project team took a four-phased approach to develop the plan and recommendations, which included discovery, synthesize, visualize, and realize phases. He went over the timeline and process for the master plan, the engagement activities, and the overall engagement results. He discussed the state of the system reports, with the top outcome being the identification of safety challenges, as well as mobility challenges. He noted that certain demographic groups have a higher propensity to use transit, and the top transportation concerns they heard from people were they feel it is unsafe to travel outside of a car, bottlenecks and dangerous driving behaviors, destinations in Aurora are too far apart to reach comfortably by walking and biking, lack of connection to services and destinations, desire to have higher quality streets and places, and transit is too slow, infrequent, unreliable, and feels unsafe.

K. Borsheim went over the vision and mission statements, as well as the ten goals developed by Connecting Aurora. He stated that the project team analyzed three possible futures for Aurora, which include a car-oriented city, a transit-oriented city, and a neighborhood-oriented city. The public expressed that transit-oriented and neighborhood-oriented cities were preferred to improve quality of life, and a car-oriented city would keep the quality of life either the same as today or worse. He voiced that the analysis and public input led to a fourth scenario, called the place-oriented city, which includes key aspects of transit-oriented and neighborhood-oriented scenarios. The place-oriented city is Aurora's desired future, and consists of increasing the number of convenient, affordable, and safe mobility options, emphasizing the need to concentrate on the destinations within and near neighborhoods, imagining investments in walking, biking, and transit infrastructure, and focusing on making those modes of transportation safer and more accessible, and using land efficiently and productively. He explained they used that model to help develop visionary networks, which include pedestrian, bike, transit, auto, and freight networks. He stated that the completion of all projects recommended by the plan will be expensive, and the city will need to fund them through active participation and partnerships over many years, which is a key aspect of this plan. He shared that the plan also includes five new or updated policies, 12 new or updated programs, and over 900 individual project elements.

K. Borsheim went over the short-term projects, including Microtransit, intersection upgrades, complete street projects, bikeway projects, closing missing sidewalk gaps, and safety and technology improvements. He added that the total investment is $45 to $65 million per year for the next 10 years, not including maintenance. He stated they plan to submit the final plan to City Council for adoption in April.

Committee Discussion:

CM Coombs commented that, in looking at the short-term projects, the majority of them are road projects and not bikeway, pedestrian, or transit projects, and the definition of roadway projects was primarily capacity projects.

K. Borsheim responded that it is generally correct; however, he would put many of the roadway projects into the Complete Streets category, as they are planning to include the construction of adjacent sidewalks to go with those projects in many of them.

CM Coombs noted one of the main priorities from the public engagement was slowing down the traffic. She asked if that was part of these projects.

C. Colip answered on the Complete Streets portion, they are looking at a variety of areas where they only have half a street built and no sidewalk on the other side, but the goal is to make that a complete street that could be a function of both sidewalks adjacent to both sides and bikeway parking.

CM Coombs inquired if they do or do not slow down traffic.

C. Colip responded it should slow down traffic because they would have narrow lanes to drive in, as long as people obey the rules.

C. Campuzano added the scope is different for each project. She said there are a lot of constraints in the built-out areas of the city where their right-of-way is and how much width they have. However, she expressed that most of the street projects do not include lane expansion, with the exception of Gun club Road.

CM Coombs asked if they include sharrows and single painted shoulders of roads when they say Complete Streets or if they are talking about the protected bike lanes.

C. Colip shared their goal is to put in separate bikeways with possibly a curb, but there are some locations where they may not be able to do that due to right-of-way constraints. The goal is to repurpose that portion of the road, so it is safe for all modes of travel.

C. Campuzano noted all the projects have a shared use path that is meant to be shared. However, she said they have gotten a lot of negative feedback from residents about sharrows, so there are no sharrow projects.

K. Borsheim said they are slowing vehicles down, and a key outcome of this process is the Complete Streets Design Guidelines, where they have identified updates, they want to include in the city's design standards, and most of those updates are focused on slowing things down. He expressed that bikeway design is really dependent on speed of the roadway and the volume of traffic they see on a road, and the higher the speeds and volume, the more separation of protection they need for cyclists.

CM Coombs stated the images shown related to neighborhood or place-based design seemed to be gridded blocked streets, but the vast majority of Aurora streets are not gridded and blocked. She asked how they are looking to navigate connectivity in their roadway network and what future development and roadway design looks like in addressing that.

K. Borsheim answered generally a grid system provides a greater level of connectivity and more options for people and designers of the roadway network to provide bikeways not along arterials, so the desire for the city moving forward is to provide more of a grid system. He said there will be greater connectivity for pedestrians and bicyclists, and there may be some places where street connectivity does not go through an area, but pedestrian and bicycle connectivity does.

J. Rustad added that parallel with this project, they are working on analyzing small lots and their zoning codes, and few of their guiding principles have been connectivity. She stated that as they are building smaller lots and more houses, they want to make sure people have connectivity and protection along the public route. She said they are currently looking at creative ways that currently are not in code to allow for that.

Outcome:
Information only.

Follow-up Action:
No follow-up action needed.

---

5. MISCELLANEOUS MATTERS

K. Muehlemeyer explained they overlapped with the Management and Finance Policy Committee by half an hour. He gave the committee the options to keep the meeting the same day but either move it up to 12-1:30 p.m. or move it later from 3-4 p.m.

winter of 2026, and construction to start spring of 2027 and completed by end of 2027.

Does the Committee support moving forward with the Resolution for the Intergovernmental Agreement between the City of Aurora and the E-470 Public Highway Authority regarding funding, design, construction and maintenance of temporary traffic signals at Stephen D. Hogan Parkway and E-470 to the next available Study Session.

Committee Discussion:
None.

Outcome:
The Committee recommended the item move forward to Study Session.

Follow-up Action:
Staff will move the item forward.

4.b. CONNECTING AURORA - AURORA CITYWIDE MULTIMODAL TRANSPORTATION MASTER PLAN UPDATE

Summary of Issue and Discussion:

Huiliang Liu, Principal Transportation Planner, stated that this will be the last project update on Connecting Aurora before it is presented to the TAPS Committee for the adoption process. Keith Borsheim, HDR Project Manager, presented the project update, which included a public engagement update; proposed policies, programs and projects; and the final plan adoption timeline. The Connecting Aurora project started two years ago. The project team started by studying existing challenges in the City and how those might change in the future. The project team then explored possible futures for the City through scenario planning, and identified a preferred place-oriented future for the city. The place-oriented city was analyzed, and visionary networks were created for each travel mode, which include biking, walking, transit, driving, and freight.

The bulk of this year was spent drafting policies, programs, and project recommendations. There were four rounds of major engagement milestones throughout the process with the public, which included over 800,000 touchpoints. Over 10,000 people visited the website, including 1,500 in October. 2,500 people filled out surveys, including 700 comments on online maps. There were over 500 attendees at open houses and public roundtables, and 150 people attended virtual town halls. There were also 580 touchpoints during various community and pop-up events.

The engagement process showed that people feel unsafe traveling outside of their cars. When driving, they experience bottlenecks and observe dangerous driving behavior. People feel destinations in Aurora are too far to walk or bike to, and that there is a lack of connections to those destinations. There is a desire to have higher-quality places and streets. Public transit is too infrequent, unreliable, and sometimes feels unsafe.

The most recent round of public engagement showed there was general support for the draft policies and programs. Map comments were received from all over the City. Survey responses varied from 65% to 75% support for the policies, programs, and projects that were presented to the public.

The policies and frameworks include a complete streets framework, which is a way for the City to ensure streets serve everyone, no matter how they choose to move throughout the City. Staff is also recommending an update to the Transportation Impact Study Guidelines to align with industry best practices. Other recommendations include updating requirements for new development and redevelopment which may take the form of updates to

the Unified Development Ordinance; designing streets for lower speeds; and focusing on high-frequency transit corridor development and improvements.
There are 12 new or updated programs, which include maintaining and updating Geographic Information Systems; transit programs such as bus stop amenity improvements and making sure buses move efficiently; safe sidewalk and bike programs; expansion of the resurfacing programs; and expanding the maintenance program. The programs are explained in detail in the final plan.

To build the visionary networks that were created, over 1,000 individual project elements have been identified, which include over 70 intersection improvements, 27 bridge and interchange projects, over 100 new or upgraded signals, 31 street widening and traffic calming or safety projects, over 350 miles of bikeways including trails, 111 miles of sidewalk upgrades, over 300 bike and pedestrian crossings, and 23 multimodal transit corridors. The narrow sidewalks in many older neighborhoods are not included in the 111 miles of sidewalk projects. Many of the recommended projects will be paid for by others as development occurs.

Maps of street projects, sidewalks projects, bikeway and trail connection projects and transit projects were shown and reviewed.

The plan adoption timeline was presented. Staff are currently going through review cycles of the final plan draft and addressing comments received. The plan will then be posted for public comment early next year. The final plan will be submitted to TAPS and the Planning Commission in the March/April timeframe for City Council adoption.

Committee Discussion:

Councilmember A. Lawson asked how these things are going to be implemented and wants to make sure that it is not just a document sitting on a shelf and asked if it is a living document that can be updated. K. Borsheim responded that they have taken the project list and created project packages and prioritized the projects into short-term, medium-term and long-term that aligns with the City's other master plans. There are around 400-million-dollars' worth of projects on the short-term, 0-to-10-year timeframe. There are several projects identified for the medium, 10-to-15-year timeframe. It is a recommendation of the plan that the City regularly updates the plan and revisits the recommendations from the plan on a periodic basis.

Deputy City Manager L. Perry stated that all of the work on Connecting Aurora will bleed into the Build-Up Aurora conversation. The Infrastructure Task Force will hear a presentation on transportation needs at its meeting tomorrow. This master plan will serve as a framework for capital planning for their annual budget, for grant pursuits and for bond programs. They are longstanding documents that evolve with the City, and require updates. There is the city's Comprehensive Plan and master plans for development and other documents that govern what is constructed in a development and the construction requirements.

Councilmember Lawson stated that when they did the Northeast Aurora Transportation Study (NEATS), she remembers that that was a big study that cost over $500,000 and she has not seen a lot of utilization of that. She wants to make sure when they do these studies and this work that it is implemented not only now but in the future.

Chair Hancock agreed with Councilmember Lawson and added that she wants to see the fruits of their labor and hard work. She asked if people were leaving comments online. K. Borsheim responded, yes, that 700 comments were received, and one interesting thing about those comments is that they are really focused.

Senior Transportation Planner Tom Worker- Braddock, stated that staff and the development community regularly use the NEATS study to guide development in northeast Aurora and it provides a lot of information on what roadways and trail connections they expect to see, and Connecting Aurora will do a similar thing but on a

broader City level.

J. Rustad, Director of Planning and Business Development, stated that this will be adopted as part of the Comprehensive Plan, and in addition to the Roadway Manual Updates, there will be UDO updates to ensure implementation of the plan.

Councilmember Lawson responded that, during the NEATS study, there was a lot of controversy regarding the cost of the study, and she is glad that some things have been implemented and thinks more things should be implemented.

Chair Hancock commented that one thing unique about Aurora is they have so many highways that cut the City up into slices, and they are trying to pull that all together to make it feel like the connectivity is there, but it is a challenge.

Outcome:
Information only.

Follow-up Action:
No follow-up action needed.

4.C. 2025 TRANSPORTATION, AIRPORTS AND PUBLIC WORKS COMMITTEE RECAP

Summary of Issue and Discussion:

Chair Hancock wanted to highlight the biggest accomplishments over the last year as a Committee. Carlie Campuzano, Deputy Director, Transportation Mobility, Public Works Department, responded they have gotten a lot done this year and a lot of things were completed through partnerships with other agencies. RTD was mentioned. Chair Hancock suggested having an annual update from RTD.

Senior Planner H. Liu responded that the Master Plan update is the most important project but there have also been a lot of collaborations and partnerships with agencies, such as RTD, CDOT and neighboring jurisdictions. T. Worker-Braddock mentioned the Older Adult Transportation System where they partnered with RTD. The program is called Aurora Rides and will launch in December and will be a free service for people 60 years of age and older. Chair Hancock thanked Councilmember Lawson and noted her work with the Center for Older Adults and that project was her baby. Councilmember Lawson responded that she hopes to continue to be on the Committee, and she hopes that they can get updates about how things are going and working. Chair Hancock thanked Deputy Director C. Colip regarding sidewalks. C. Colip gave an update on future sidewalk projects.

The Committee thanked Vice-Chair and Councilmember A. Kassaw for his service on the Committee and to the City.

Outcome:
Information only.

Follow-up Action:
No follow-up action needed.

CM Lawson, CM Kassaw, and CM Hancock approved moving the resolution forward.

Outcome:
The Committee recommended the item move forward.

Follow-up Action:
Staff will move the item forward.

4.b Connecting Aurora - Aurora Citywide Multimodal Transportation Master Plan Update

Summary of Issue and Discussion:
Huiliang Liu, Principal Transportation Planner, Co-project manager, introduced Keith Borsheim, with HDR Consulting, the consultant Project Manager, to provide an update on Connecting Aurora, the city's Multimodal Transportation Master Plan. K. Borsheim gave a reminder of the vision, mission, and goals of the plan. He went over the April engagement activities conducted by the project team, including four main public events, a virtual town hall, Engage Aurora Live! a roundtable discussion, and an online open house. He added that they also had over 10 popup events, including four city employee-specific engagement events, and a persons with disabilities and their caretakers focus group. He presented what they heard from the public during the engagement activities. He stated that the visionary network, including bikeway, sidewalk, transit, and street networks, are generally supported by the public. He explained that they also presented 10 investment categories, which is where the public was asked where the city should put its money over the next 30 years. The top three supported by the public were bikeways & trails, pedestrian infrastructure, and street capacity. He provided an overview of the visionary network, which is a long-term network with a complete street's emphasis intended to address mobility needs, drive network design and project development, and reflect the city's overall vision. The visionary pedestrian network reflects the need that every city street must safely and comfortably accommodate pedestrian movement particularly near schools, transit stops, and commercial areas, and will include filling gaps in sidewalks, widening sidewalks where needed, and providing safe crossings particularly along major roads. The visionary bike network includes improvements like separated bike lanes, shared use paths, new crossings to make biking safer, more viable, and a more attractive transportation option, and bikeway benefits also include a healthier and most sustainable community. The visionary transit network prioritizes service expansion, higher frequency, infrastructure improvements, and high-capacity transit investments, which could include dedicated bus lanes on major arterials and providing nicer transit stops or mobility hubs. Regarding the visionary auto and freight network, the city will continue providing safe and convenient automobile travel, and this plan will continue to prioritize safety and connectivity improvements and acknowledge where freight enhancements throughout the city may be needed. K. Borsheim went over next steps, which include turning networks into projects and prioritizing projects into short-, medium- and long-term projects, identifying potential funding sources that might be associated with the projects, developing programs and policies to go along with the projects, having a draft plan available this summer, and moving towards council adoption in the fall.

Committee Discussion:
CM Hancock pointed out that it was stated there were 750 respondents, which is dismal in the city of our size. She asked what they could do to get the word out more, because it would have been great to have more participation. She suggested utilizing Aurora TV station to get the word out. She said it is important for people to know about what we are doing, as it directly impacts their life.

C. Campuzano stated the engagement was extensive on this project, and the 750 number was just for a specific exercise they did where participants used jellybeans to indicate where they'd spend funding. She said K. Borsheim's team has a lot of strategies they have been employing, and city staff have spent a lot of

time going to existing events and getting feedback, so they have heard from thousands of people from different backgrounds.

K. Borsheim added that one thing they try to do when measuring their engagement approach is to measure process as well as outcomes. He noted that the engagement period ended on May 2nd, so they are still summarizing all the various touchpoints, and that will be included in their summary of the milestone engagement. He expressed one of his frustrations of being a planner is that when you do a citywide plan, it is abstract to folks and it is harder for them to take that step higher and provide that level of feedback, which a lot of times results in people looking at the information but not providing the feedback.

CM Kassaw commented that he liked the idea of going out and meeting with the people, so people feel empowered. He asked if they ever use an email data system that sends mass emails to reach out to people.

K. Borsheim responded that they do, but only people that have opted into it, receive the emails.

J. Patterson, Senior Communications Strategist, expressed they have had multiple stories on Aurora TV, in the water bill newsletter, in the weekly electronic newsletter 'This is Aurora', through all social media channels, and news media coverage.

CM Hancock said she would love to get those numbers.

K. Borsheim responded they can provide that summary as soon as it is compiled and said it will be a chapter of the plan.

CM Lawson asked if it is possible to see how many residents in each ward participated.

K. Borsheim answered that they can provide that information for the people who filled out the surveys, but they do not track that data on the touchpoints.

CM Lawson stated that she would like to see how much outreach the project team has done to each ward and how many residents participate. She suggested getting that for a future meeting.

CM Hancock agreed that she would be interested to know how well they did.

K. Borsheim responded that they would provide the summary of all three milestones.

Outcome:
Information only.

Follow-up Action:
No follow-up action needed.

---

5. MISCELLANEOUS MATTERS

---

6. ANTICIPATED TOPICS FOR NEXT MEETING

- Agreement for review for the 9 Mile Pedestrian Bridge Project with the Aurora Urban Renewal Authority (AURA) for funding

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

February 20, 2025

Members Present:	Council Member (CM) Stephanie Hancock, Chair; Council Member (CM) Amsalu Kassaw, Vice-Chair; Council Member (CM) Angela Lawson, Member
Others Present:	Laura Perry, Cathy Valencia, Brian Rulla, Julie Patterson, Traci Burton, Mac Callison, Haley Busch Johansen, Tom Worker-Braddock, Cindy Colip, Kurt Muehlemeyer, Scott Bauman, Adrian Morris, Nicholas Johnson, Huiliang Liu, Earl Wilkinson, Mark Smith, Leah Langerman, Krista Orloff, Heath Walter, Jeannine Rustad, Jacob Cox, Leticia Callanen, Mindy Parnes, Elly Watson
Guest:	Keith Borsheim, HDR Engineering; James Katzer, David Evans and Associates; Stacy Tschuor, David Evans and Associates

1. WELCOME AND INTRODUCTION

2. APPROVAL OF JANUARY 23, 2025 MEETING MINUTES

3. CONSENT ITEMS (None)

4. GENERAL BUSINESS

4.a Connecting Aurora - Aurora Citywide Multimodal Transportation Master Plan Update

Summary of Issue and Discussion:

Huiliang Liu, Principal Transportation Planner, gave a summary update on Connecting Aurora, the city's Multimodal Transportation Master Plan. He expressed that they are halfway through the project and are in the middle of Milestone 3.

Keith Borsheim, Transportation Planner and Project Manager with HDR Engineering, provided a overview of the project, stating that Connecting Aurora is the first ever citywide multimodal transportation master plan, and they are aiming to identify ways to better connect people to places that they need and want to go, and are aiming to improve safety and convenience for everyone moving around Aurora. He spoke about the mission, vision, and goals for the plan. He gave a brief overview of the timeline and process, stating

that they have made it through the first two phases of the project, which they call the "Discover" and "Synthesize" phases of the project, with the next two phases being "Visualize" and "Realize". He discussed scenarios they developed to analyze what might happen in Aurora, and investments and policy decisions that might be made by the city to help shape how trends impact the city. K. Borsheim voiced that they presented three imagined futures of Aurora to the public through many ways and different settings. The three imagined figures were car-oriented city, transit-oriented city, and neighborhood-oriented city. He discussed the survey demographics and what they heard overall on how each future would impact the community's quality of life. He noted that a transit-oriented city and neighborhood-oriented city received much more positive feedback than the car-oriented city. After gathering input and conducting the analysis, they are now moving forward with identifying recommended projects and multimodal transportation networks that are resilient and would best reflect those potential futures. He said they will also be drafting policies and program recommendations to reflect the values they heard throughout the outreach and will present them in the next couple of months. K. Borsheim said they will continue to check in with the Committee throughout the rest of the project to confirm the approaches they are taking and will share a draft of the plan with the Committee and City Council for the adoption in late fall of this year.

Committee Discussion:

CM Lawson stated that more people would take transit if it was on time and safer and that should be a question, but she does not see that in the presentations. She added that there are some realities with the current transit system that should be told to the people who may want to take transit. She said regarding Bus Rapid Transit (BRT), it will be important for the city to ensure they are engaging with the business and not losing businesses in the city as they are building out the transit network and grid. She thanked them for the presentation and added that it is good to have a vision, but some realities are not being pointed out.

K. Borsheim responded that one of the key aspects of the goals they have developed is a goal for safety, and people feeling safe using their transportation system. He said that it is an important thing that they have heard from the community, and that is top of mind, and they need to emphasize that more in the presentations and in the plan. He noted that the Regional Transportation District (RTD) has struggled over the last few years with funding, and a key aspect of this plan is to identify potential funding strategies to help mitigate funding shortfalls that RTD has experienced. He stated that there is a lack of drivers and the ability to hire and retain drivers has been severely impacted over the last decade, so they are trying to come up with strategies to address that. He added that even though the city does not tell RTD how to run their business, there are opportunities for the city to jump in.

CM Lawson voiced that she sat on the RTD Reimagine Committee for many years and knows what those issues are, but in these presentations, there has to be realities, and she does not see that.

H. Liu shared that they are developing the network right now, which includes a transit network, and there will be projects and programs for transit that will focus on safety, reliability, improvements and connectivity to other destinations; and how to work together with RTD for funding and safety. During Milestones 1 surveys and pop-ups, the project team did ask people what improvements are needed. The project team heard a lot, especially in Ward 1 at MLK and Fletcher Plaza where there were boards where people could place a dot, that transit has been a major concern for a lot of people.

CM Hancock commented that she would like to see more detailed analysis. She said that when she takes the train, it should not take half the day to get where she needs to go. She pointed out that they are using buses to go from the Nine Mile Station to the Florida Station, when they should be getting on the train. She added that there is no notification of when transit issues happen so people can prepare. She shared that they want people to take public transport and know that it is accessible and reliable, that they have staff,

and are consistent with scheduling, so it is important to detail that and be top of mind. She voiced that she likes intent, ambition, and what they are doing, but they need to deal in reality.

J. Rustad added that they have a quarterly standing meeting with RTD and have asked them to help by giving the notice ahead of time and work with our communications to help get the word out for any cancellations. She said if anyone experiences difficulties, please reach out to her, L. Perry, or C. Colip.

Outcome:
Information only.

Follow-up Action:
No follow-up action needed.

4.b 2025 Roadway Maintenance Program Update

Summary of Issue and Discussion:
Nicholas Johnson, Engineering Supervisor, gave an update on the 2025 Roadway Maintenance Program. He said that Aurora has 1,379 miles of road responsibility, a population of 404,219, spans 165 square miles and the roadway network has grown 78.8% since 1986. He explained that local roads take up a large portion of their network, but arterials tend to take up the bulk of their budget, as they impact quality of life for citizens the most. He stated that they use a pavement management system to decide where they do roadway maintenance to provide the best quality program for the budget that they have. He added that the pavement condition system is what guides them, as it has a grade scale from 0 to 100 on how well a road rides, and the goal is to be 60 and above. N. Johnson said that they are getting a roadway assessment this year, which will help form the next five-year plan and focus budget dollars as they move forward. He discussed pavement life cycle, street maintenance history, program history, and pavement maintenance strategies. He stated they are starting to apply the appropriate strategies at the appropriate time, stretching maintenance dollars and making their network the best that they can. Currently, they have shifted to the Transportation Maintenance Fund and consolidated several programs and financial lines into three core groups, which are concrete repair, street maintenance and reconstruction. He added that they are using the Transportation Maintenance Fund to push them toward the PCI of 73 of the entire networks and are hoping to get there in the next year or two. N. Johnson discussed pavement maintenance strategies within the Rehabilitation Program, which total $31.5 million, and a couple of concrete programs that will come to the Council in the next month or so. Then staff will start with the surface treatment and asphalt work.

Committee Discussion:
CM Lawson asked if they factor in new development when looking at road maintenance and what needs to be done.

N. Johnson answered a little bit. He explained that they have very robust road building requirements, so any development going in with road work will have a good solid foundation, so they only must take care of the surface or just a little below on arterials. He noted they do coordinate with Development Review, Planning and several departments across the city when doing these projects to avoid conflict of activities.

Outcome:
Information only.

Follow-up Action:
No follow-up action needed.

public transit due to unavailable services where they need to go, and most people that use transit do it because of health/legal reasons, because it is more affordable, and/or it is better for the environment. Regarding freight, they heard concerns of wear and tear on the road, desire for grade separated railroad crossings, safety, and curbside loading and unloading. They also heard that the top urban design features people like included bus stop amenities and multimodal connections, shared streets and event spaces and green gutters along protected bike facilities. K. Borsheim noted that overall, they learned that personal and transportation safety is a focus; driving is viewed as relatively safe; walking and biking feels unsafe; everything is too far away; and transit is also unsafe, too slow, and limited. He discussed the next steps, including attendance and engagement efforts at community events during the summer and applying what they learned to develop a plan for Milestone 2 engagement efforts, which starts early fall 2024. He talked about the framework for the vision, mission, and goals; who they have talked to; and other activities in developing the vision, mission and goals. K. Borsheim presented the draft vision, mission and goals and bedrock practices. K. Borsheim summarized the ten goals that support the city's vision and mission and discussed next steps which includes finalizing the vision, goals, mission and objectives after presenting to City Council.

Committee Discussion:

CM Bergan commented that it was surprising to see that most people said they drive once or twice a week, especially when a lot of people work outside of the city.

K. Borsheim believed it should say at least once or twice a week, but he would doublecheck the data.

CM Lawson said she was surprised to see comfort being the number one factor instead of convenience when traveling by car, and asked what comfort really means.

K. Borsheim explained it was hard to determine how people determined the survey question.

C. Campuzano added that they chose a lot of different adjectives to try and capture how different people feel, and it could be having air conditioning when it's hot as opposed to walking or biking.

CM Bergan asked why the police was not on their list of who they talked to considering police deal a lot with traffic.

K. Borsheim answered that they attempted to talk to the police and were unsuccessful in getting it scheduled, but it is still on their list of follow-up items.

CM Bergan inquired if they would be looking at some commonalities in the applications in the Traffic Calming Program.

K. Borsheim responded that yes, they are working to identify all the technical data available and like the idea of digging deep into the Traffic Calming, so he will work with C. Campuzano to do that.

CM Hancock asked that when looking at the transportation all over the city, what is the role and how will they coordinate with RTD to expand transportation access to other wards.

K. Borsheim stated transit planning efforts are starting to kick off, from which they want to see what an impact on transit availability, transit usage, and transit convenience will have to help them develop strategies and work with RTD to implement them.

L. Perry added that RTD is at the table on this and are very interested in this work.

CM Hancock commented that she wants to make sure it stays top of mind that if they want people to utilize services it must be convenient, accessible, and safe.

K. Borsheim noted they have a Technical Advisory Committee meeting today and RTD, CDOT, and DRCOG are all a part of that meeting and involved throughout the process.

CM Lawson asked where the previous work in the past years with RTD went on the regionality of transit.

K. Borsheim stated they were building on that and not starting from scratch.

CM Bergan asked if Reimagine was the analysis study for efficiency; by looking at ridership per corridor, how many people ride in a certain area, and if they can recoup money if no one is riding in a particular area.

K. Borsheim agreed that is correct and stated it was the system optimization goal.

Outcome: Information only.

Follow-up Action: No follow-up action needed.

4.d. Consideration to Approve a Resolution for the Intergovernmental Agreement between Aurora, E-470 Authority, and Windler District regarding the operations and maintenance for 48th Avenue

Summary of Issue and Discussion:
Haley Johansen, City Engineer, asked for consideration and approval for a resolution for the Intergovernmental Agreement between Aurora, E-470 Authority, and Windler District regarding the operation and maintenance for 48th Avenue. Aurora standards will be used for 48th Avenue, a six-lane arterial, and the city will maintain all the standard roadway items, including pavement, the road and bridge pavement markings, lights and electrical, snowplowing and sweeping, signage, and traffic signals. Windler will maintain the decorative elements, including concrete sidewalk and median special patterns, pedestrian bridge rail, concrete pattern, finish on the parapet walls and bridge columns, enhanced landscaping in the interchange area, and maintain the weeds and debris along the E-470 right of way line. E-470 will be responsible for the bridge structure, approach slabs, underdeck lighting, on/off ramps, fencing, two water quality ponds, and drainage infrastructure.

Committee Discussion: None.

Outcome: The Committee recommended the item move forward to Study Session.

Follow-up Action: Staff will move the item forward to Study Session.

4.e. Kings Point Way IGA Between Aurora and Parker For Snow Removal and Street Sweeping

Summary of Issue and Discussion:
Marc Tamburro, Manager of Street Operations, discussed the Kings Point Way IGA between Aurora and Parker for snow removal and street sweeping. Aurora and Parker entered into an original IGA 1/28/2019

Committee Discussion:

CM Hancock asked if there was typically a drastic difference in how Aurora and Denver do things.

H. Johansen stated she did not know the specific difference between Aurora standards versus Denver, but it will follow Aurora's standard for the plan, even in the northern parts.

CM Hancock inquired if there would be any traffic calming or bike lanes or just a flat road.

H. Johansen stated she would have to see if bike lanes were proposed, but the road would be a typical collector section the city sees in its industrial or larger commercial areas.

CM Hancock asked if it would be two or four lanes.

H. Johansen said the section in the interim is a 2 lane with turn lanes. H. Johansen indicated in the long term, she thought the sections would be a collector in the east half and 4-lane arterial on the western half.

Outcome: The Committee recommended the item move forward to Study Session.

Follow-up Action: Staff will move the item forward to Study Session.

4.b Connecting Aurora - Aurora Citywide Multimodal Transportation Master Plan Update

Summary of Issue and Discussion:

Keith Borsheim, HDR Consulting Team Project Manager, provided an update on the Connecting Aurora Project. He stated they started last fall and are now in the synthesize phase. He noted they did analysis on conditions in the network and conducted the vision, goals, and objective workshop to present to the committee and Council in June for feedback and approval. He explained how high-quality transportation leads to individual and societal benefits through implementation of the plan. Mr. Borsheim discussed safety challenges; mobility challenges; demographic trends; bikeway infrastructure and level of traffic stress; and the transit propensity analysis to look at different demographics that lead to people deciding or needing to use transit. He went over what they heard in their engagement process, and said most people, when asked to describe in one word the transportation system they wanted to see in used the words safe, fast, convenient, frequent, efficient, seamless, and clean. He stated they also discussed areas of congestion and safety concerns, and the key issues were safety for all modes of transportation and increased frequency and access to transit. He also noted next steps, including the state of the system analysis and report; development of a transportation information system; continued public engagement; draft vision, goals, and objectives; and future scenario evaluation and network development.

Committee Discussion:

CM Hancock said the updated numbers meant people were taking advantage of the extension for comments and participating.

CM Bergan stated it did not look like Gun Club Rd was identified on the Denver Regional Council of Government's (DRCOG) congestion slide and urged them to go during rush hours and see it for themselves, because it is extremely congested.

Mr. Borsheim said it is planned to widen Gun Club Road in the future DRCOG network, but they do not have the funding to construct that yet.

CM Bergan asked if they could get their ward results from surveys and open houses.

Mr. Borsheim said yes, but only for people who chose to provide demographic information.

CM Lawson inquired if she could get the sum of the results in Ward 5. She said she did not know how accurate the survey was without the aging community's input, because most of the aging people in her ward did not complete the survey.

L. Perry assured they would make sure the efforts are very well coordinated with the older adults needs assessment currently being completed by Parks, Recreation and Open Sace in collaboration with the Older Adults Commission.

CM Hancock explained it was important to get the older people's input and appreciated the effort. She also asked if they were coordinating with the senior centers to get that data input.

L. Perry stated she would check in on the full engagement plan and would report back to the Committee.

CM Lawson asked if they were capturing and reaching out to the older adult communities and explained she had been hearing about transportation issues in those areas.

L. Perry commented she would get more information on that and follow up.

D. Krzyzanowski added there was Planning staff on both projects and the older adults assessment is being shared with the transportation team.

CM Hancock voiced they did not want the seniors to be left out and need to know they are being heard.

H. Liu added they are in the process of laying out some additional outreach efforts and will reach out to Heather Gardens and other senior centers.

K. Borsheim noted they have information and surveys they can take to their town halls.

CM Lawson agreed that would be helpful.

Outcome: Information only.

Follow-up Action: No follow-up needed.

---

5. MISCELLANEOUS MATTERS

---

6. ANTICIPATED TOPICS FOR NEXT MEETING

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

March 21, 2024

Members Present:	Council Member (CM) Stephanie Hancock, Chair; Council Member (CM) Francoise Bergan, Vice-Chair; Council Member (CM) Angela Lawson, Member
Others Present:	Mayor Michael Coffman, Carlie Campuzano, Elly Watson, Julie Patterson, Ryan Germeroth, Mac Callison, Huiliang Liu, Haley Busch Johansen, Michelle Gardner, Cindy Colip, Scott Bauman, Cathy Valencia, Mindy Parnes, Rachel Allen, Leticia Callanen, Jeannine Rustad, Stephanie Sinclair, Brian Rulla, Nicholas Johnson, Traci Burton, Roberto Venegas, Tony DeVito, Carl Harline, Marc Tamburro, Tara Bettale, Bob L, Kim Stuart, Andrea Barnes
Guest:	Keith Borsheim

---

1. WELCOME AND INTRODUCTION

---

2. APPROVAL OF MINUTES

The minutes for the February 1st and February 15th TAPS meetings were approved as written.

---

3. CONSENT ITEMS (None)

---

4. GENERAL BUSINESS

4.a Connecting Aurora - Aurora Multimodal Transportation Master Plan Update

Summary of Issue and Discussion:

Keith Borsheim, consultant Project Manager from HDR, updated the committee on the City-wide Multimodal Transportation Master Plan, and reiterated that the goal of the project is to develop a citywide vision for the transportation system, as well as goals for the next 20 years that are consistent with the values developed in the Aurora Places Comprehensive Planning process. He explained the outcome will be an integrated multimodal system with Complete Streets concept, and the project will be focused on engagement with residents, businesses, and key stakeholders. He went over a flow chart for the project overview and milestones. Mr. Borsheim also provided an overview

of the engagement plan. He emphasized to the Committee that the project team is committed to engaging with the public in meaningful ways throughout the process with transparency and honesty at the forefront, and they would be listening throughout the process to the community voice. He stated the primary goal of the engagement plan is to gather meaningful input from stakeholders, policy makers, and the public to build a foundation for support and develop integrated mobility visions and solutions. He talked about objectives and outcomes for the engagement, including building upon previous and existing public engagement efforts; listening first; educating local stakeholders, civic and community groups on benefits; being reflective of the community's needs, goals, and values; developing partnerships throughout the community; reaching out to underrepresented communities; and sharing data points and goals during the process. Mr. Borsheim discussed the co-creation of the engagement plan, including 10 to 15 interviews, with key community groups and representatives on ways to engage with audiences in the city. Some of the input received through the co-creation process was to perform outreach by ward; include consideration of new platforms; address transit service gaps; use community leaders as translators; conduct a family night activity; and go to where stakeholders are instead of having meetings in city buildings.

He discussed the key audience they are trying to reach and various engagement tactics to be deployed in the engagement process. He also provided schedules for the four open houses to be held throughout April.

Committee Discussion:

CM Bergan asked if the business and development community were included in the 10 to 15 interviews with key stakeholders.

K. Borsheim answered that several people within the business and development community are invited to the stakeholder group but none of them were able to attend the first one. He said they were reaching out to those that could not attend to follow up and schedule separate one on one interviews.

CM Bergan stated there are already transportation plans in place so there is a need to make sure it is all well connected. She asked if when they do the public forums with residents, will cost limitations be communicated if the community is asking for very expensive things.

K. Borsheim said yes, and tradeoffs will be considered. He added they will have Regional Transportation District (RTD) representation at the open houses to help the public to understand who is responsible for what.

CM Hancock asked if it would be valuable to have some of the open house information available at Councilmember town halls going forward since, they are doing them through the end of April.

K. Borsheim answered yes, they would be providing a packet to council members to use at town halls that has the same information and a link to the open house available online.

CM Lawson stated she hoped they get to the residents of the new developments of the Transit Oriented Developments (TOD). She also said when talking about RTD and transit, she hopes that category could be broken out, because there's a lot of different issues when it comes to safety with those.

K. Borsheim explained that this is a plan for transit, biking, walking, and traffic, and the public open houses will be set up for each category in addition to the RTD station.

Outcome:
Information only.

Follow-up Action:
No follow-up needed.

4.b.Neighborhood Traffic Calming Program Update 2024

Summary of Issue and Discussion:

Carl Harline, Principal Engineer, updated the progress on the Neighborhood Traffic Calming Program (NTCP) to help mitigate neighborhood speeding concerns. He noted that arterial roadways were not eligible due to those roadways being designed for more traffic at higher speeds. He explained that a resident needs to fill out an application and petition for the program. The city then will schedule an evaluation and collect data as well as perform mitigation, installation, and do any follow up studies to confirm effectiveness. He talked about what the traffic calming toolbox consisted of including flashing radar speed signs, speed cushions, chicanes, roundabouts, roadway striping, improved pedestrian crossings, curb extensions at intersections, and road diets. He discussed the NTCP applications they have received to-date, with five of those pending decision; program totals; mitigation overview; and gave a brief history and breakdown of the budget, with $642,500 allocated for this year and the same projected for next year. Mr. Harline said that they were accepting and evaluating additional applications that come in, and they are prioritized according to criteria they evaluate on and based on the annual budget. He said they were beginning to scope out the before/after study to get a good picture of what the first five years of implementation has looked like as it relates to effectiveness in reducing travel speeds, so they can adjust as needed. A presentation on the results of the study is expected to be presented Fall 2024.

Committee Discussion:
CM Bergan asked how they explain needing a roundabout but cannot afford it when they analyze traffic calming applications and looking at what would work. She noted she only saw one roundabout.

C. Harline explained they are currently constructing two this summer, one that went in late summer/early fall 2023, and three are currently under design. He said they are prioritized in the budget to ensure that the roundabout will address the root cause of the speeding issue. Roundabouts are tricky due to limited funding.

CM Bergan asked if they need one that is too much for the budget, was there another budget it could come out of.

C. Colip stated that sometimes they supplement small overages with the miscellaneous streets fund but would end up coming to Council to ask for approval through the budget process to add or include a roundabout.

Mayor Coffman asked if there was a way to download a form or if they just do it online.

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

February 15, 2024

Members Present:	Council Member (CM) Stephanie Hancock, Chair; Council Member (CM) Francoise Bergan, Vice-Chair; Council Member (CM) Angela Lawson, Member
Others Present:	Mayor Michael Coffman, Carlie Campuzano, Elly Watson, Julie Patterson, Lynne Center, Ryan Germeroth, Mac Callison, Huiliang Liu, Haley Busch- Johansen, Michelle Gardner, Cindy Colip, Laura Perry, Scott Bauman, Cathy Valencia, Mindy Parnes, Rachel Allen, Leticia Callanen, Mark Smith, Jeannine Rustad, Tom Worker-Braddock, Stephanie Sinclair, Brian Rulla, Nicholas Johnson
Guest:	Keith Borsheim; Project Manager, HDR

---

1. WELCOME AND INTRODUCTION

---

2. CONSENT ITEMS (None)

---

3. GENERAL BUSINESS

3.a Connecting Aurora - Aurora Multimodal Transportation Master Plan Update

Summary of Issue and Discussion:

Mr. Huiliang Liu, Principal Transportation Planner stated that this is the first update on the city's Multimodal Transportation Master Plan to the committee. The project is co-managed by the Planning & Development Services and Public Works Departments. He and Carlie Campuzano, Traffic Manager, are the co-project managers of the project. Mr. Liu then introduced Keith Borsheim, consultant Project Manager, with HDR. Mr. Borsheim gave an update on the Aurora Multimodal Transportation Master Plan. He stated the project was funded through the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) grant award with a $3.224 million budget and $644,000 of that coming from the city. He explained they kicked off the project in September and got under way in October to create the project identity, logo, existing conditions analysis, and engagement framework. He displayed the logo and identity, Connecting Aurora. He discussed the main purpose and goals of the project, including creating a city-wide vision, be forward looking and innovative, adaptable, and responsive, creating an integrated multimodal system, focus on providing complete streets for people of all ages, background, abilities and income levels, engaging residents, businesses, and stakeholders, create a unified mechanism to guide policies, programs, standards, and guidelines, and 1reating a capital improvement program. Mr. Borsheim then discussed the scope of the project and

the four phases of the project, including the discovery phase, synthesize phase, visualize phase, and realize phase. He said they were in the discovery phase right now and will be creating a state of the system report to incorporate all the existing conditions analysis, including vehicular traffic, safety, bike and pedestrian, and transit. He stated the state of the system report will also be looking at future trends and analysis. He discussed what would be happening in the next phases, such as creating a citywide vision in goals and objectives and shared values and priorities of the city in the synthesize phase, development of multimodal networks and projects in the visualize phase and creating the policies and programs to implement the plan and a transportation information system in the realize phase. Mr. Borsheim discussed public and stakeholder engagement efforts planned throughout this project. Mr. Borsheim also mentioned a Charrette or workshop included in the project scope to develop vision, goals, and objectives for Aurora's transportation system. He stated that a scenario planning effort, which will include several different scenarios based on the values developed through the engagement process and the Charrette will be undertaken, and they will ultimately present an evaluation of the scenarios on how they impact they city fiscally and their overall quality of life. He said they would also be coordinating with the Adams County safety action plan and incorporate those recommendations into this plan and update the current city practices and standards to reflect the outcomes from this plan. He explained this will all lead to an update to the Capital Improvement Program and discussed other next steps.

Huiliang Liu, Principal Transportation Planner, added it will be a very intensive and complex two-year project process and they will be providing frequent updates to the committee.

Committee Discussion:

CM Lawson asked if they would be looking at wards specifically on the way people move, because different wards move differently. She suggested focusing on that so the public in each ward can see what their challenges are instead of just with the city overall.

H. Liu answered that this project is context sensitive, meaning different areas have different needs, characteristics, and demands. He said from the engagement perspective, they specifically scheduled meeting locations in different areas, because they know different areas have different needs and wants and their consultant will conduct a detailed analysis for different areas. He also stated staff are prepared to go to ward meetings to give presentations and collect input upon request.

CM Lawson said going to the different town halls still did not get to specific people living in the wards because not everyone attends those. She suggested maybe having a communication plan to give out. She said she wanted to make sure they were covering how things are transcending from development and how they are moving in general from ward to ward and overall.

H. Liu explained that from the engagement point, they work very closely with the city's Communications Department and identify various ways to try to outreach to everybody in the city.

C. Colip said the scope and RFP was specifically put together so they could address the different issues within the different areas of the city to address.

CM Bergan asked if they included the developer taskforce they have in the stakeholder advisory committees.

K. Borsheim answered he thinks it does. L. Perry added they will make sure the development committee is heavily engaged in this due to its impacting requirements and specifications.

CM Bergan recommended it would be good to have their input before doing any kind of plan because it may impact them specifically from a planning and cost perspective. She asked if they would integrate adjacent communities.

K. Borsheim explained the adjacent communities were identified on the Technical Advisory Committee and incorporating their recommendations and other projects going on into their plan will be an important consideration. He added one of the key outcomes would be how to better work as a city with adjacent communities and establish policies and frameworks to work with them for those projects.

L. Perry said they recognize community engagement is important, so they will come back with more details on outreach, strategies, location, and when so they can all see the outreach in the community.

CM Hancock expressed people's main concern is getting the nuts and bolts of how they are moving forward in the project to articulate it where people can understand it.

H. Liu stated they were still in the process of co-creation of the engagement plan.

Outcome:
Information only.

Follow-up Action:
No follow-up needed.

3.b 2024 Roadway Maintenance Program

Summary of Issue and Discussion:
Nicholas Johnson, Engineering Supervisor for Public Works, discussed the 2024 Roadway Infrastructure Program. He gave some quick facts about the city. He explained they have 1,365 center line miles of roadway responsibility that they need to keep in good condition for everyone. He stated their roadway network has grown considerably and showed different ways they look at that.

Lynne Center, Deputy Director of Operations for Public Works, stated she was originally hired with the city as a pavement maintenance engineer and has a lot of experience in that area. She talked about their philosophy around pavement management and how they arrive at the list of roads to do every year, including using a computerized system using objective and reputable data. She expressed the goal of the program is to apply the appropriate strategy at the appropriate time, look at many other different factors, work with partners to make sure they are not on the same stretch of road at the same time to minimize opportunities for pavement to be cut into right after it is paved, and all decisions are based on a pavement condition index (PCI). She explained a PCI is made up of a surface condition number and a structural condition number and the scale for PCIs are excellent. She then displayed photos of PCIs and discussed past and current PCIs. She discussed the four major categories of maintenance strategies, including routine maintenance, preventive maintenance, rehabilitation maintenance, and reconstruction maintenance. L. Center stated reconstruction is very expensive and showed a cost comparison between the different strategies and reconstruction.

the designation is official, projects could begin to receive NEVI funds. CDOT is working with Colorado Energy Office to set up a specific grant program and all its criteria. Grant solicitation will be done in Q1 of 2023. The NEVI plan will be updated on an annual basis and will be an ongoing program for at least five years.

Committee Discussion:
CM Murillo asked if Colfax would be an eligible roadway. M. King said yes since Colfax is part of the national highway system. CM Murillo said that she would be open to exploring what this program would look like for the Colfax Corridor. CM Marcano highlighted that Colfax and Havana are state highways that run through impacted communities in Aurora. He advocated for the corridors to be flagged through the NEVI or Charge Ahead Colorado Programs. CM Marcano asked if the corridors would be better suited for Charge Ahead or if they should aim for NEVI designation. M. King said that he will work with staff and other stakeholders on talking about I-225, Havana, or Colfax for the next round. He said that the project comes down to the location and the intended user. He explained that DC fast charging would be better to put in existing fueling stations or retail areas while Level 2 chargers would be a better fit for housing, work areas, community areas, etc. He added that the Level 2 chargers would be more affordable and would not have as many federal requirements. He mentioned that Colorado Energy and Xcel Energy have grants and programs to help communities develop an EV readiness plan which provides a roadmap for what funds will be pursued.

CM Marcano commented that Havana has a large shopping center where people spend a lot of time but there is only one rapid charging station. He mentioned that Havana BID may be interested in the conversation and it could bring more business to them. M. King mentioned that the Charge Ahead Colorado Grant Program has rounds three times a year. CM Coombs requested flagging Parker Road. CM Marcano mentioned getting high-voltage chargers in small-town restaurants and museums to general positive economic impact and increase the likelihood that people will adopt EVs.

Outcome: Information only.

Follow-up Action: No follow-up needed.

4.f. Grant Updates- DRCOG FY2022-2027 Transportation Improvement Program and Infrastructure Investment and Jobs Act Discretionary Grant Programs
Summary of Issue and Discussion:
Victor Rachael and Mac Callison presented an update on applications for the DRCOG FY2022-2027 TIP Calls #1-4. Call #1 represented a regional project focus for approximately $40 million. The DRCOG Board approved the project recommendations which were solely directed for multimodal and transit projects in May 2022. Additionally, the Board approved the Forum(s) recommendations for Call #2, Sub regional Share projects at the September 21st Board Meeting. Call #2 has a total of approximately $173 million for the entire region focused on multimodal and transit projects. The Forums received funding based on their proportional share of population, employment and vehicle miles traveled. Staff submitted three project applications 2 on this Call. Call #4, Sub regional Share Projects, will open on November 28th and applications are due on January 27, 2023. Total funding across all Forums is approximately$193 million for multimodal, bridge, safety, and street projects. The Adams Forum is apportioned approximately $30 million and the Arapahoe Forum funding level is estimated at $36 million.

The six projects in Call #1 were brought into the FY2022 to 2025 TIP. Approved Call #1 projects includes the Denver-sponsored Colfax BRT Project which requested $18 million and was awarded $15 million to support the National Environmental Policy Act (NEPA) process and design activities for the project. Call #2 recommended projects were recently approved at the September 21st DRCOG Board meeting, including the Aurora Multimodal Transportation Master Plan programmed to start in FY 2023. Staff members are currently developing the scope for the RFP with recommendations coming to Council in Q1 of 2023. The notice to proceed is aimed at April 2023. Also moving forward is the Aurora Multimodal Access Improvements Design and Construction for locations on Havana Street, Colfax Avenue, and Yale Avenue focusing on sidewalk connections to bus stops. The Smith Road Multimodal Improvements – Design will also move forward to bring deliver a 60 percent design, including the multimodal side path. All these projects were successful in being awarded full funding as requested.

A total of 19 projects were submitted for Call #3 Regional Share Projects with 13 for the Surface Transportation Block Grant funding track and 6 for the Air Quality and Multimodal Grant funding track. These projects far exceed the available funding. The public comment period has been completed and all proposed project applications will be advancing to DRCOG for scoring. The scores provided are non-binding but serve an informational role. The project review panel is comprised of representatives from all 8 Transportation Forums, CDOT and RTD representatives and will convene on October 31st. The panel will ultimately make recommendations that will be forwarded to the DRCOG Board for approval on November 16th. Prior to Board action, the Call #3, Regional Projects assessment and recommendations will be brought to the Transportation Advisory Committee on November 14th and the Regional Transportation Committee on November 15th.

City staff compiled the Peoria Bridge over Sand Creek Replacement project application which aims to clear it through NEPA and produce a final design. The preliminary design concept at the 25 to 30% will be completed by a consultant team by years end. The project NEPA and final design activities is estimated to cost $3 million with Aurora providing a 40% local match of $1.2 million and the remainder, $1.8 million being requested from available federal TIP funds. The Peoria Bridge has become aged and inadequate and is also a pinch point for traffic. It was constructed in 1996 and carries volumes of over 33,000 vehicles per day including freight traffic. There are concerns about it being structurally deficient, and it also does not provide adequate multimodal pedestrian and bicyclist passage and connectivity.

The Surface Transportation Block Grant funding category for which this proposed project is seeking funding has approximately a total of $27.7 million apportioned to the Adams Transportation Forum. However, there are a total of $121 million in applications. Call 4 has approximately $192 million with a 55-45 split for surface transportation (STP) and Air Quality Multimodal projects. The project package recommendation will advance to the Executive Committee and then Adams County Transportation Forum. Those will be ported to the DRCOG Committees, Transportation Committee, Advisory Committee, RTC, and the DRCOG Board for consideration in March or April 2023. These recommendations will require policy and program changes to the overall TIP.

Call #4, Sub regional Share Projects, applications are anticipated to be e made for the 13th Avenue Multimodal Study for NEPA clearance and 60% design. The High Line Canal Trail Underpass at Colfax Avenue, west of Airport Boulevard, a joint project of the PROS Department and Arapahoe County will be assessed for design and construction activities. Alameda Bridge over I-225 is contemplated as a proposed bridge replacement project with focus on NEPA clearance and design activities. In addition, bike/pedestrian facilities and turn lanes on the bridge must be brought to proper

and current standards. Staff may also propose design and potential construction activities for multimodal access improvements for segments of Havana, and other locations throughout the city. and Gun Club Road for NEPA and final design activities.

Potential projects for the IIJA US DOT Discretionary Grant Programs include Montview Boulevard within the Anschutz/Fitzsimons Innovation Community for construction, Alameda Bridge over I-225 – depending on outcome of Call #4, the Chambers Road at Smith Road/A Line/UPRR Grade Separation, a clear freight category project. Gun Club Road NEPA/design/construction, a Citywide Transportation Safety Study, and the ADA Transition Plan Implementation related to the existence of substantial sidewalk gaps and ADA ramp deficiencies within known right of way. An addition, a city Traffic Management Center/Fiber Optic Communications infrastructure – design and construction.

Committee Discussion:
CM Murillo expressed support for seeking additional funding resources for future projects. CM Coombs expressed appreciation for the presentation and is excited to see how funding can be received to address infrastructure needs. CM Marcano thanked the presenters for providing proper context of how much funding comes through DRCOG and the regional transportation forums.

Outcome: Information only.

Follow-up Action: No follow-up needed.

---

5. MISCELLANEOUS MATTERS
Traffic and Safety Issues in Havana
Carlie Campuzano presented a brief overview of the incidents in Havana. In October 2020, staff received resident outreach regarding a fence crash and a request to repair object marker signs. CDOT assisted in doing a crash review to see if any patterns could be corrected by engineering measures. Signing and striping improvements were then made at 4th and Havana in December 2020. Additional outreach was received in February 2022 for a fence crash at the same corner. Staff worked with CDOT to get another crash history and did additional signing and striping improvements. In the corner, vehicles use the right turn lane to go straight, get across, and cut the queue of traffic. Staff modified the road and emphasized the right-turn lane. In June 2022, a council request was received from CM Medina. A public meeting was held with the residents with CDOT in attendance. All questions were answered thoroughly. More recent requests have been received to look at the area. Staff and CDOT are discussing additional improvements and are setting a meeting with CM Medina.

CM Marcano suggested using a concrete guide or a physical obstruction to change the built environment and eventually change driver behavior. C. Campuzano said that they are collecting a survey and discussing the next steps with CDOT. Signing and striping are the fastest and least expensive ways to address the problem. She also mentioned that there isn't a high or frequent crash pattern. She added that CDOT has extended the lane, added markings, and added signs. They are discussing putting physical barriers. CM Marcano stressed the importance of being proactive as opposed to waiting for a significant pattern to emerge which puts people's lives at risk due to dangerous situations. C. Campuzano explained that they try to be proactive but are also concerned about unintended consequences such as people hitting or swerving more to avoid physical barriers that are put right away.

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

June 2, 2022

Members Present: Council Member (CM) Juan Marcano, Chair; Council Member (CM) Alison Coombs, Vice-Chair; Council Member (CM) Crystal Murillo (absent)

Others Present: Jack Bajorek, Daniel Brotzman, Traci Burton, Mac Callison, Carlie Campuzano, Lynne Center, Cindy Colip, Michelle Gardner, Karen Hancock, Huiliang Liu, Matthew Kozakowski, Daniel Krzyzanowski, Julie Patterson, Mindy Parnes, Victor Rachael, Jeannine Rustad, Elly Watson, Tom Worker-Braddock

1. WELCOME AND INTRODUCTION

---

2. APPROVAL OF MINUTES

The minutes for the April 28, 2022 TAPS meeting were approved as written.

---

3. CONSENT ITEMS (None)

---

4. GENERAL BUSINESS

4.a. DRCOG 20222-2027 Transportation Improvement Program (TIP) Project Application Update and Infrastructure Investment & Jobs Act Overview

Summary of Issue and Discussion:

Mac Callison, Matt Kozakowski, Cindy Colip, and Huiliang Liu presented an update on the Denver Regional Council of Governments (DRCOG) 2022 to 2027 TIP Project application and an overview of the Infrastructure Investment and Jobs Act (IIJA). For Call 2, the TIP is providing $451 million from varying sources from both state and federal funding for transportation projects in the Metroplex. It provides regional funding for regionally and sub-regionally significant projects. Aurora is within the Adams County and Arapahoe County Subregions.

The Infrastructure Investment and Jobs Acct (IIJA) created 25% additional funding from the prior authorization act. This bill is a five-year authorization bill with annual appropriation bills attached to it. There are additional discretionary grant opportunities available at two regional agencies, the State Department of Transportation (DOT), and local jurisdictions. Adams County represents 15.5% of the total regional shares with $23.9 million available and Arapahoe County covers 18.5% with $28.9 million in available funding. The funding amounts will ebb and flow slightly as additional formula finalization of numbers from the US DOT come through to the Colorado Department of Transportation (CDOT) and CDOT disseminates those to the Metropolitan Planning Organizations (MPOs) such as DRCOG. Call 2 projects need to be submitted because the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Senate Bill 21-260 multimodal transportation and mitigation options fund (MTMOF) have a completion date of 2026.

Call 2 consists of four selection criteria: sub regional impact for 30%, Metro Vision Regional Transportation Plan (RTP) priorities for 50%, leveraging for 10%, and project readiness for 10%. Sub regional impact addresses environmental justice, marginalized populations, jurisdictions, beneficiaries, and shared outcomes. The Metro Vision RTP priorities include multimodal options, air quality outcomes, transit system support, safety, freight systems, goods movements, and active transportation infrastructure and programs. There is a higher criterion point award for projects matched above the minimum 10% for the Multimodal Options Fund and 20% for the Surface Transportation Block Grant (STBG) Funding. Project readiness accounts for design and construction projects with National Environmental Policy Act (NEPA) clearance, railroad, waters, wetland involvement, etc. Applications for Call 2 are due on June 24, 2022. Once they are submitted, DRCOG will review them in terms of project eligibility and provide a scoring. The DRCOG scoring is advisory. Then, it will be placed within the Arapahoe and Adams County Forums. The forums will then render a recommendation to the DRCOG Committees and present the projects to the Transportation Advisory Committee, the Regional Transportation Committee, and the DRCOG Board.

Call 1 was a regional project call for $40.3 million from the CMAQ and MTMOF. Through this call, the Denver East Colfax Bus Rapid Transit (BRT) was awarded $12 million to support continued NEPA clearance and design. Call 3 will allocate $47.5 million for regional projects. For Call 4, Adams County will have $29.5 million, and Arapahoe County will allocate $35.4 million. Calls 3 and 4 have multiple funding sources compared to Calls 1 and 2 which are sourced from CMAQ and MTMOF. For Calls 3 and 4, the 40% from CMAQ and MTMOF requires a 10% match while the 60% will be from STBG with a 20% match.

Call 3 is expected to open in August or September 2022 while Call 4 will open in December 2022

Call 2 focuses on multimodal transit and supportive projects, transportation demand management, transportation management associations and organizations (TMA/TMO), and greenhouse gas mitigation projects. CDOT Policy Directive 1610.0 talks about the greenhouse gas mitigation action plans. A presentation will be coming to the board for consideration of possible actions focused on local agencies relative to zoning density regarding parking considerations and policies.

Aurora has three projects that are qualified for Call 2 which are the City-wide Multimodal Transportation Master Plan, the Sidewalk Multimodal Access Improvements, and Smith Road Bicycle/Pedestrian Multi-use Path.

The City-wide Multimodal Transportation Master Plan will define the city's goals in terms of transportation, mobility networks, policies, and programs with prioritized projects and phasing levels. This will be an interdepartmental effort with the support of the city council and city management. There will be an emphasis on a multimodal transit, bike/ped, and vehicular transportation system which will provide an array of choices for mobility and provide safe environments for constituents. A citywide safety study is also recommended. Freight transport systems and the vision zero safety element will also be addressed in addition to mobility hubs and TMA/TMOs. New technology autonomous vehicles will be studied for safety aspects as well as future trends. There will be a focus on implementation strategies, funding opportunities, partnerships with adjacent jurisdictions and federal and state partners, and identifying priorities in terms of phasing. Systemic performance metrics and monitoring systems will be put in place. Staff is looking into providing mobility annual or biannual reports that will present the trends, benefits, and return of investments. The master plan will link

mobility modes and provide residents with community clarity and consistency. Community engagement programs will be done through surveys, focus groups, and other outreach platforms. The plan will continue to be updated to be relevant in terms of investment and meeting goals and objectives.

The Sidewalk Multimodal Access Improvements project will be a continuation of efforts to enhance pedestrian and bicycle access. This is in conjunction with the current Sidewalk Gap Closure TIP project which emphasized missing or substandard sidewalks. In the Havana Corridor Transportation Study, multiple areas were identified that needed improvements for transit. Havana Street, Yale Avenue, Chambers Road, and Colfax Avenue were identified as areas in need of transit stop connectivity. This project will serve vulnerable populations, provide safer access to all users, and implement ADA compliance. On the east side of Havana, there are no sidewalks that people who need wheelchairs can navigate safely. In the area, there are obstructions, unpaved sidewalks, and high-speed and high-volume traffic. North of Colfax Ave, locations were identified to improve access to transit stops at 13th Avenue, 17th Avenue, and Montview. In the southern part of Yale Avenue, there is no sidewalk. Bus access will also be a focus on the segment east of Peoria. Bus stops are standing in the middle of grassy areas which causes difficulty to access. On Chambers Road, there is also an area with bus stops serviced by Bus 153 in the middle of grassy areas which causes safety and accessibility concerns. In the area serviced by Bus 15, the segment of the corridor is unpaved. The city staff is in the process of developing cost estimates for the upcoming grant application.

The Smith Road Corridor is approximately eight miles long and is an important corridor for transit and jobs. There is a large presence of logistics-driven businesses that have lower-wage jobs that rely on transit. The project will produce a safe multimodal facility to allow for connections along the corridor. It proposes to install regional protected and separated bike and pedestrian facilities. Staff is looking into a varied approach for different segments of the 9-mile corridor due to the heavy rail & commuter rail presence as well as high volume of traffic and turning movements associated with the logistics uses. The installation of drainage infrastructure is also being considered. This varied approach with context-sensitivity throughout the corridor will drive construction costs. The proposed application in Call 2 is to utilize the federal funding and the 10% MMOF funding match to develop a 60% design effort for the entire corridor to address different factors that will affect the design and cost. This will allow the city to better prepare and move forward with future projects and applications with accurate costs. The 60% design allows the city to untether the bike and pedestrian facilities from the road. From this, different areas will be prioritized according to what needs to be improved first.

Staff is also proposing potential projects for Calls 3 and 4. The 13th Avenue Study will be used to identify constraints and opportunities and conduct NEPA preparations to have the 13th Avenue Multimodal Improvements queued for construction. Arapahoe County is fostering an initiative to look at Highline Canal Underpass crossing opportunities with one at Sable and another location on Colfax Avenue west of Airport Boulevard. The Alameda Bridge over I-225 is also proposed for an enhanced bridge replacement to advance the concept design and conduct NEPA preparations to be competitive for federal funding in the future. Concept design and NEPA preparations are also needed for the Chambers Road Grade Separation over Smith Road and Union Pacific Railroad where tanker trucks and semis frequently cross. The Peoria Bridge over Sand Creek is functionally and structurally at its limits and lacks sufficient bike/ped facilities. This bridge is urgently needed to be replaced and enhanced. Assessments will be done relative to discretionary grant opportunities as well as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants. The Montview Boulevard on the Anschutz Medical Campus's final design is close to being completed. The next step is advancing it with partners on the campus for implementation. This project is a multimodal corridor improvement to serve the entire campus.

For discretionary grants, there is a match ratio of 30 to 50% in terms of the local match versus the federal share. For the RAISE Grant, there is funding from $10 million to upwards of $25 million. The next notice of funding (NOFO) for this is estimated to be in Q1 of 2023. The Peoria Bridge Project, Alameda Bridge Project, and Montview Boulevard Project are great candidates for this grant. The Chambers Grade Separation will be a candidate for the INFRA Grant Program geared toward freight and regionally significant projects that enhance goods movement. The NOFOs for the Citywide Traffic Transportation Safety Study came out in May with due dates in September 2022. This is a prerequisite to competing for actual design and construction project improvements and the next rounds of funding. Locations in Aurora that need safety improvements have been identified. Requests for funding to address those locations will be seen in the 2023 budget process. This will be supplemented by the safety study and implementation grant.

Committee Discussion:

Council Member (CM) Marcano asked if the grants for reducing vehicle miles traveled (VMT) only include infrastructure improvements or if they could also apply to the redevelopment of certain areas to reduce VMT. M. Callison said that they are principally focused on initiatives that will realize a mode shift in trip making such as fuel-efficient and sustainable energy transit, micro-transit, or human- powered active transportation options. He added that DRCOG briefed the board on what may be considered to meet greenhouse emission targets. DRCOG believes that the increasing densification around transit stations and telework will be quantified in the emissions estimation process as per the 2050 Regional Transportation Plan (RTP). However, he added that there is still a 20 to 30% gap, which calls into play the Greenhouse Gas Rule and the CDOT policy directive 1610.0 (Greenhouse Gas Mitigation Measures). The directive offers choices. One is that the region identifies resources in the current RTP and directs those in capacity or operational improvement projects into advancing and bringing BRT corridors sooner and reprogramming funds. Another option is to develop a regional mitigation action plan. M. Callison added that the board will have further conversations regarding what credits and reductions in emissions can be reasonably accounted for by the management parking system, actions, policies, and programs. He mentioned that they will assess allowing density bonuses in areas near fixed guideway transit, BRT lines, high-frequent transit, and bus lines. In addition, they will also assess the ability to move the needle from an emissions perspective and how they will fit within the plan.

CM Marcano asked for clarification on whether there is potential given that that is the direction that DRCOG is taking. M. Callison confirmed this. He mentioned that it must be context and jurisdictional-sensitive. CM Marcano said that he hopes that they will be able to densify underperforming commercial areas and use those to create transit hubs and walkable and bikeable environments. Over the long term, this will create a network throughout the city while preserving existing housing stock.

CM Marcano asked for clarification regarding Smith Road. He asked if they can pre-design a portion of the corridor to get a better idea of where to put the separated protected bike infrastructure. M. Kozakowski clarified that it would go through the entire strip and not just a portion. CM Marcano expressed that he is happy to have that separated. He thanked staff for including Yale in the sidewalk multi-modal access improvements.

CM Coombs thanked staff for including Chambers in the sidewalk improvement. She highlighted areas near bus transit that are difficult to access for people in wheelchairs and areas along Peoria that have narrow sidewalks. CM Coombs stressed the importance of sidewalks that provide access to people

with mobility impairments or those that need mobility devices. She asked what financial contributions the Anschutz Medical Campus is making for the project. M. Callison said that they participated in the cost of the design effort. C. Colip said that there has not been any contribution to date, but they are working with city management to start those discussions. CM Coombs said that it's important for them to be contributing financially given that they have more resources than the city in some cases.

CM Coombs asked if they could get funding support if they wanted to design a city-level version of the Employer Based Trip Reduction Program (ETRP) for the city of Aurora employees and in partnership with large employers within the city. M. Callison said that they have a Transportation Demand Management (TDM) study that is about to start as the Federal Highway Administration is reviewing the scope and the city was awarded a grant from DRCOG in 2021. The study will focus on the I-70 corridor, the Aerotropolis Area, Smith Road, and logistics and distribution centers. They would be in partnership with the Northeast Transportation Connections (NETC) or TMA/TMO. He said that it would be competitive in Call 4 for sub regional. He added that there is an almost equal mix between Surface Transportation Block Grant and Air Quality and Mitigation Funds in Call 4. He said that it makes sense to have a focused TMA/TMO whose business is to address alternative opportunities in the I-225 Corridor. He mentioned that they will learn from the Smith Road I-70 East Corridor perspective regarding scalability and use those learnings moving forward. CM Coombs said that she would like to have more conversations about it specifically for city employees and other opportunities for TMA/TMO. She added that she hopes that many or all projects will get funded. CM Marcano agreed with CM Coombs.

Outcome: The Committee approved the item to move forward to Study Session.

Follow-up Action: Staff will move the item forward to Study Session.

---

5. MISCELLANEOUS MATTERS (None)

---

6. ANTICIPATED TOPICS FOR NEXT MEETING

- 13th Avenue Study Update
- 2021 to 2022 Snow and Ice Report

Karen Hancock mentioned that Centennial Airport requested to make a presentation to the TAPS Committee. She said that they could put it on the agenda for the July or August meeting. CM Marcano said that he is happy to accommodate them for the next month's agenda if possible. K. Hancock said that she will work with C. Colip and V. Rachael regarding the scheduling.

---

7. CONFIRM NEXT MEETING

The next meeting was confirmed for June 30, 2022, at 1:00 PM. It will be a virtual meeting.

Approved: _____ 07.01.2021

CM Juan Marcano, Committee Chair **Date**

ORDINANCE NO. 2026- ____

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING THE 2018 COMPREHENSIVE PLAN TO ADOPT BY REFERENCE CONNECTING AURORA, THE CITY OF AURORA'S MULTIMODAL TRANSPORTATION MASTER PLAN (CONNECTING AURORA PLAN)

WHEREAS, Section 146-5.4.1.A of the Unified Development Ordinance provides for the adoption of a Comprehensive Plan for the orderly development and redevelopment of the City of Aurora, Colorado (the "City"), and that this plan shall serve to guide the City Council and the Planning and Zoning Commission in their decisions and recommendations in all land use decisions within the City; and

WHEREAS, on October 8th, 2018, the City Council passed Ordinance 2018-37 adopting the 2018 Aurora Comprehensive Plan (the "Comprehensive Plan"); and

WHEREAS, the Comprehensive Plan establishes a land use map providing varying placetypes for City design; and

WHEREAS, the purpose of this amendment is to update the Comprehensive Plan to reflect community needs and based on significant public input; and

WHEREAS, the purpose of this amendment to the Comprehensive Plan is to build on past investments, continue planning for development and growth, and to identify new opportunities to improve transit service and multimodal access throughout the city; and

WHEREAS, on _____, following a public hearing, the Planning and Zoning Commission voted to recommend approval of an amendment to the Comprehensive Plan to adopt by reference the Connecting Aurora, Multimodal Transportation Master Plan; and

WHEREAS, Section 146-5.4.1.A of the Unified Development Ordinance provides that City Council amends the Comprehensive Plan by an ordinance approved by a vote of not less than two-thirds of the entire membership of the City Council, provided the amendment promotes the long term economic, social, and environmental health of the City, and that it protects the public health, safety and welfare of the citizens of Aurora.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. The Aurora Comprehensive Plan is hereby amended to adopt by reference to the Connecting Aurora, the City of Aurora's Comprehensive Multimodal Master Plan as shown in the attached Exhibit A.

Section 2. The amendment to the Comprehensive Plan shall be in the form as filed with the Office of the City Clerk and presented to the City Council at tonight's meeting.

Section 3. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 4. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____

MIKE COFFMAN, Mayor

ATTEST:

_____

KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Lena McClelland RLA

LENA MCCLELLAND, Sr. Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Tributary – Zoning Map Amendment from R-2 to MU-A
Item Initiator: Sarah Wile, Senior Planner III, Planning and Business Development
Staff Source/Legal Source: Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Economically Strong: Building a conducive development climate, a diverse mix of industries and housing options, and fostering economic growth so that our community thrives and remains resilient.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☒ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

2026-20 A PUBLIC HEARING AND INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 104 ACRES OF LAND TO MIXED-USE AIRPORT (MU-A), LOCATED EAST OF FUTURE HARVEST ROAD, WEST OF POWHATON ROAD AND NORTH OF FUTURE 12TH AVENUE (MU-A TRIBUTARY REZONE)
Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Planning and Zoning Commission

Policy Committee Date: 5/13/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☒ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The applicant and property owner, PRI, is requesting approval of a Zoning Map Amendment from the R-2 District (Medium Density Residential) to the MU-A District (Mixed-Use Airport) for approximately 104 acres. The undeveloped property is located east of the future Harvest Road, north of the future 12th Avenue, west of Powhaton Road, and south of Interstate 70. The property is within the Tributary development and is designated for commercial and multi-family uses on the Master Plan's Land Use Map, which is included in the agenda packet for reference.

A Zoning Map Amendment is proposed from R-2 to MU-A to align the proposed uses in the Master Plan with a compatible zone district. The current zone district, R-2, primarily allows low-to-medium density residential uses. Changing the zoning to MU-A will allow commercial and higher-density residential uses in this location to take advantage of its proximity to the Harvest Road-Interstate 70 interchange that is under construction.

At the Planning and Zoning Commission (PC) public hearing on May 13, 2026 the commission recommended approval (6-0, with one commissioner absent) of the Zoning Map Amendment to MU-A. There were no public comments and the draft minutes from the meeting are included in the agenda packet. The minutes include responses to approval criteria. The associated Tributary Master Plan was also approved unanimously at this meeting.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Aurora Places, the city's Comprehensive Plan, is the guiding document for any changes to the Zoning Map. The Aurora Places Placetype Map identifies this area as a "City Corridor," which promotes commercial buildings oriented toward primary streets, an accessible and attractive street network, and development organized around green spaces or plazas to foster a sense of community. This placetype supports both medium and high-density residential uses. The MU-A District land uses align with the vision of this placetype and will create compatibility with the proposed uses in the Master Plan.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does the City Council wish to approve the ordinance to amend the City of Aurora Zoning Map to MU-A?

LEGAL COMMENTS

The City Council is the governing body of the City and has the authority to approve the Official Zoning Map and amendments to that map. (UDO §146-5.1.1.B)
The City Council shall conduct a public hearing on the application. (UDO §146-5.4.1.C.2.c)
Changes to the Zoning Map for individual parcels shall only be approved if City Council finds that the change to the Zoning Map is required because of changed conditions or circumstances on the property or the surrounding area and (a) the applicant has demonstrated that the proposed rezoning is consistent with the spirit and intent of the Comprehensive Plan, the other policies and plans adopted by the City Council, and with the purpose statement of the proposed new zone district(s); (b) the applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible through approval conditions; and (c) the application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application. (UDO §146-5.4.1.C.3.a.ii) (McClelland)



Planning and Business Development

15151 E. Alameda Parkway
Aurora CO 80012 USA
AuroraGov.org
303.739.7250
GIS@auroragov.org

City of Aurora, Colorado

Tributary
Zoning Map Amendment from R-2 to MU-A

Miles 0 0.125 0.25

ACCESSIBILITY STATEMENT
Please know that, while the city is working to make all information accessible, PDF map products are primarily visual in nature. If you have trouble accessing this document, please visit www.AuroraGov.org/Accessibility or call the Office of Accessibility (303-326-8858) and let us know how best to assist you.

Case Number: 2001-2005-03
Development Application: #2005-00

5/18/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\Development Review\Data Services\VicinityMap_Pro\VicinityMap_Pro_Arial.aprx



Zone Map Amendment

NARRATIVE & EXHIBITS

2006

ON BEHALF OF PRI, we are pleased to submit this Zone Map Amendment application for the Tributary community. The following team of professionals has been assembled to help bring this community to life.

OWNER
Property Reserve, Inc. (PRI)
Dane Hill
51 S Main St Suite 301
Salt Lake City, UT 84111
801 321 7547
[redacted]

SURVEYOR
AzTec Consultants, Inc.
Daniel Davis
300 E. Mineral Ave.
Littleton, CO 80122
303 713-1898
[redacted]

PLANNER
Norris Design
Diana Rael
1101 Bannock Street
Denver, CO 80204
303 892 1166
[redacted]

Tributary is a mixed-use community that draws inspiration and its namesake from First Creek and the many tributaries that contribute to it. Just as the tributaries find their way to First Creek, the master plan aspires to create an environment in which residents, retailers, and nature will flow together to create a community that is greater than the sum of its parts. With a proposal for Mixed Use and Commercial land, Residential planning areas, and ~200 acres of Parks and Open Space, Tributary will be a full-service community in which people can live, work, shop, and play.

Tributary is comprised of ~960 acres and is bisected by First Creek, running from southeast to northwest. The surrounding area is currently a patchwork of agricultural land, suburban development, and entitled but unbuilt Master Plans that create an urban framework near the crossing of I-70 and E-470.

Tributary will require several zone map amendments to provide the highest and best uses of the land, as envisioned in the Aurora Places Comprehensive Plan. Proposed zone map amendments are detailed in the following pages and summarized in the table below.

	Existing Zoning (AC)	Proposed Zoning (AC)	Net Change (AC)
Mixed Use Airport (MU-A)	0.0	103.9	+103.9
Mixed Use Regional (MU-R)	213.6	189.6	-24.0
Medium Density District (R-2)	745.8	665.9	-79.9

Note: Land areas listed above include land for ROW dedications, easements, open spaces, etc. These numbers are greater than the net-areas listed in the Master Plan Land Use tab.

Rezone land east of Harvest Road, and north of the proposed E 12th Avenue and E 13th Place, and west of Powhaton Road from Medium Density District (R-2) to Mixed-Use Airport (MU-A).

As a mixed-use master-planned community directly south of the airport, MU-A zoning will allow the site to be developed with the mix of uses desired by both the city and the development team. The I-70 and Harvest Road interchange will provide high visibility and ease of access for future commercial uses concentrated along the interstate frontage.

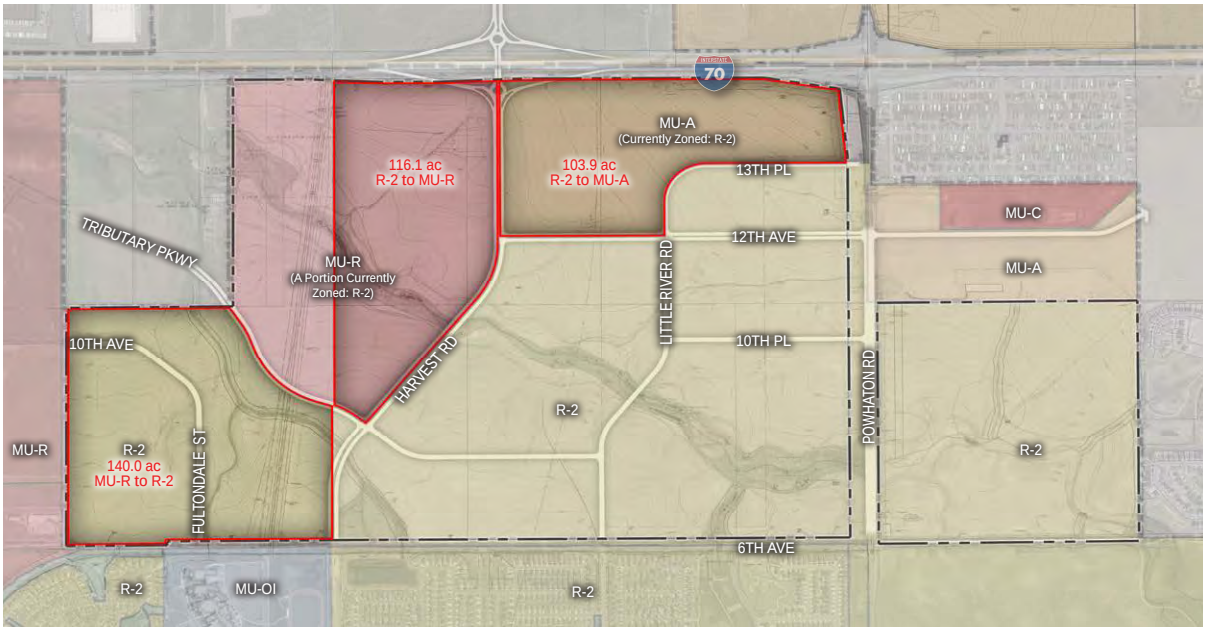
Rezone land west of Harvest Road and north of Tributary Parkway from Medium Density District (R-2) to Mixed-Use Regional District (MU-R)

MU-R allows a mix of residential and commercial land uses at major intersections and regional activity centers. Shifting this zoning designation to the proposed Harvest Road alignment in the northern portion of the site will enable a comprehensive development of the land as was intended with the initial, partial MU-R designation, near the interstate. With this, the applicant proposes to remove the MU-R zoning along E 6th Avenue, to provide a more smooth transition of land uses from the R-2 neighborhood south of E 6th Avenue, to more intense land uses located near the interstate.

Rezone land west of Harvest Road and south of Tributary Parkway from Mixed-Use Regional (MU-R) to Medium Density Residential (R-2)

R-2 in this area allows the full site to mirror zoning across E 6th Avenue, providing a smooth transition from existing land uses. The Administrative Activity Center provision within the UDO enables the intended Commercial Hub at the intersection of Harvest Road and E 6th Avenue with R-2 zoning to become MU-C zoning.

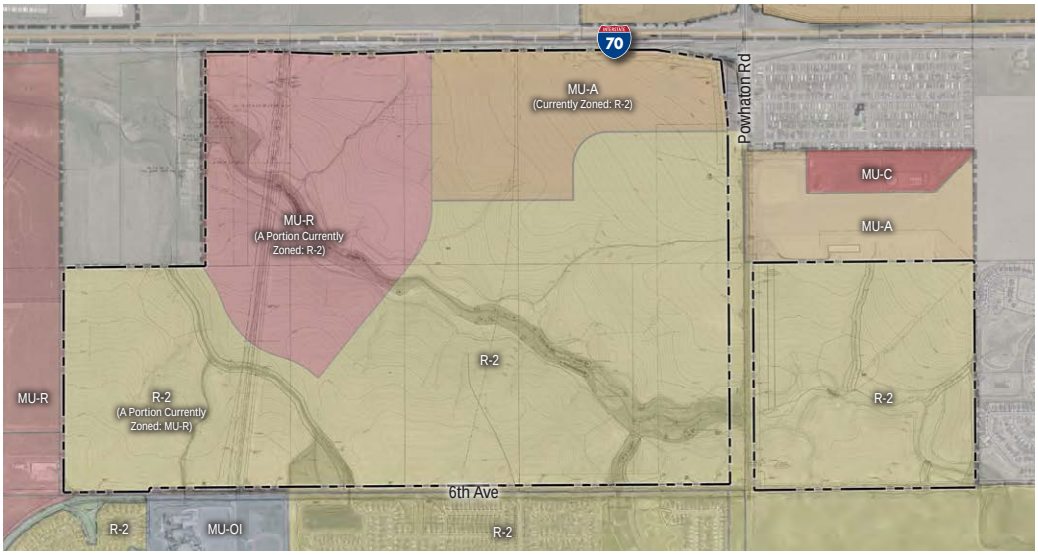
PROPOSED ZONE MAP AMENDMENTS



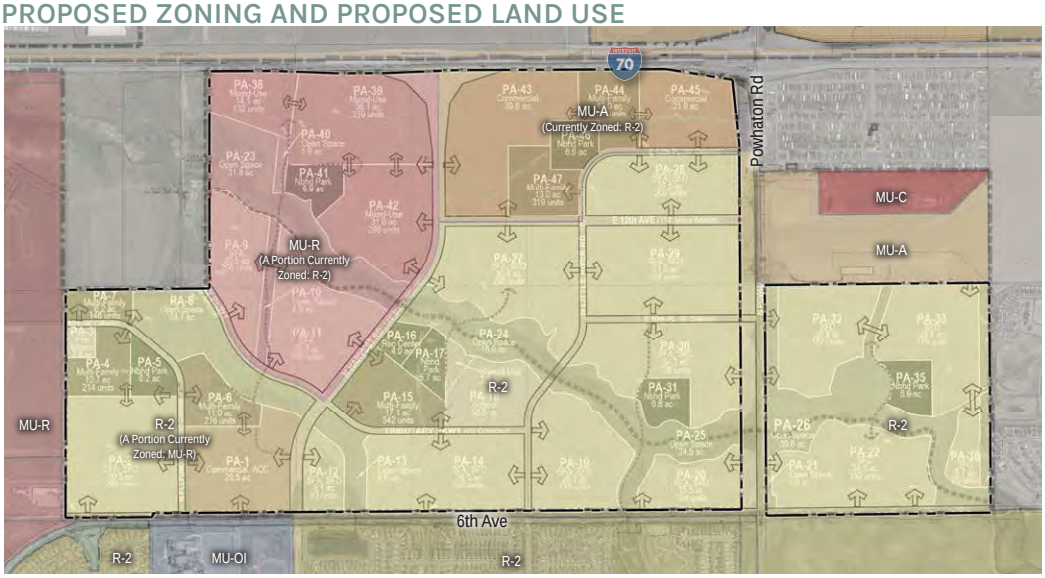
EXISTING ZONING



PROPOSED ZONING



PROPOSED ZONING AND PROPOSED LAND USE



APPROVAL CRITERIA

i. The applicant has demonstrated that the proposed Ordinance amendment is consistent with the spirit and intent of the Comprehensive Plan and with other policies and plans adopted by the City Council; and

The proposed zone map amendment is consistent with the City's Comprehensive Plan "Aurora Places" as Master Plan land uses have been laid out to generally align with the Urban District, Commercial Hub, City Corridor, and Emerging Neighborhood Placetypes designated by the plan.

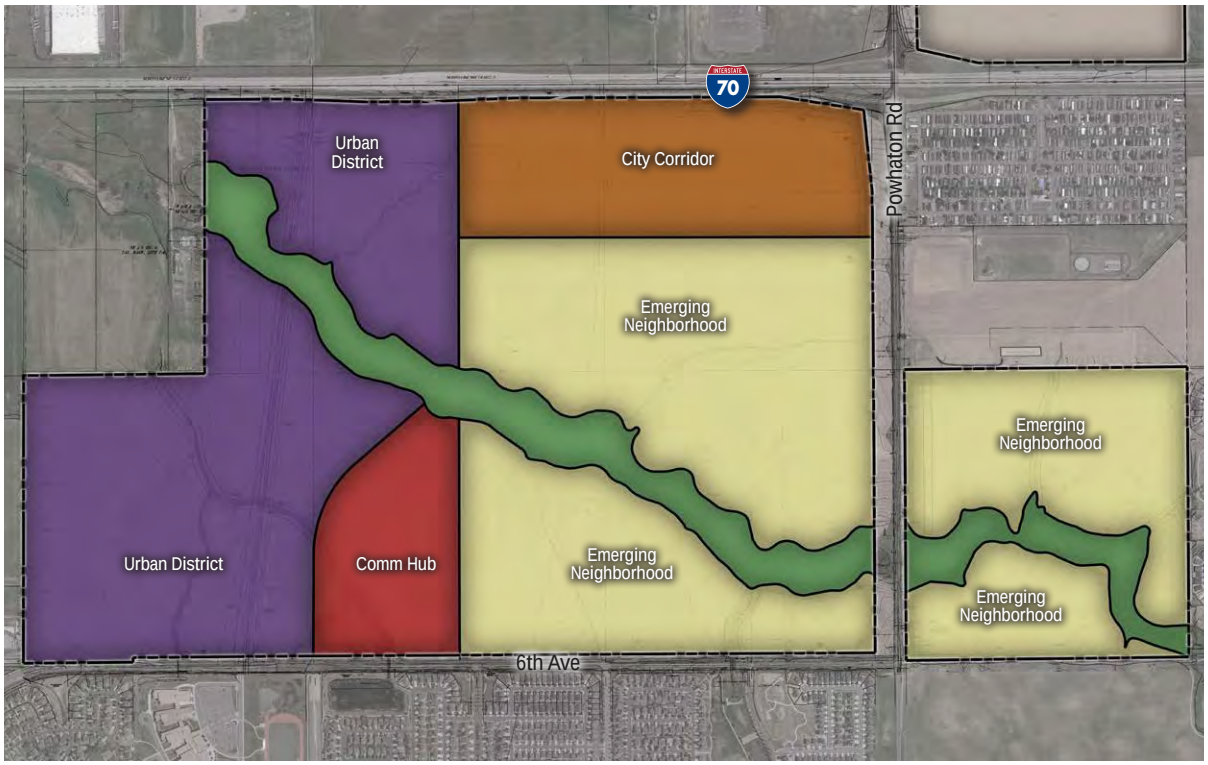
Proposed zoning and Existing Placetypes designations align as follows:

Mixed Use Regional (MU-R) generally aligns with the Urban District Placetype.

Mixed Use Airport (MU-A) generally aligns with the City Corridor Placetype.

Medium-Density District (R-2) generally aligns with Commercial Hub and Emerging Neighborhood Placetypes; it is proposed to extend into the Urban District Placetype south of Tributary Parkway and Planning Area 8 (where E 10th Avenue turns south, becoming Fultondale Street.)

EXISTING PLACETYPES MAP



APPROVAL CRITERIA (CONTINUED)

(a) The change to the Ordinance text is required because of changed conditions or circumstances in all or a portion of the City; or

The proposed changes to the zoning map reflect multiple changes in circumstances and conditions. Primarily, the confirmed alignment of Harvest Road differs from the straight north-south alignment of the existing MU-R zone district boundary, necessitating a revision the will reflect the land patterns upon build-out.

(b) The change to the Ordinance text is required to address a new or unforeseen threat to the public health, safety, and welfare; or

Not applicable.

(c) The change to the Ordinance text is required to promote economic growth and investment that will not create material risks to the public health, safety, and welfare.

The Mixed-Use Airport zone district was created to "enable the development of master planned developments that allow for a mix of uses, located and designed in accordance with the Comprehensive Plan, and that will allow Aurora to leverage the economic opportunities created by Denver International Airport." A revision to the map to zone land immediately south of I-70 as "Mixed Use – Airport" will allow for a mix of flexible land uses to support of economic growth and investment directly south of the airport.

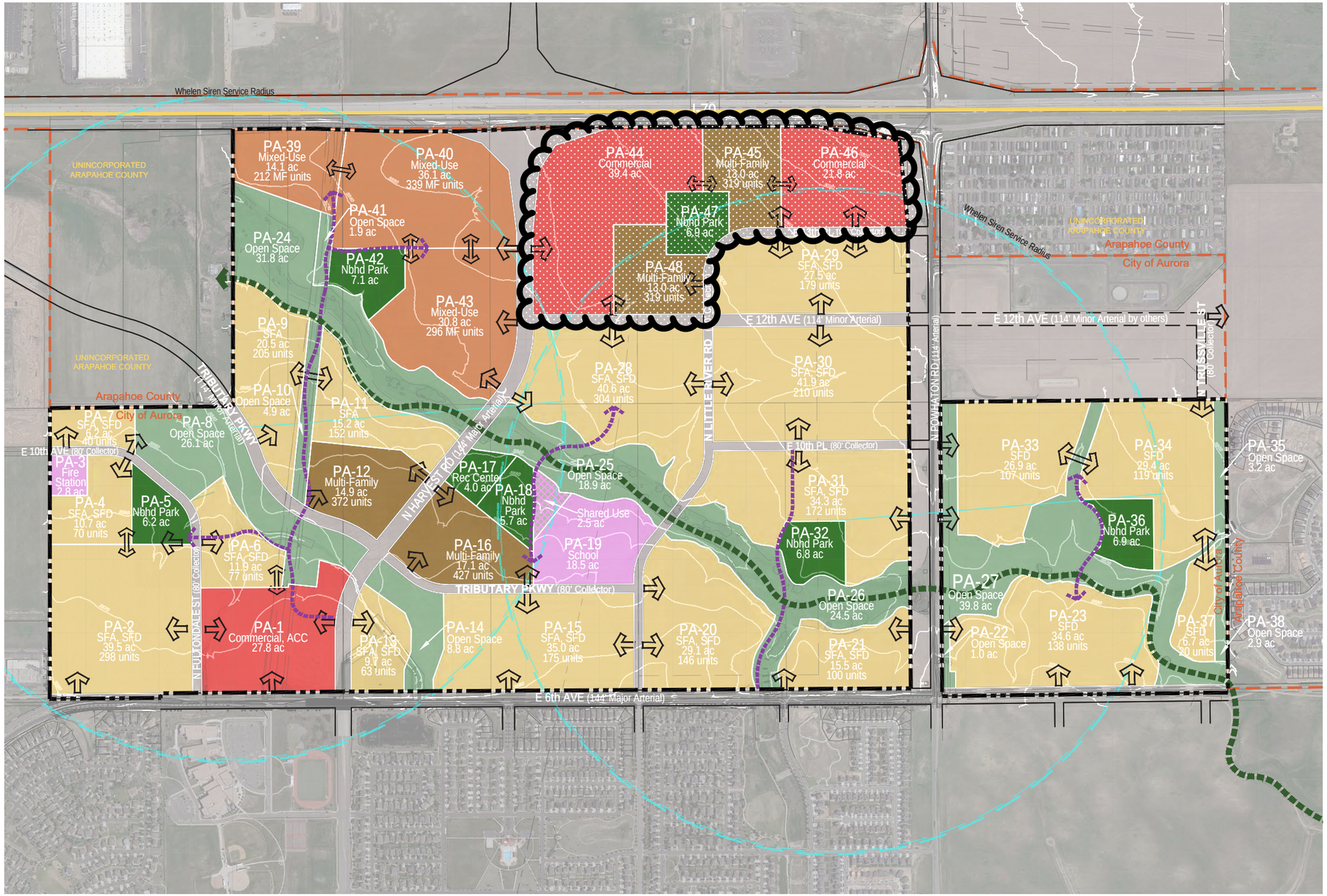
The Mixed-Use Regional zone district serves to allow a mix of residential and commercial land uses at major intersections and regional activity centers. Expansion of this zoning designation to the proposed Harvest Road alignment will enable a comprehensive development of the land as was intended with its initial zoning to MU-R.

For many years, residents in this area have been outspoken in requests for commercial services near their homes; an overall expansion of mixed-use zoning throughout the Tributary community will provide the flexibility to support the development of land uses that meet the demands of the area.

Finally, reallocation of R-2 zoned land, along the full southern boundary will help to maintain the land uses anticipated during the 2019 zone map update, while providing a more gradual transition of land uses, from the primarily single family detached R-2 neighborhood to the south, to the higher density and eventually mixed use areas along I-70.

EXHIBIT H

Overall Land Use Map



LEGEND

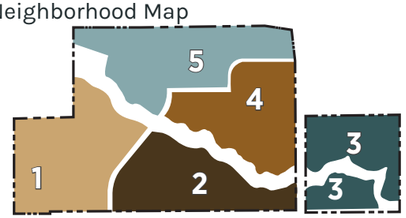
- Property Boundary
- Proposed Right of Way
- City Line
- County Line
- Potential Neighborhood Access Point
- Proposed Local Trail
- Proposed Regional Trail
- Proposed Open Space
- Proposed Neighborhood Park
- Proposed Commercial
- Proposed Mixed-Use
- Proposed Multi-Family
- Proposed SFD & SFA
- Proposed School

NOTES:
1.) CONTOURS SHOWN REPRESENT 10' INTERVAL SPACING.
2.) NO EXISTING GEOLOGICAL HAZARD AREAS OR SOIL CONDITIONS CURRENTLY EXIST ON THE PROPERTY.

Zoning Map



Neighborhood Map



NORTH

SCALE: 1" = 1,000'

0' 500' 1,000'

8. General Business

8abcd. TRIBUTARY – ZONING MAP AMENDMENTS AND MASTER PLAN WITH ADJUSTMENTS

The applicant and property owner, PRI, is requesting approval of a new Master Plan and three Zoning Map Amendments for the Tributary development. The approximately 960-acre site is bounded by Interstate 70 to the north, Trussville Street to the east, 6th Avenue to the south, and De Gaulle Street to the west. The property is currently undeveloped and is bisected by First Creek, which flows from the southeast to the northwest through the site. The property is zoned Mixed-Use Airport (MU-A), Mixed-Use Regional (MU-R), and Medium Residential (R-2) within Subarea C. Surrounding land uses include single-family residential to the south and east, data centers to the west, and industrial uses to the north across Interstate 70. The site is identified within the Urban District, Commercial Hub, City Corridor, and Emerging Neighborhood placetypes in the Aurora Places Comprehensive Plan.

The proposed Master Plan includes a mix of land uses, including single-family detached, two-family, single-family attached, and multi-family residential, as well as commercial uses, a recreation center, a school, and parks and open space. The northern portion of the site is planned for commercial, mixed-use, and multi-family development to take advantage of the visibility and access provided by the new Interstate 70 and Harvest Road interchange currently under construction. The southern portion of the site is primarily planned for residential development, with the exception of a 27-acre commercial parcel located at the northwest corner of 6th Avenue and Harvest Road, which is designated as an Administrative Activity Center (AAC). Six neighborhood parks are proposed and are connected through a network of open spaces and trails, including the First Creek corridor.

As part of the Master Plan submittal, the applicant provided a Land Use Map, Public Art Plan, Open Space and Circulation Plan, Design Standards, a Public Improvements Plan, a Master Traffic Impact Study, a Master Drainage Report, and a Master Utility Study. At full build-out, the Tributary Master Plan is anticipated to include approximately 493 acres of residential development, 81 acres of commercial development, 40 acres of parks, and 168 acres of open space, including floodplain areas. The development would allow up to 4,859 dwelling units, with an estimated population of 12,534 residents. Two adjustments are requested as part of the application: one to increase the allowance for Small Residential Lots within the R-2 district from 50 percent to 65 percent of residential lots, and another to increase the height, number, and square footage of multi-tenant monument signs along Interstate 70. Following coordination with the applicant during the review process and the incorporation of additional design mitigation measures, staff supports both adjustment requests.

In conjunction with the Master Plan, three Zoning Map Amendments are proposed to better align the zoning districts with the planned land uses. The area located east of Harvest Road, west of Powhaton Road, and north of 12th Avenue is proposed to be rezoned from R-2 to MU-A to allow commercial and higher-density residential uses closer to Interstate 70. The area located west of Harvest Road and north of Tributary Parkway is proposed to be rezoned from R-2 to MU-R to encourage mixed-use development. The area west of Harvest Road and south of Tributary Parkway is proposed to be rezoned from MU-R to R-2 to allow additional residential development. Staff finds that the proposed Master Plan and Zoning Map Amendments are consistent with the applicable approval criteria in the UDO.

One hundred twenty-two (122) adjacent property owners and nine registered neighborhood organizations were notified of the application. With the first submittal of the application in May 2024, three written comments were received that expressed potential concerns regarding traffic increases, environmental impacts, residential density, and the need for more commercial uses. Staff requested that the applicant host a neighborhood meeting. A virtual meeting was held on September 24, 2024. One resident attended the meeting, and no concerns were raised. No additional comments were received throughout the review process.

Testimony Given at the Hearing:
Commissioners Hogan, Riley, Banka, Becker, Jetchick, and Bush visited the site.

Sarah Wile, Case Manager, gave a presentation of the item, including the staff recommendation.

Commissioner Riley asked for clarification regarding the slide showing percentages of small lots. S Wile explained that the slide was breaking down how many potential residential lots are in each neighborhood and how many small lots would be permitted with the 50% small residential lot percentage maximum that is currently code, versus how many small lots would be permitted with the 65% small residential lot adjustment that they are requesting.

Commissioner Riley asked for clarification regarding a statement in the staff report about generally preserving placemaking for the commercial areas. S Wile responded that there have been changes to the design standards since the March 25, 2026, meeting, and that a lot has transpired between then and now. The current design standards do contain key placemaking elements as far as ensuring that drive-throughs won't be too much along the street frontage, emphasizing the importance of plazas, walkability, and other elements, while also ensuring that the commercial development will be viable and will not require adjustments from the design standards.

Commissioner Jetchick asked about the completion of the Harvest Road interchange and if it will be finished before or during this project. S Wile responded that the construction for that has already commenced and will likely be completed before the first phase of development.

Commissioner Hogan asked if there is an agreement between the city and the developer regarding water service for the area. S Wile answered that Aurora Water has agreed to provide water service for the development. There were some limitations on density that they had to meet, and they did meet those as part of the master utility study to ensure that they would be able to serve all of the residents within this development.

Commissioner Banka asked about natural gas service for the area. Dane Hill, Property Reserve, Inc., the applicant, answered that the intent is to have natural gas serve the site. An application for this utility was submitted to Xcel Energy at the end of 2024.

Elyse Applegate Klink, Norris Design, agent representing the applicant, gave a presentation of the item.

Sean Malone, Norris Design, agent representing the applicant, gave a presentation of the item.

Commissioner Hogan asked if any of the signage for the site would have electronic messaging boards. S Malone responded yes, there is a provision in the design guidelines for a certain amount.

Commissioner Riley asked if the neighborhood comments in Exhibit O were addressed and if Fire, Rescue and Police services will be provided. E Applegate Klink responded that the neighborhood comments that were received in the first round of review were directly addressed in the second submission and a neighborhood meeting was held because of the comments that were received. Only one neighbor attended the meeting. E Applegate Klink added that a fire station is planned at 10th Avenue in the western portion of the development. The applicant has also been working with the Aurora Police Department to determine which district the development is in.

Commissioner Riley asked if what was presented at this meeting was the complete project. E Applegate Klink confirmed it was.

Diana Rael, Norris Design, agent representing the applicant, was available for questions.

Mark Cevaal, Reland, agent representing the applicant, was available for questions.

Cassie Slade, Fox Tuttle Transportation Group, agent representing the applicant, was available for questions.

Planning Commission Results
AGENDA ITEM 8a – ZONING MAP AMENDMENT FROM R-2 TO MU-A

A MOTION WAS MADE BY COMMISSIONER BUSH AND SECONDED BY COMMISSIONER RILEY.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE R-2 DISTRICT TO THE MU-A DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:
1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE CITY CORRIDOR PLACETYPE; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8b – ZONING MAP AMENDMENT FROM R-2 TO MU-R

A MOTION WAS MADE BY COMMISSIONER RILEY AND SECONDED BY COMMISSIONER BANKA.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE R-2 DISTRICT TO THE MU-R DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:
1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE URBAN DISTRICT PLACETYPE; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8c – ZONING MAP AMENDMENT FROM MU-R TO R-2

A MOTION WAS MADE BY COMMISSIONER BECKER AND SECONDED BY COMMISSIONER BUSH.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE MU-R DISTRICT TO THE R-2 DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:

1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE URBAN DISTRICT AND COMMERCIAL HUB PLACETYPES; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8d – MASTER PLAN WITH ADJUSTMENTS

A MOTION WAS MADE BY COMMISSIONER RILEY AND SECONDED BY COMMISSIONER BANKA.

MOVE TO APPROVE, WITH TWO CONDITIONS, THE MASTER PLAN WITH TWO ADJUSTMENTS FOR SMALL RESIDENTIAL LOT PERCENTAGE AND MULTI-TENANT MONUMENT SIGN ALLOWANCES BECAUSE THE PROPOSAL COMPLIES WITH THE REQUIREMENTS OF SECTION 146-5.4.1.E.3 FOR THE FOLLOWING REASONS:

1. IT IS CONSISTENT WITH THE DESIGNATED PLACETYPES (URBAN DISTRICT, CITY CORRIDOR, COMMERCIAL HUB, AND EMERGING NEIGHBORHOOD) IN THE AURORA PLACES COMPREHENSIVE PLAN;
2. IT COMPLIES WITH THE REGULATIONS AND STANDARDS IN THE UNIFIED DEVELOPMENT ORDINANCE, EXCEPT FOR THE REQUESTED ADJUSTMENTS; AND
3. IT PROVIDES A DIVERSE MIX OF USES THAT ARE CONNECTED THROUGH INTERNAL STREETS, PARKS, AND OPEN SPACES; AND
4. IT PROMOTES QUALITY URBAN DESIGN, LANDSCAPE DESIGN, AND ARCHITECTURAL DESIGN.

APPROVAL TO BE SUBJECT TO THE FOLLOWING CONDITIONS:

1. APPROVAL OF THE MASTER PLAN IS CONTINGENT ON THE THREE ASSOCIATED ZONING MAP AMENDMENTS BEING APPROVED BY THE CITY COUNCIL.
2. OUTSTANDING TECHNICAL ISSUES MUST BE RESOLVED PRIOR TO SUBMITTAL AND RECORDATION OF THE MASTER PLAN.

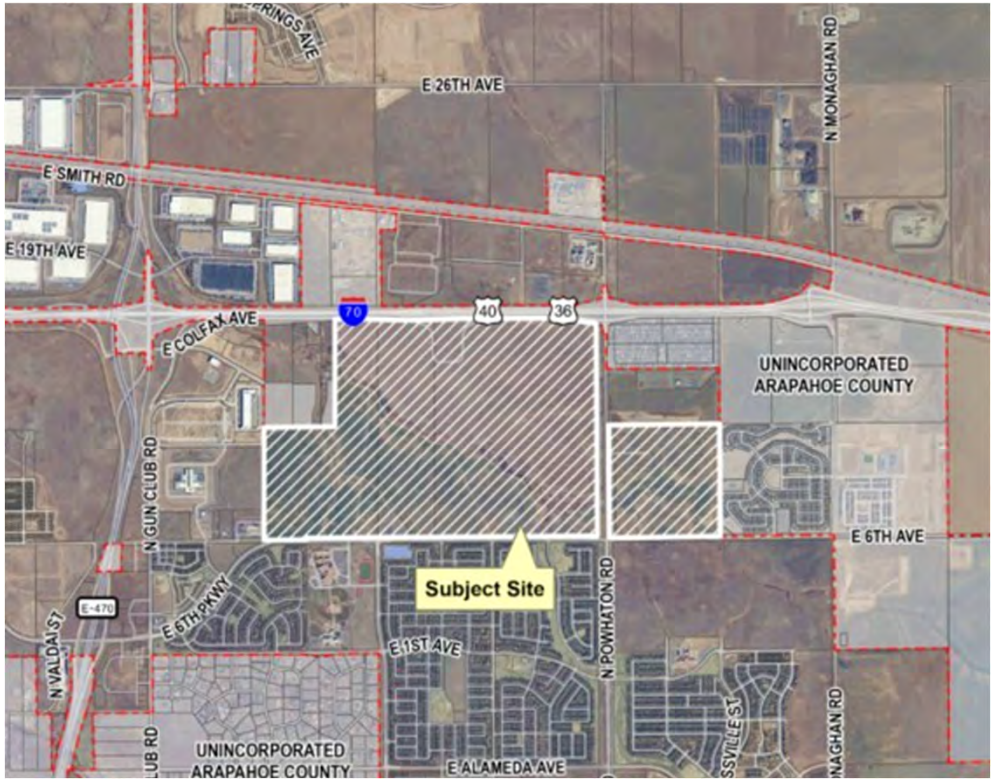
Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

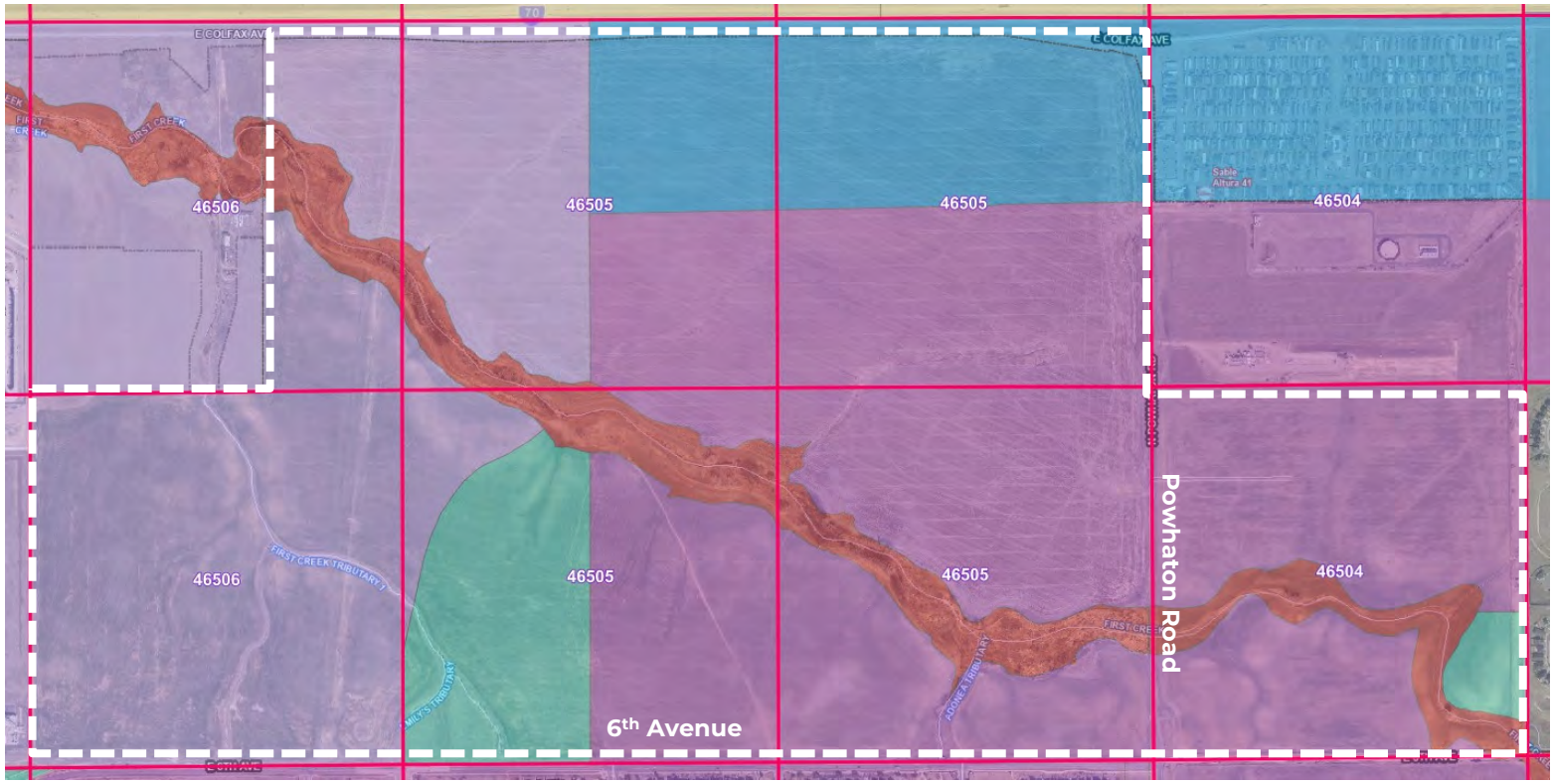
Aurora City Council

June 8, 2026

Tributary – Zoning Map Amendments



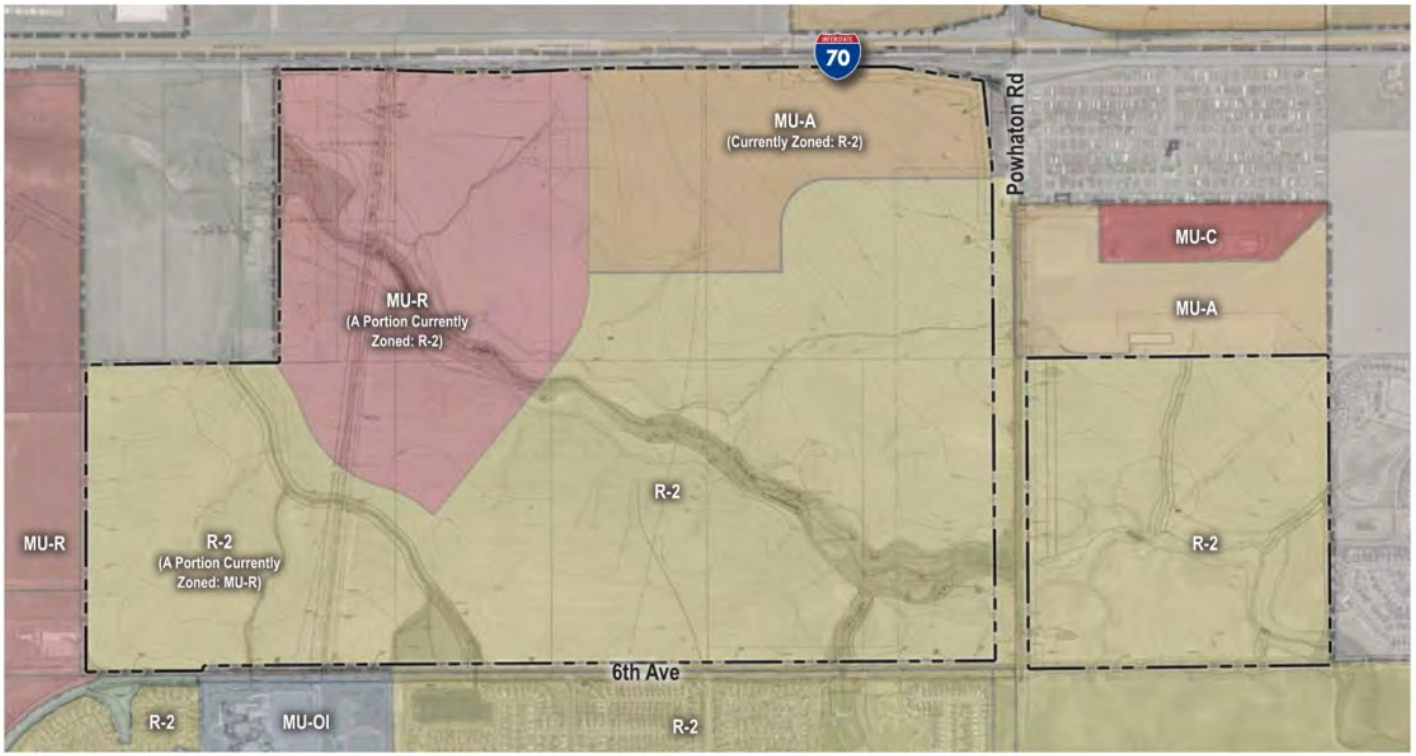
Vicinity Map



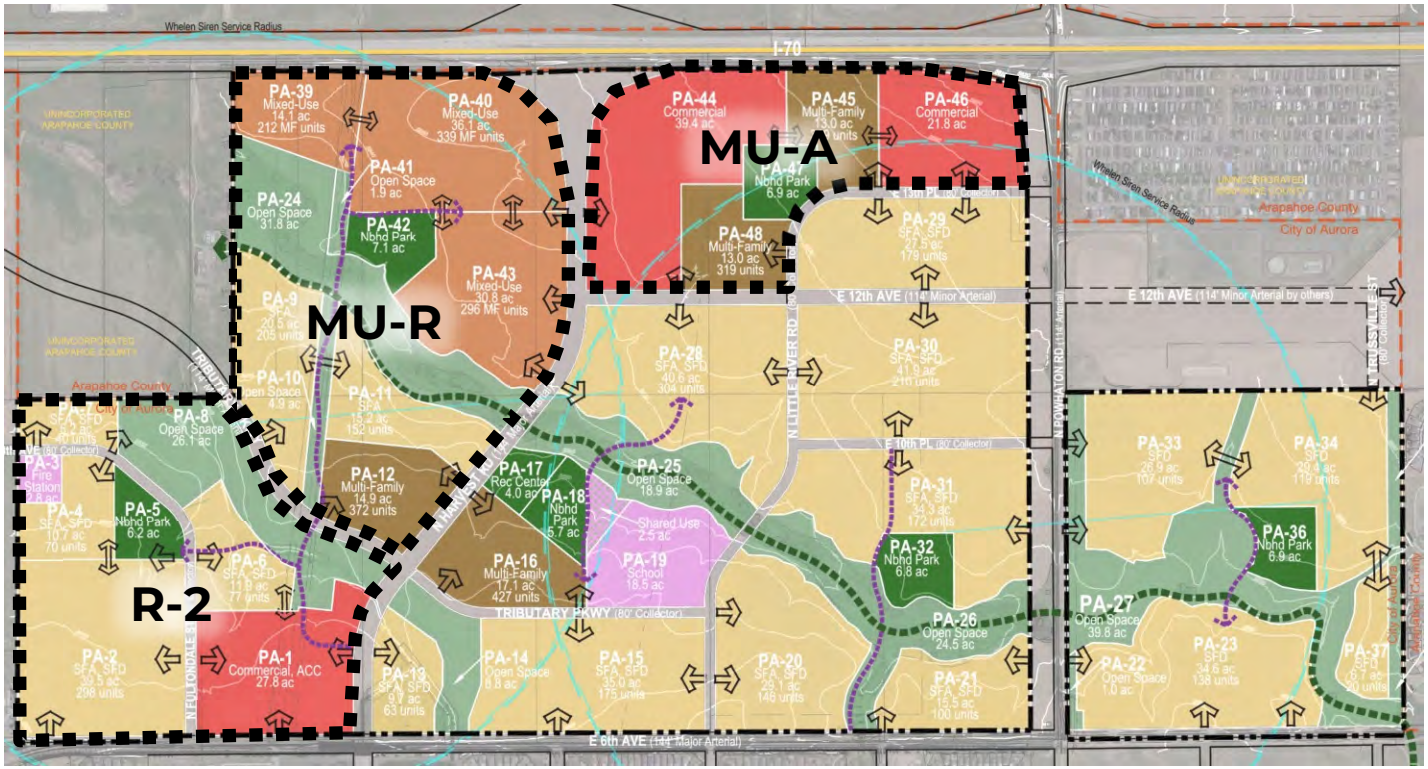
Placetype Map



Current Zoning Map



Proposed Zoning Map



Land Use Map

2022

Zoning Map Amendment Approval Criteria

City of Aurora Unified Development Ordinance, Section 146-5.4.1.C.3:

An application for changes to the Zoning Map for individual parcels shall only be recommended if the Planning Director and the Planning and Zoning Commission finds that the following criteria have been met, and shall only be approved if City Council finds that the following criteria have been met:

1. *The change to the Zoning Map is needed to correct an error (change in the character of surrounding areas does not constitute an error in the map); or*

2. *The change to the Zoning Map is required because of changed conditions or circumstances on the property or in the surrounding area and:*

a) The applicant has demonstrated that the proposed rezoning is consistent with the spirit and intent of the Comprehensive Plan, with other policies and plans adopted by the City Council, and with the purpose statement of the proposed new zone district;
b) The applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible with surrounding development through development conditions; and
c) The applicant demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application.



- Recommended approval (6-0) of the Zoning Map Amendment for 104 acres from the R-2 District to the MU-A District to City Council

- Recommended approval (6-0) of the Zoning Map Amendment for 189 acres from the R-2 District to the MU-R District to City Council

- Recommended approval (6-0) of the Zoning Map Amendment for 143 acres from the MU-R District to the R-2 District to City Council

Planning and Zoning Commission Recommendations

ORDINANCE NO. 2026- ____

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 104 ACRES OF LAND TO MIXED-USE AIRPORT (MU-A), LOCATED EAST OF FUTURE HARVEST ROAD, WEST OF POWHATON ROAD AND NORTH OF FUTURE 12TH AVENUE (MU-A TRIBUTARY REZONE)

WHEREAS, the applicant has requested that approximately 104 acres of land located east of Harvest Road, west of Powhaton Road and north of 12th Avenue, County of Arapahoe, State of Colorado (the "Property"), be rezoned from Medium-Density Residential District (R-2) to Mixed-Use Airport (MU-A); and

WHEREAS, Section 146-5.4.1.C.3 of the Uniform Development Ordinance provides that all applications for the rezoning of property within the City of Aurora, Colorado (the "City"), shall be presented for a public hearing, both to the Planning and Zoning Commission, who shall render a recommendation to City Council, and to City Council for final decision; and

WHEREAS, on May 14, 2026, following a public hearing, the Planning and Zoning Commission voted to recommend the rezoning of the Property.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. Based on the evidence presented at tonight's public hearing, City Council finds and determines that: the rezoning is consistent with the spirit and intent of the Comprehensive Plan, is compatible with surrounding development, and would not result in a significant dislocation of tenants or occupants of the Property.

Section 2. The Property, as more particularly described in "Exhibit B" attached hereto and incorporated herein, is zoned Mixed-Use Airport District (MU-A) and the zoning map is hereby amended in accordance with said zoning.

Section 3. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 4. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the

extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM BY:
CITY ATTORNEY PETE SCHULTE

BY: Lena McClelland RLA
LENA MCCLELLAND, Assistant City Attorney

EXHIBIT B
REZONING MU-A DESCRIPTION

A PORTION OF THE NORTH HALF OF SECTION OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 5, WHENCE THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 5, BEARS SOUTH 89°44’23” WEST, A DISTANCE OF 2645.74 FEET, WITH ALL BEARINGS REFERENCED HEREIN BEING RELATIVE THERETO;

THENCE ALONG SAID NORTH LINE SOUTH 89°44’23” WEST, A DISTANCE OF 1040.01 FEET;

THENCE DEPARTING SAID NORTH LINE SOUTH 00°15’37” EAST, A DISTANCE OF 123.01 TO THE SOUTHERLY RIGHT-OF-WAY OF I-70 FRONTAGE ROAD, DESCRIBED IN SPECIAL WARRANTY DEED RECORDED APRIL 9, 1956 IN BOOK 961 PAGE 523, AND THE WESTERLY CORNER OF SAID SOUTHERLY RIGHT-OF-WAY DESCRIBED IN SPECIAL WARRANTY DEED RECORDED JANUARY 16, 1976 IN BOOK 2411, PAGE 120, BOTH IN THE OFFICIAL RECORDS OF ARAPAHOE COUNTY, COLORADO AND THE **POINT OF BEGINNING**;

THENCE ALONG SAID LAST DESCRIBED SPECIAL WARRANTY DEED AND SAID SOUTHERLY RIGHT-OF-WAY, SOUTH 81°02'33" EAST, A DISTANCE OF 767.40 FEET TO THE WESTERLY BOUNDARY OF A PARCEL OF LAND DESCRIBED IN DEED RECORDED JULY 12, 1965 IN BOOK 1606, PAGE 364, IN SAID OFFICIAL RECORDS;

THENCE ALONG SAID WESTERLY BOUNDARY SOUTH 05°56'43" EAST, A DISTANCE OF 747.80 FEET TO THE WESTERLY BOUNDARY OF A PARCEL OF LAND DESCRIBED IN DEED RECORDED JULY 11, 1960 IN BOOK 1199, PAGE 440, IN SAID OFFICIAL RECORDS;

THENCE ALONG SAID LAST DESCRIBED WESTERLY BOUNDARY, SOUTH 00°21'01" EAST, A DISTANCE OF 80.53 FEET;

THENCE DEPARTING SAID WESTERLY BOUNDARY SOUTH 89°38'59" WEST, A DISTANCE OF 1,402.57 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 400.00 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH OF 628.32 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 00°21'01" EAST, A DISTANCE OF 391.57 FEET;

THENCE SOUTH 89°45'14" WEST, A DISTANCE OF 1,647.35 FEET;

THENCE NORTH 00°14'46" WEST, A DISTANCE OF 1,733.44 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF I-70 FRONTAGE ROAD, DESCRIBED IN SAID SPECIAL WARRANTY DEED RECORDED IN BOOK 2411, PAGE 120 ;

THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY NORTH 87°35'33" EAST, A DISTANCE OF 216.60 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF I-70 FRONTAGE ROAD DESCRIBED IN SAID SPECIAL WARRANTY DEED RECORDED IN BOOK 961, PAGE 523;

THENCE ALONG SAID LAST DESCRIBED SOUTHERLY RIGHT-OF-WAY, NORTH 89°44'21" EAST, A DISTANCE OF 2,400.10 FEET TO THE **POINT OF BEGINNING**.

CONTAINING AN AREA OF 103.948 ACRES, (4,527,978 SQUARE FEET), MORE OR LESS.

ILLUSTRATION ATTACHED AND MADE A PART HEREOF.

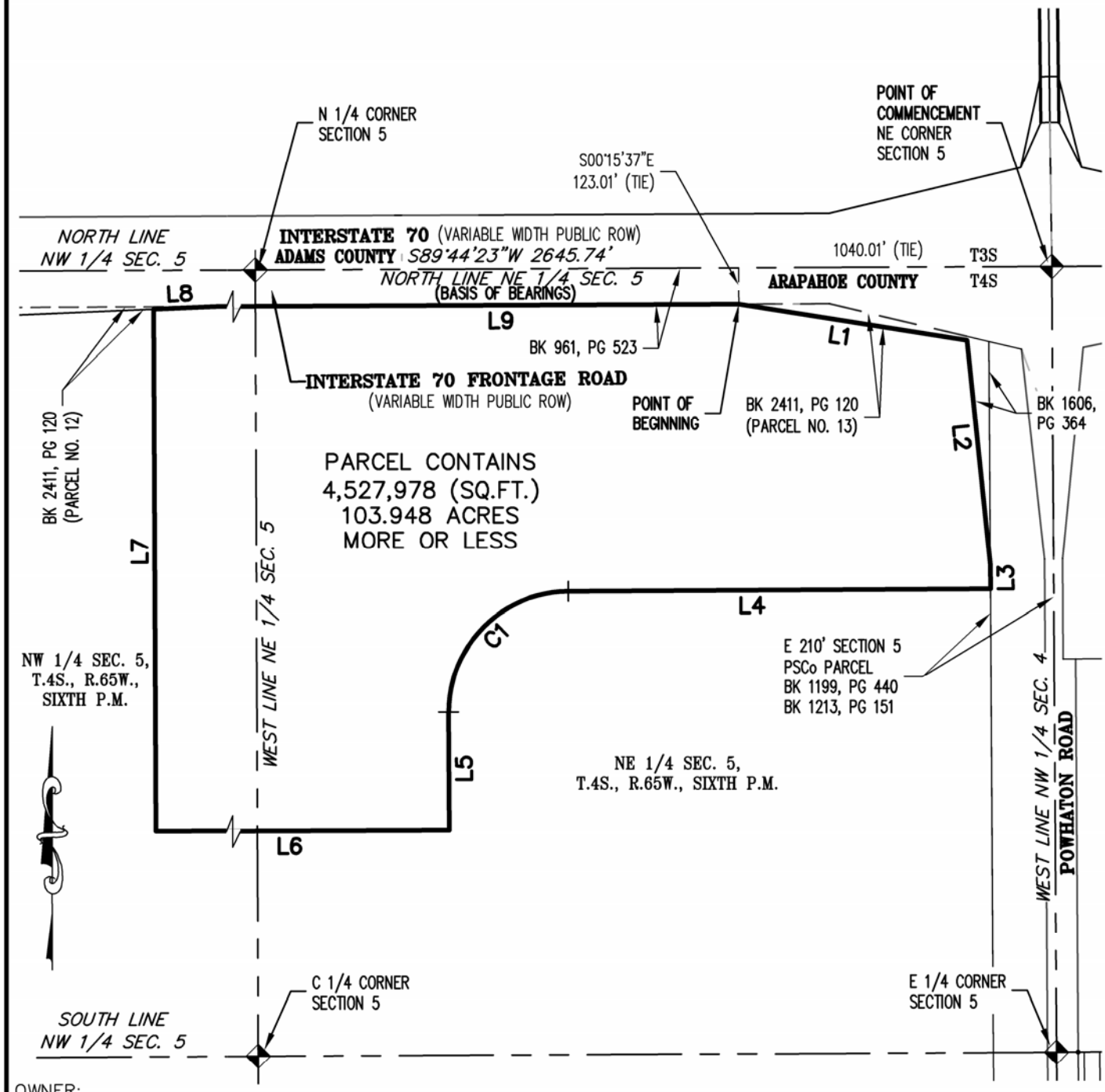
ALL LINEAL UNITS IN U.S. SURVEY FEET.



KARL D. SZYSZKOSKI, PLS NO. 38691
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.
300 E. MINERAL AVE., SUITE 1, LITTLETON, CO 80122

ILLUSTRATION FOR EXHIBIT B

SHEET 3 OF 4



OWNER:
PROPERTY RESERVE INC.
PO BOX 511196
SALT LAKE CITY, UTAH 84151

0' 250' 500' 1000'
SCALE: 1" = 500'

NOTE:
This illustration does not represent a monumented survey. It is intended only to depict the attached description.

CITY OF AURORA, COLORADO

DRAWN BY: DED	SCALE: 1"=500'	R-O-W FILE NO.
CHECKED BY: RDS	DATE: 4/10/2024	JOB NO. 173121-01

A REZONING (MU-A) EXHIBIT
BEING A PART OF THE
NORTH 1/2 OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

ILLUSTRATION FOR EXHIBIT B

SHEET 4 OF 4

LINE TABLE		
LINE	BEARING	LENGTH
L1	S81°02'33"E	767.40'
L2	S05°56'43"E	747.80'
L3	S00°21'01"E	80.53'
L4	S89°38'59"W	1402.57'
L5	S00°21'01"E	391.57'
L6	S89°45'14"W	1647.35'
L7	N00°14'46"W	1733.44'
L8	N87°35'33"E	216.60'
L9	N89°44'21"E	2400.10'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	90°00'00"	400.00'	628.32'

OWNER:
PROPERTY RESERVE INC.
PO BOX 511196
SALT LAKE CITY, UTAH 84151

NOTE:
This illustration does not represent a monumented survey. It is intended only to depict the attached description.

CITY OF AURORA, COLORADO

DRAWN BY: DED	SCALE: N/A	R-O-W FILE NO.
CHECKED BY: RDS	DATE: 4/10/2024	JOB NO. 173121-01

A REZONING (MU-A) EXHIBIT
BEING A PART OF THE
NORTH 1/2 OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

CITY OF AURORA
Council Agenda Commentary

Item Title: Tributary – Zoning Map Amendment from R-2 to MU-R
Item Initiator: Sarah Wile, Senior Planner III, Planning and Business Development
Staff Source/Legal Source: Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Economically Strong: Building a conducive development climate, a diverse mix of industries and housing options, and fostering economic growth so that our community thrives and remains resilient.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☒ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

2026-21 A PUBLIC HEARING AND INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 189 ACRES OF LAND TO MIXED-USE REGIONAL (MU-R), LOCATED WEST OF FUTURE HARVEST ROAD AND NORTH OF FUTURE TRIBUTARY PARKWAY (MU-R TRIBUTARY REZONE)
Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session
☐ Approve Item and Move Forward to Regular Meeting
☐ Information Only
☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee
☐ Approve Item as Proposed at Study Session
☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Planning and Zoning Commission

Policy Committee Date: 5/13/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☒ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The applicant and property owner, PRI, is requesting approval of a Zoning Map Amendment from the R-2 District (Medium Density Residential) to the MU-R District (Mixed-Use Regional) for approximately 189 acres. The undeveloped property is located west of the future Harvest Road, north of the future Tributary Parkway, east of the future Fultondale Street, and south of Interstate 70. The property is within the Tributary development and is designated for mixed-use, multi-family, and single-family attached on the Master Plan's Land Use Map, which is included in the agenda packet for reference.

A Zoning Map Amendment is proposed from R-2 to MU-R to align the proposed uses in the Master Plan with a compatible zone district. The current zone district, R-2, primarily allows low-to-medium density residential uses. Changing the zoning to MU-R will allow mixed-use, commercial, and medium-to-high density residential uses in this location to take advantage of its proximity to the Harvest Road-Interstate 70 interchange that is under construction.

At the Planning and Zoning Commission (PC) public hearing on May 13, 2026 the commission recommended approval (6-0, with one commissioner absent) of the Zoning Map Amendment to MU-R. There were no public comments and the draft minutes from the meeting are included in the agenda packet. The minutes include the Planning and Zoning Commission's responses to the Zoning Map Amendment approval criteria. The associated Tributary Master Plan was also approved unanimously at this meeting.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Aurora Places, the city's Comprehensive Plan, is the guiding document for any changes to the Zoning Map. The Aurora Places Placetype Map identifies this area as an "Urban District," which represents the city's most intensely developed areas and is characterized by a relatively dense urban form, pedestrian-friendly environments, and a diverse mix of uses. This placetype also supports both medium and high-density residential uses that are well-integrated with commercial areas. The MU-R District land uses align with the vision of this placetype and will create compatibility with the proposed uses in the Master Plan.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does the City Council wish to approve the ordinance to amend the City of Aurora Zoning Map to MU-R?

LEGAL COMMENTS

The City Council is the governing body of the City and has the authority to approve the Official Zoning Map and amendments to that map. (UDO §146-5.1.1.B)
The City Council shall conduct a public hearing on the application. (UDO §146-5.4.1.C.2.c)
Changes to the Zoning Map for individual parcels shall only be approved if City Council finds that the change to the Zoning Map is required because of changed conditions or circumstances on the property or the surrounding area and (a) the applicant has demonstrated that the proposed rezoning is consistent with the spirit and intent of the Comprehensive Plan, the other policies and plans adopted by the City Council, and with the purpose statement of the proposed new zone district(s); (b) the applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible through approval conditions; and (c) the application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application. (UDO §146-5.4.1.C.3.a.ii) (McClelland)



Planning and Business Development

15151 E. Alameda Parkway
Aurora CO 80012 USA
AuroraGov.org
303.739.7250
GIS@auroragov.org

City of Aurora, Colorado

Tributary
Zoning Map Amendment from R-2 to MU-R

Miles 0 0.125 0.25

ACCESSIBILITY STATEMENT
Please know that, while the city is working to make all information accessible, PDF map products are primarily visual in nature. If you have trouble accessing this document, please visit www.AuroraGov.org/Accessibility or call the Office of Accessibility (303-326-8858) and let us know how best to assist you.

Case Number: 2001-2005-04
Development Application: #2024-00

5/18/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\Development Review\Data Services\VicinityMap_Pro\VicinityMap_Pro_Arial.aprx



Zone Map Amendment

NARRATIVE & EXHIBITS

2035

ON BEHALF OF PRI, we are pleased to submit this Zone Map Amendment application for the Tributary community. The following team of professionals has been assembled to help bring this community to life.

OWNER
Property Reserve, Inc. (PRI)
Dane Hill
51 S Main St Suite 301
Salt Lake City, UT 84111
801 321 7547

SURVEYOR
AzTec Consultants, Inc.
Daniel Davis
300 E. Mineral Ave.
Littleton, CO 80122
303 713-1898

PLANNER
Norris Design
Diana Rael
1101 Bannock Street
Denver, CO 80204
303 892 1166

Tributary is a mixed-use community that draws inspiration and its namesake from First Creek and the many tributaries that contribute to it. Just as the tributaries find their way to First Creek, the master plan aspires to create an environment in which residents, retailers, and nature will flow together to create a community that is greater than the sum of its parts. With a proposal for Mixed Use and Commercial land, Residential planning areas, and ~200 acres of Parks and Open Space, Tributary will be a full-service community in which people can live, work, shop, and play.

Tributary is comprised of ~960 acres and is bisected by First Creek, running from southeast to northwest. The surrounding area is currently a patchwork of agricultural land, suburban development, and entitled but unbuilt Master Plans that create an urban framework near the crossing of I-70 and E-470.

Tributary will require several zone map amendments to provide the highest and best uses of the land, as envisioned in the Aurora Places Comprehensive Plan. Proposed zone map amendments are detailed in the following pages and summarized in the table below.

	Existing Zoning (AC)	Proposed Zoning (AC)	Net Change (AC)
Mixed Use Airport (MU-A)	0.0	103.9	+103.9
Mixed Use Regional (MU-R)	213.6	189.6	-24.0
Medium Density District (R-2)	745.8	665.9	-79.9

Note: Land areas listed above include land for ROW dedications, easements, open spaces, etc. These numbers are greater than the net-areas listed in the Master Plan Land Use tab.

Rezone land east of Harvest Road, and north of the proposed E 12th Avenue and E 13th Place, and west of Powhaton Road from Medium Density District (R-2) to Mixed-Use Airport (MU-A).

As a mixed-use master-planned community directly south of the airport, MU-A zoning will allow the site to be developed with the mix of uses desired by both the city and the development team. The I-70 and Harvest Road interchange will provide high visibility and ease of access for future commercial uses concentrated along the interstate frontage.

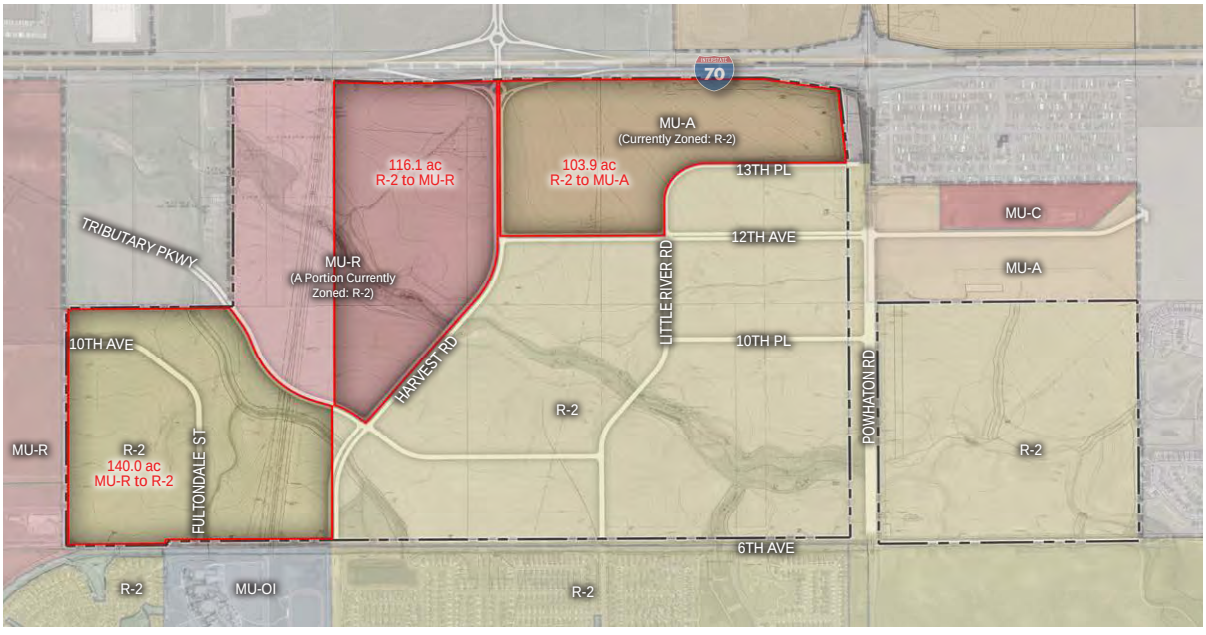
Rezone land west of Harvest Road and north of Tributary Parkway from Medium Density District (R-2) to Mixed-Use Regional District (MU-R)

MU-R allows a mix of residential and commercial land uses at major intersections and regional activity centers. Shifting this zoning designation to the proposed Harvest Road alignment in the northern portion of the site will enable a comprehensive development of the land as was intended with the initial, partial MU-R designation, near the interstate. With this, the applicant proposes to remove the MU-R zoning along E 6th Avenue, to provide a more smooth transition of land uses from the R-2 neighborhood south of E 6th Avenue, to more intense land uses located near the interstate.

Rezone land west of Harvest Road and south of Tributary Parkway from Mixed-Use Regional (MU-R) to Medium Density Residential (R-2)

R-2 in this area allows the full site to mirror zoning across E 6th Avenue, providing a smooth transition from existing land uses. The Administrative Activity Center provision within the UDO enables the intended Commercial Hub at the intersection of Harvest Road and E 6th Avenue with R-2 zoning to become MU-C zoning.

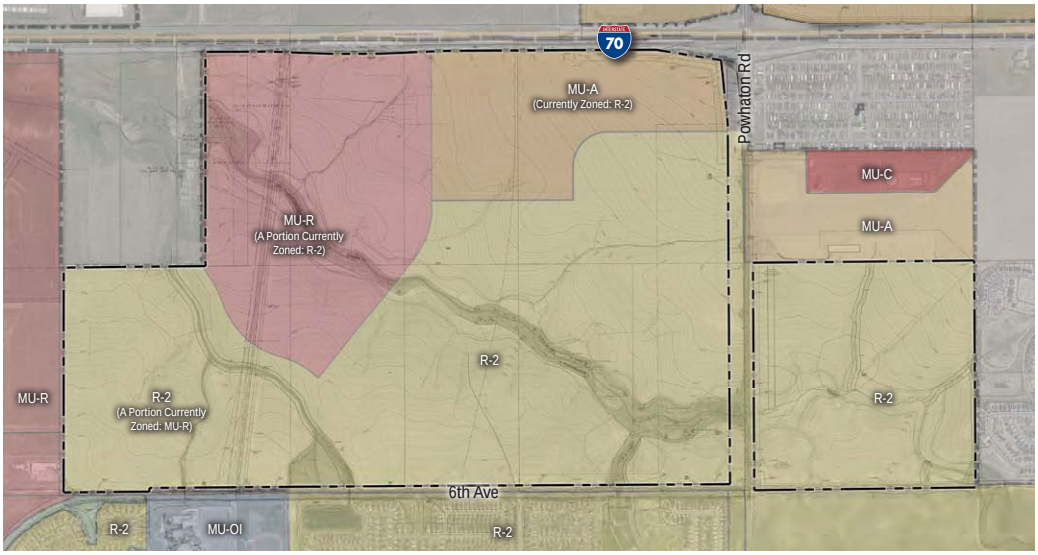
PROPOSED ZONE MAP AMENDMENTS



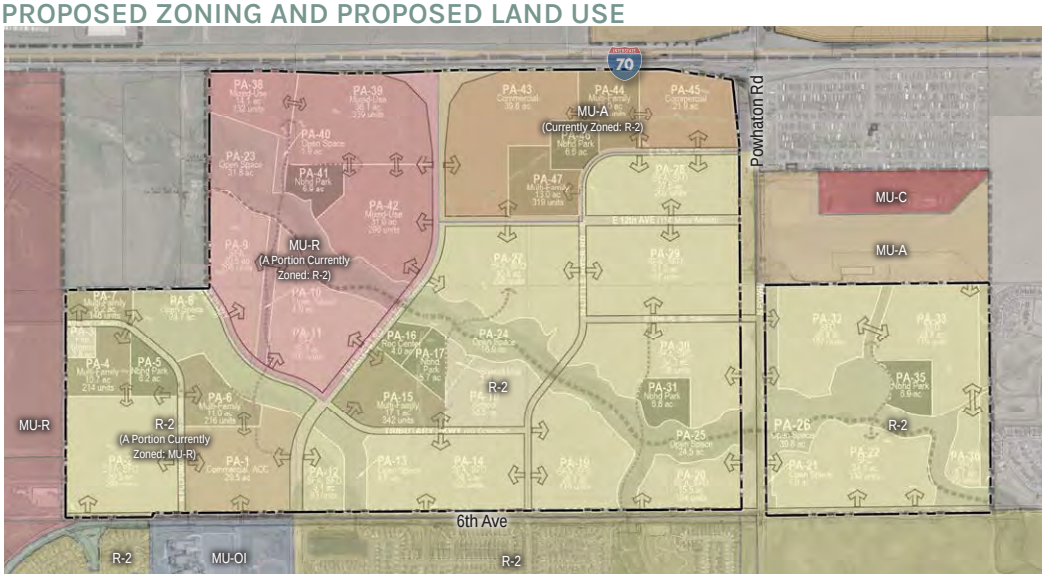
EXISTING ZONING



PROPOSED ZONING



PROPOSED ZONING AND PROPOSED LAND USE



APPROVAL CRITERIA

i. The applicant has demonstrated that the proposed Ordinance amendment is consistent with the spirit and intent of the Comprehensive Plan and with other policies and plans adopted by the City Council; and

The proposed zone map amendment is consistent with the City's Comprehensive Plan "Aurora Places" as Master Plan land uses have been laid out to generally align with the Urban District, Commercial Hub, City Corridor, and Emerging Neighborhood Placetypes designated by the plan.

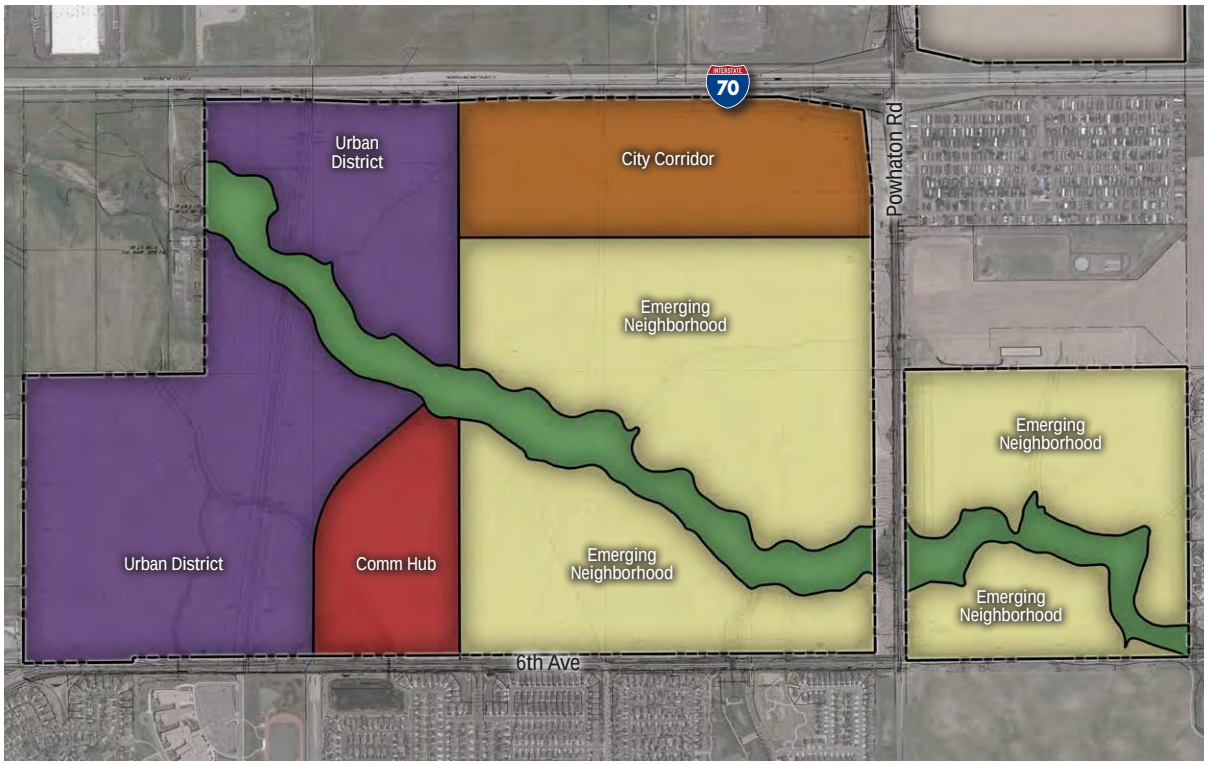
Proposed zoning and Existing Placetypes designations align as follows:

Mixed Use Regional (MU-R) generally aligns with the Urban District Placetype.

Mixed Use Airport (MU-A) generally aligns with the City Corridor Placetype.

Medium-Density District (R-2) generally aligns with Commercial Hub and Emerging Neighborhood Placetypes; it is proposed to extend into the Urban District Placetype south of Tributary Parkway and Planning Area 8 (where E 10th Avenue turns south, becoming Fultondale Street.)

EXISTING PLACETYPES MAP



APPROVAL CRITERIA (CONTINUED)

(a) The change to the Ordinance text is required because of changed conditions or circumstances in all or a portion of the City; or

The proposed changes to the zoning map reflect multiple changes in circumstances and conditions. Primarily, the confirmed alignment of Harvest Road differs from the straight north-south alignment of the existing MU-R zone district boundary, necessitating a revision the will reflect the land patterns upon build-out.

(b) The change to the Ordinance text is required to address a new or unforeseen threat to the public health, safety, and welfare; or

Not applicable.

(c) The change to the Ordinance text is required to promote economic growth and investment that will not create material risks to the public health, safety, and welfare.

The Mixed-Use Airport zone district was created to "enable the development of master planned developments that allow for a mix of uses, located and designed in accordance with the Comprehensive Plan, and that will allow Aurora to leverage the economic opportunities created by Denver International Airport." A revision to the map to zone land immediately south of I-70 as "Mixed Use – Airport" will allow for a mix of flexible land uses to support of economic growth and investment directly south of the airport.

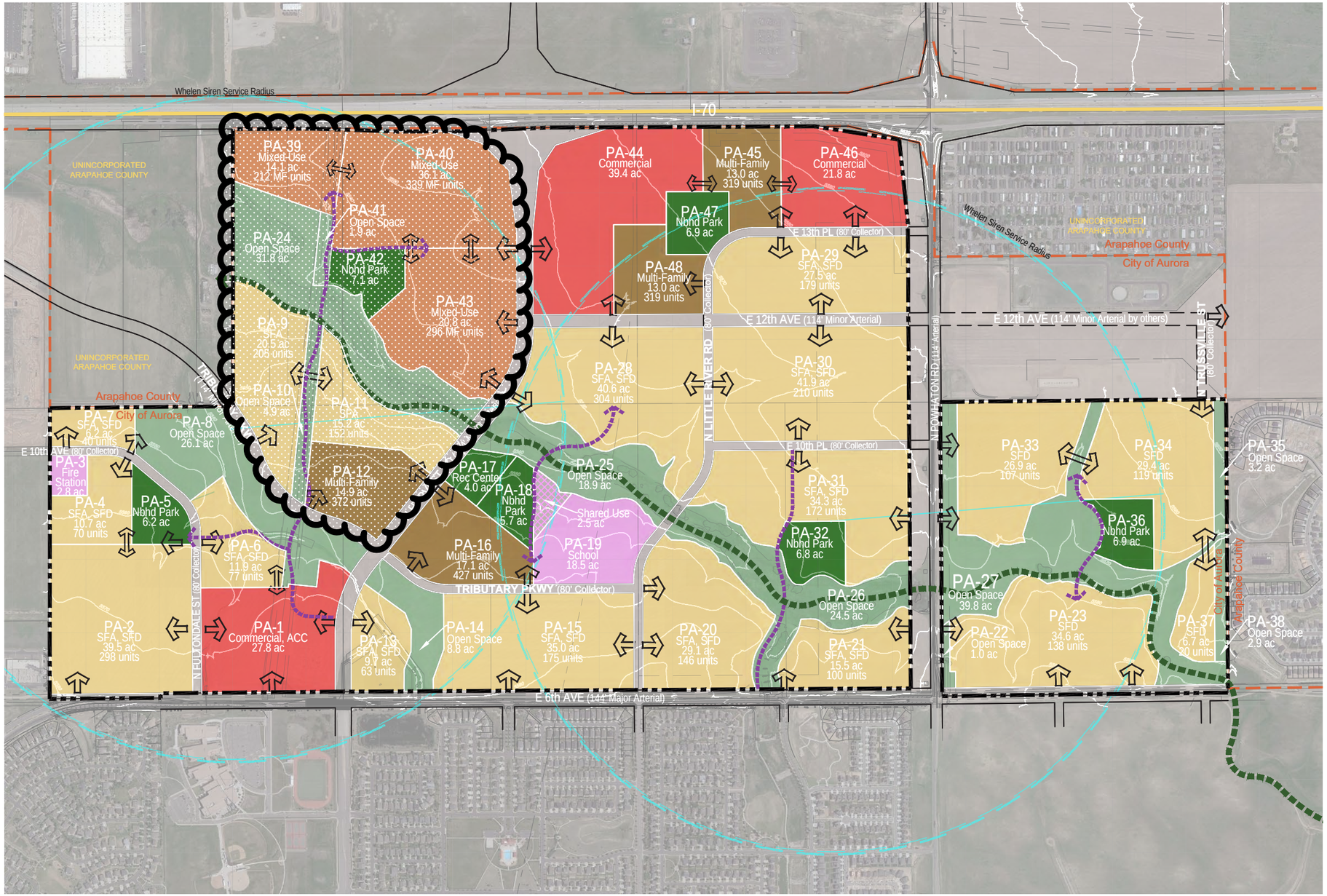
The Mixed-Use Regional zone district serves to allow a mix of residential and commercial land uses at major intersections and regional activity centers. Expansion of this zoning designation to the proposed Harvest Road alignment will enable a comprehensive development of the land as was intended with its initial zoning to MU-R.

For many years, residents in this area have been outspoken in requests for commercial services near their homes; an overall expansion of mixed-use zoning throughout the Tributary community will provide the flexibility to support the development of land uses that meet the demands of the area.

Finally, reallocation of R-2 zoned land, along the full southern boundary will help to maintain the land uses anticipated during the 2019 zone map update, while providing a more gradual transition of land uses, from the primarily single family detached R-2 neighborhood to the south, to the higher density and eventually mixed use areas along I-70.

EXHIBIT H

Overall Land Use Map



LEGEND

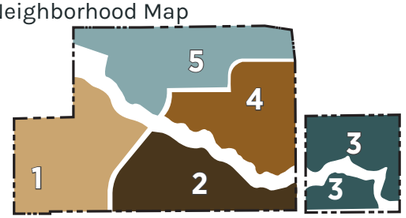
- Property Boundary
- Proposed Right of Way
- City Line
- County Line
- Potential Neighborhood Access Point
- Proposed Local Trail
- Proposed Regional Trail
- Proposed Open Space
- Proposed Neighborhood Park
- Proposed Commercial
- Proposed Mixed-Use
- Proposed Multi-Family
- Proposed SFD & SFA
- Proposed School

NOTES:
1.) CONTOURS SHOWN REPRESENT 10' INTERVAL SPACING.
2.) NO EXISTING GEOLOGICAL HAZARD AREAS OR SOIL CONDITIONS CURRENTLY EXIST ON THE PROPERTY.

Zoning Map



Neighborhood Map



NORTH

SCALE: 1" = 1,000'

0' 500' 1,000'

8. General Business

8abcd. TRIBUTARY – ZONING MAP AMENDMENTS AND MASTER PLAN WITH ADJUSTMENTS

The applicant and property owner, PRI, is requesting approval of a new Master Plan and three Zoning Map Amendments for the Tributary development. The approximately 960-acre site is bounded by Interstate 70 to the north, Trussville Street to the east, 6th Avenue to the south, and De Gaulle Street to the west. The property is currently undeveloped and is bisected by First Creek, which flows from the southeast to the northwest through the site. The property is zoned Mixed-Use Airport (MU-A), Mixed-Use Regional (MU-R), and Medium Residential (R-2) within Subarea C. Surrounding land uses include single-family residential to the south and east, data centers to the west, and industrial uses to the north across Interstate 70. The site is identified within the Urban District, Commercial Hub, City Corridor, and Emerging Neighborhood placetypes in the Aurora Places Comprehensive Plan.

The proposed Master Plan includes a mix of land uses, including single-family detached, two-family, single-family attached, and multi-family residential, as well as commercial uses, a recreation center, a school, and parks and open space. The northern portion of the site is planned for commercial, mixed-use, and multi-family development to take advantage of the visibility and access provided by the new Interstate 70 and Harvest Road interchange currently under construction. The southern portion of the site is primarily planned for residential development, with the exception of a 27-acre commercial parcel located at the northwest corner of 6th Avenue and Harvest Road, which is designated as an Administrative Activity Center (AAC). Six neighborhood parks are proposed and are connected through a network of open spaces and trails, including the First Creek corridor.

As part of the Master Plan submittal, the applicant provided a Land Use Map, Public Art Plan, Open Space and Circulation Plan, Design Standards, a Public Improvements Plan, a Master Traffic Impact Study, a Master Drainage Report, and a Master Utility Study. At full build-out, the Tributary Master Plan is anticipated to include approximately 493 acres of residential development, 81 acres of commercial development, 40 acres of parks, and 168 acres of open space, including floodplain areas. The development would allow up to 4,859 dwelling units, with an estimated population of 12,534 residents. Two adjustments are requested as part of the application: one to increase the allowance for Small Residential Lots within the R-2 district from 50 percent to 65 percent of residential lots, and another to increase the height, number, and square footage of multi-tenant monument signs along Interstate 70. Following coordination with the applicant during the review process and the incorporation of additional design mitigation measures, staff supports both adjustment requests.

In conjunction with the Master Plan, three Zoning Map Amendments are proposed to better align the zoning districts with the planned land uses. The area located east of Harvest Road, west of Powhaton Road, and north of 12th Avenue is proposed to be rezoned from R-2 to MU-A to allow commercial and higher-density residential uses closer to Interstate 70. The area located west of Harvest Road and north of Tributary Parkway is proposed to be rezoned from R-2 to MU-R to encourage mixed-use development. The area west of Harvest Road and south of Tributary Parkway is proposed to be rezoned from MU-R to R-2 to allow additional residential development. Staff finds that the proposed Master Plan and Zoning Map Amendments are consistent with the applicable approval criteria in the UDO.

One hundred twenty-two (122) adjacent property owners and nine registered neighborhood organizations were notified of the application. With the first submittal of the application in May 2024, three written comments were received that expressed potential concerns regarding traffic increases, environmental impacts, residential density, and the need for more commercial uses. Staff requested that the applicant host a neighborhood meeting. A virtual meeting was held on September 24, 2024. One resident attended the meeting, and no concerns were raised. No additional comments were received throughout the review process.

Testimony Given at the Hearing:
Commissioners Hogan, Riley, Banka, Becker, Jetchick, and Bush visited the site.

Sarah Wile, Case Manager, gave a presentation of the item, including the staff recommendation.

Commissioner Riley asked for clarification regarding the slide showing percentages of small lots. S Wile explained that the slide was breaking down how many potential residential lots are in each neighborhood and how many small lots would be permitted with the 50% small residential lot percentage maximum that is currently code, versus how many small lots would be permitted with the 65% small residential lot adjustment that they are requesting.

Commissioner Riley asked for clarification regarding a statement in the staff report about generally preserving placemaking for the commercial areas. S Wile responded that there have been changes to the design standards since the March 25, 2026, meeting, and that a lot has transpired between then and now. The current design standards do contain key placemaking elements as far as ensuring that drive-throughs won't be too much along the street frontage, emphasizing the importance of plazas, walkability, and other elements, while also ensuring that the commercial development will be viable and will not require adjustments from the design standards.

Commissioner Jetchick asked about the completion of the Harvest Road interchange and if it will be finished before or during this project. S Wile responded that the construction for that has already commenced and will likely be completed before the first phase of development.

Commissioner Hogan asked if there is an agreement between the city and the developer regarding water service for the area. S Wile answered that Aurora Water has agreed to provide water service for the development. There were some limitations on density that they had to meet, and they did meet those as part of the master utility study to ensure that they would be able to serve all of the residents within this development.

Commissioner Banka asked about natural gas service for the area. Dane Hill, Property Reserve, Inc., the applicant, answered that the intent is to have natural gas serve the site. An application for this utility was submitted to Xcel Energy at the end of 2024.

Elyse Applegate Klink, Norris Design, agent representing the applicant, gave a presentation of the item.

Sean Malone, Norris Design, agent representing the applicant, gave a presentation of the item.

Commissioner Hogan asked if any of the signage for the site would have electronic messaging boards. S Malone responded yes, there is a provision in the design guidelines for a certain amount.

Commissioner Riley asked if the neighborhood comments in Exhibit O were addressed and if Fire, Rescue and Police services will be provided. E Applegate Klink responded that the neighborhood comments that were received in the first round of review were directly addressed in the second submission and a neighborhood meeting was held because of the comments that were received. Only one neighbor attended the meeting. E Applegate Klink added that a fire station is planned at 10th Avenue in the western portion of the development. The applicant has also been working with the Aurora Police Department to determine which district the development is in.

Commissioner Riley asked if what was presented at this meeting was the complete project. E Applegate Klink confirmed it was.

Diana Rael, Norris Design, agent representing the applicant, was available for questions.

Mark Cevaal, Reland, agent representing the applicant, was available for questions.

Cassie Slade, Fox Tuttle Transportation Group, agent representing the applicant, was available for questions.

Planning Commission Results

AGENDA ITEM 8a – ZONING MAP AMENDMENT FROM R-2 TO MU-A

A MOTION WAS MADE BY COMMISSIONER BUSH AND SECONDED BY COMMISSIONER RILEY.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE R-2 DISTRICT TO THE MU-A DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:

1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE CITY CORRIDOR PLACETYPE; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8b – ZONING MAP AMENDMENT FROM R-2 TO MU-R

A MOTION WAS MADE BY COMMISSIONER RILEY AND SECONDED BY COMMISSIONER BANKA.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE R-2 DISTRICT TO THE MU-R DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:

1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE URBAN DISTRICT PLACETYPE; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8c – ZONING MAP AMENDMENT FROM MU-R TO R-2

A MOTION WAS MADE BY COMMISSIONER BECKER AND SECONDED BY COMMISSIONER BUSH.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE MU-R DISTRICT TO THE R-2 DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:

1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE URBAN DISTRICT AND COMMERCIAL HUB PLACETYPES; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8d – MASTER PLAN WITH ADJUSTMENTS

A MOTION WAS MADE BY COMMISSIONER RILEY AND SECONDED BY COMMISSIONER BANKA.

MOVE TO APPROVE, WITH TWO CONDITIONS, THE MASTER PLAN WITH TWO ADJUSTMENTS FOR SMALL RESIDENTIAL LOT PERCENTAGE AND MULTI-TENANT MONUMENT SIGN ALLOWANCES BECAUSE THE PROPOSAL COMPLIES WITH THE REQUIREMENTS OF SECTION 146-5.4.1.E.3 FOR THE FOLLOWING REASONS:

1. IT IS CONSISTENT WITH THE DESIGNATED PLACETYPES (URBAN DISTRICT, CITY CORRIDOR, COMMERCIAL HUB, AND EMERGING NEIGHBORHOOD) IN THE AURORA PLACES COMPREHENSIVE PLAN;
2. IT COMPLIES WITH THE REGULATIONS AND STANDARDS IN THE UNIFIED DEVELOPMENT ORDINANCE, EXCEPT FOR THE REQUESTED ADJUSTMENTS; AND
3. IT PROVIDES A DIVERSE MIX OF USES THAT ARE CONNECTED THROUGH INTERNAL STREETS, PARKS, AND OPEN SPACES; AND
4. IT PROMOTES QUALITY URBAN DESIGN, LANDSCAPE DESIGN, AND ARCHITECTURAL DESIGN.

APPROVAL TO BE SUBJECT TO THE FOLLOWING CONDITIONS:

1. APPROVAL OF THE MASTER PLAN IS CONTINGENT ON THE THREE ASSOCIATED ZONING MAP AMENDMENTS BEING APPROVED BY THE CITY COUNCIL.
2. OUTSTANDING TECHNICAL ISSUES MUST BE RESOLVED PRIOR TO SUBMITTAL AND RECORDATION OF THE MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

ORDINANCE NO. 2026- ____

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 189 ACRES OF LAND TO MIXED-USE REGIONAL (MU-R), LOCATED WEST OF FUTURE HARVEST ROAD AND NORTH OF FUTURE TRIBUTARY PARKWAY (MU-R TRIBUTARY REZONE)

WHEREAS, the applicant has requested that approximately 189 acres of land located west of Harvest Road and north of Tributary Parkway, County of Arapahoe, State of Colorado (the "Property"), be rezoned from Medium-Density Residential District (R-2) to Mixed-Use Regional (MU-R); and

WHEREAS, Section 146-5.4.1.C.3 of the Uniform Development Ordinance provides that all applications for the rezoning of property within the City of Aurora, Colorado (the "City"), shall be presented for a public hearing, both to the Planning and Zoning Commission, who shall render a recommendation to City Council, and to City Council for final decision; and

WHEREAS, on May 14, 2026, following a public hearing, the Planning and Zoning Commission voted to recommend the rezoning of the Property.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. Based on the evidence presented at tonight's public hearing, City Council finds and determines that: the rezoning is consistent with the spirit and intent of the Comprehensive Plan, is compatible with surrounding development, and would not result in a significant dislocation of tenants or occupants of the Property.

Section 2. The Property, as more particularly described in "Exhibit B" attached hereto and incorporated herein, is zoned Mixed-Use Regional District (MU-R) and the zoning map is hereby amended in accordance with said zoning.

Section 3. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 4. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the

extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM BY:
CITY ATTORNEY PETE SCHULTE

BY: Lena McClelland RLA
LENA MCCLELLAND, Assistant City Attorney

EXHIBIT B
REZONING (MU-R) DESCRIPTION

A PORTION OF THE EAST HALF OF SECTION 6 AND THE WEST HALF OF SECTION 5, BOTH IN TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER QUARTER CORNER OF SAID SECTION 6, WHENCE THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6, BEARS NORTH 89°24’14” EAST, A DISTANCE OF 2636.70 FEET, WITH ALL BEARINGS REFERENCED HEREIN BEING RELATIVE THERETO;

THENCE ALONG SAID NORTH LINE NORTH 89°24'14" EAST, A DISTANCE OF 1,615.55 FEET TO THE **POINT OF BEGINNING**;

THENCE CONTINUING ALONG SAID NORTH LINE, NORTH 89°24'14" EAST, A DISTANCE OF 32.39 FEET TO THE SOUTHEAST CORNER OF LOT 1, BLOCK 1, MCENIRY SUBDIVISION, RECORDED JUNE 11, 2008, AT RECEPTION NO. B8066656, IN THE OFFICIAL RECORDS OF ARAPAHOE COUNTY, COLORADO;

THENCE ALONG THE EASTERLY LINE OF SAID LOT 1, BLOCK 1, AND THE SOUTHERLY RIGHT-OF-WAY OF E-470, DESCRIBED IN SPECIAL WARRANTY DEED RECORDED JUNE 19, 1996 AT RECEPTION NO. A6077434, IN SAID OFFICIAL RECORDS, NORTH 00°01'47" WEST, A DISTANCE OF 2,494.31 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF I-70 FRONTAGE ROAD, DESCRIBED IN SPECIAL WARRANTY DEEDS RECORDED MARCH 30, 1956 IN BOOK 960, PAGE 478, IN SAID OFFICIAL RECORDS;

THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY AND THE SOUTHERLY RIGHT-OF-WAY OF SAID I-70 FRONTAGE ROAD DESRICED IN SPECIAL WARRANTY DEED RECORDED JUNE 15, 1956 IN BOOK 972, PAGE 40 AND SPECIAL WARRANTY DEED RECORDED APRIL 9, 1956, IN BOOK 961, PAGE 519, BOTH IN SAID OFFICIAL RECORDS, NORTH 89°43'21" EAST, A DISTANCE OF 738.93 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF I-70 FRONTAGE ROAD DESCRIBED IN SPECIAL WARRANTY DEED RECORDED JANUARY 16, 1976 IN BOOK 2411, PAGE 120, SAID OFFICIAL RECORDS;

THENCE ALONG SAID LAST DESCRIBED SOUTHERLY RIGHT-OF-WAY THE FOLLOWING 4 COURSES:

1. SOUTH 87°58'12" EAST, A DISTANCE OF 248.37 FEET;
2. SOUTH 87°58'45" EAST, A DISTANCE OF 502.20 FEET;
3. NORTH 89°44'16" EAST, A DISTANCE OF 549.99 FEET;
4. NORTH 87°35'35" EAST, A DISTANCE OF 584.00 FEET;

THENCE DEPARTING SAID SOUTHERLY RIGHT-OF-WAY, SOUTH 00°14'46" EAST, A DISTANCE OF 1,801.79 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 1,000.00 FEET;

THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 39°00'35", AN ARC LENGTH OF 680.85 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 38°53'09" WEST, A DISTANCE OF 1,745.41 FEET;

THENCE NORTH 51°06'51" WEST, A DISTANCE OF 100.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 930.00 FEET;

THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 21°20'55", AN ARC LENGTH OF 346.52 FEET;

THENCE TANGENT TO SAID CURVE, NORTH 72°35'10" WEST, A DISTANCE OF 125.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 930.03 FEET;

THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 51°58'00", AN ARC LENGTH OF 843.53 FEET;

THENCE NON-TANGENT TO SAID CURVE, NORTH 20°37'06" WEST, A DISTANCE OF 111.21 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 927.10 FEET, THE RADIUS POINT OF SAID CURVE BEARS SOUTH 69°23'09" WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°47'23", AN ARC LENGTH OF 206.95 FEET;

THENCE NON-TANGENT TO SAID CURVE, NORTH 33°21'12" WEST, A DISTANCE OF 216.52 FEET TO THE **POINT OF BEGINNING**.

CONTAINING AN AREA OF 8,258,643 SQUARE FEET OR 189.592 ACRES, MORE OR LESS.

ILLUSTRATION ATTACHED AND MADE A PART HEREOF.

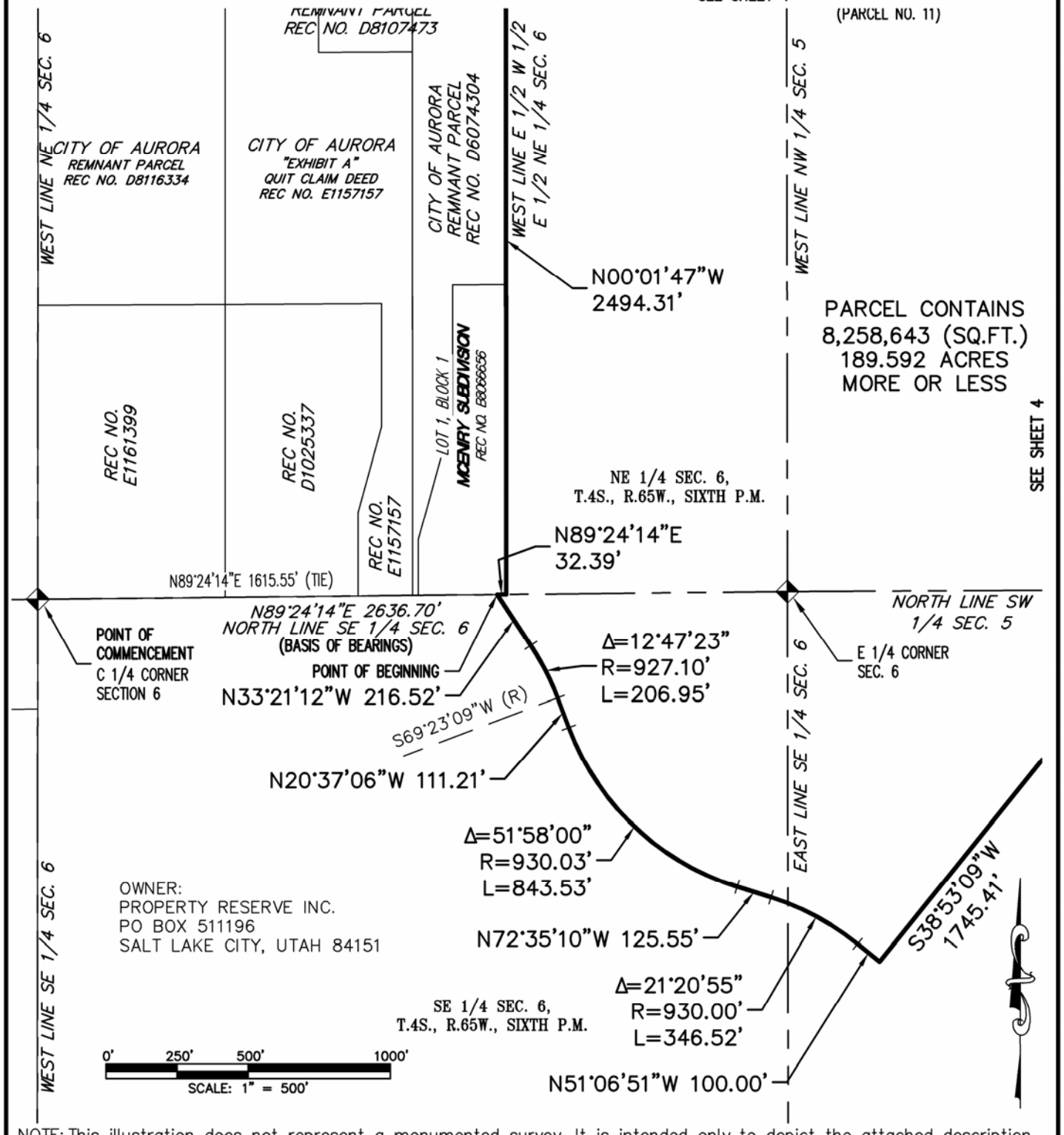
ALL LINEAL UNITS IN U.S. SURVEY FEET.



KARL D. SZYSZKOSKI, PLS NO. 38691
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.
300 E. MINERAL AVE., SUITE 1, LITTLETON, CO 80122

ILLUSTRATION FOR EXHIBIT B

SHEET 3 OF 4



NOTE: This illustration does not represent a monumented survey. It is intended only to depict the attached description.

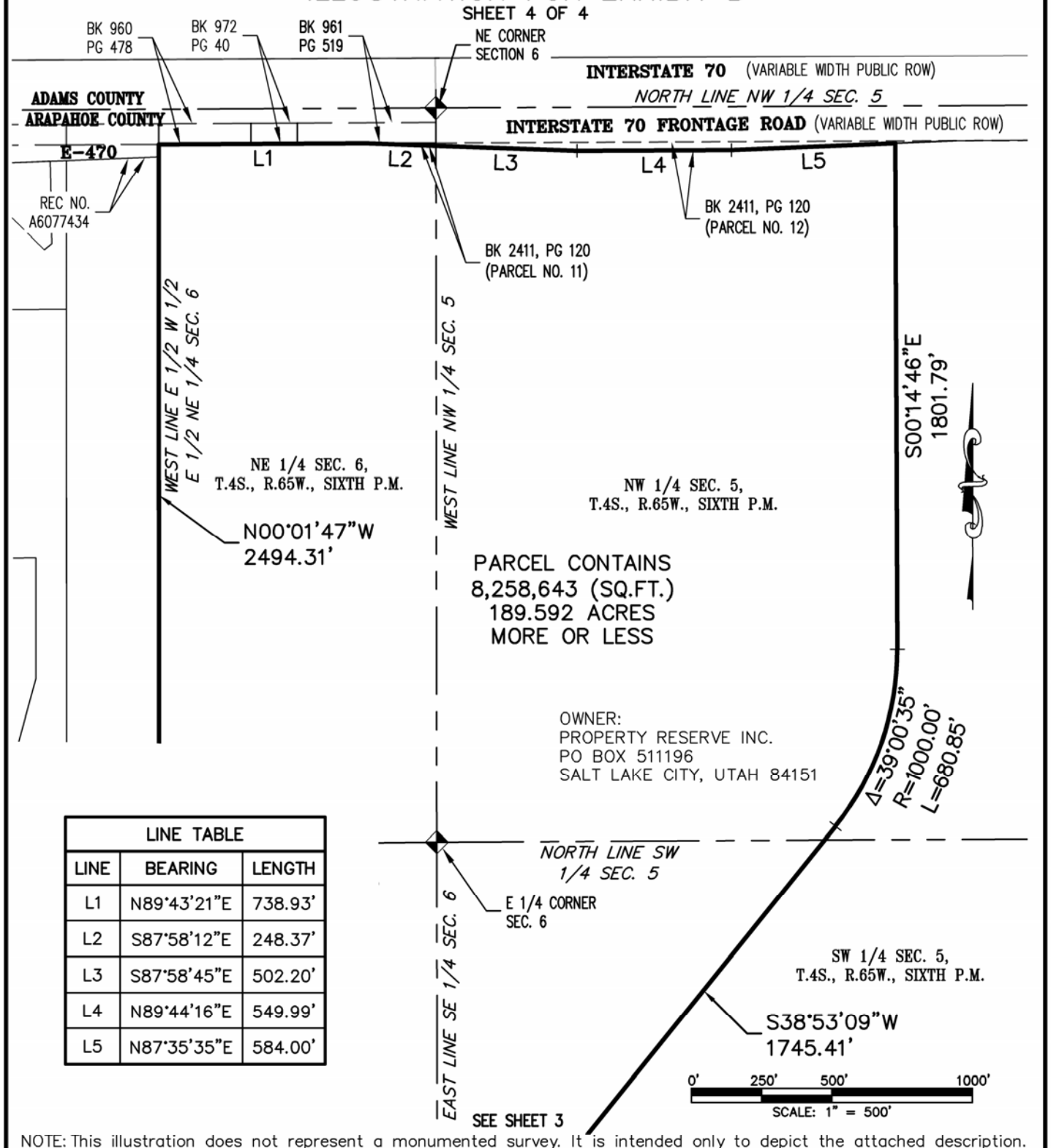
CITY OF AURORA, COLORADO

DRAWN BY: DED	SCALE: 1"=500'	R-O-W FILE NO.
CHECKED BY: RDS	DATE: 4/10/2024	JOB NO. 173121-01

A REZONING (MU-R) EXHIBIT
BEING A PART OF THE
EAST HALF OF SECTION 6 AND THE WEST HALF OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

ILLUSTRATION FOR EXHIBIT B

SHEET 4 OF 4



LINE TABLE		
LINE	BEARING	LENGTH
L1	N89°43'21"E	738.93'
L2	S87°58'12"E	248.37'
L3	S87°58'45"E	502.20'
L4	N89°44'16"E	549.99'
L5	N87°35'35"E	584.00'

NOTE: This illustration does not represent a monumented survey. It is intended only to depict the attached description.

CITY OF AURORA, COLORADO

DRAWN BY: DED	SCALE: 1"=500'	R-O-W FILE NO.
CHECKED BY: RDS	DATE: 4/10/2024	JOB NO. 173121-01

A REZONING (MU-R) EXHIBIT
BEING A PART OF THE
EAST HALF OF SECTION 6 AND THE WEST HALF OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

CITY OF AURORA
Council Agenda Commentary

Item Title: Tributary – Zoning Map Amendment from MU-R to R-2
Item Initiator: Sarah Wile, Senior Planner III, Planning and Business Development
Staff Source/Legal Source: Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Sr Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Economically Strong: Building a conducive development climate, a diverse mix of industries and housing options, and fostering economic growth so that our community thrives and remains resilient.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☒ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

2026-22 A PUBLIC HEARING AND INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 143 ACRES OF LAND TO MEDIUM-DENSITY RESIDENTIAL DISTRICT (R-2), LOCATED WEST OF FUTURE HARVEST ROAD AND SOUTH OF FUTURE TRIBUTARY PARKWAY (R-2 TRIBUTARY REZONE)
Sarah Wile, Senior Planner III, Planning and Business Development / Lena McClelland, Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session
☐ Approve Item and Move Forward to Regular Meeting
☐ Information Only
☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee
☐ Approve Item as Proposed at Study Session
☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Planning and Zoning Commission

Policy Committee Date: 5/13/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☒ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The applicant and property owner, PRI, is requesting approval of a Zoning Map Amendment from the MU-R District (Mixed-Use Regional) to the R-2 District (Medium Density Residential) for approximately 143 acres. The undeveloped property is located west of the future Harvest Road, north of 6th Avenue, east of the future Fultondale Street, and south of Tributary Parkway. The property is within the Tributary development and is designated for single-family detached, two-family, single-family attached, and commercial on the Master Plan's Land Use Map, which is included in the agenda packet for reference.

A Zoning Map Amendment is proposed from MU-R to R-2 to align the proposed uses in the Master Plan with a compatible zone district. The current zone district, MU-R, primarily allows commercial and medium-to-high density residential. Changing the zoning to R-2 will allow more residential uses in this area to provide a better transition between the existing residential uses in Cross Creek and Adonea to the south. The applicant will designate a 27-acre Administrative Activity Center (AAC) at the northwest corner of the future Harvest Road and 6th Avenue to provide commercial development for Tributary and the surrounding neighborhoods.

At the Planning and Zoning Commission (PC) public hearing on May 13, 2026 the commission recommended approval (6-0, with one commissioner absent) of the Zoning Map Amendment to R-2. There were no public comments and the draft minutes from the meeting are included in the agenda packet. The minutes include responses to approval criteria. The associated Tributary Master Plan was also approved unanimously at this meeting.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Aurora Places, the city's Comprehensive Plan, is the guiding document for any changes to the Zoning Map. The Aurora Places Placetype Map identifies this area as an "Urban District" and "Commercial Hub," which both encourage a diverse mix of uses, an accessible and attractive street network, and commercial and residential development organized around green spaces to foster a sense of community. With the inclusion of the proposed Administrative Activity Center, the R-2 District land uses align with the vision of this placetype and will create compatibility with the proposed uses in the Master Plan.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

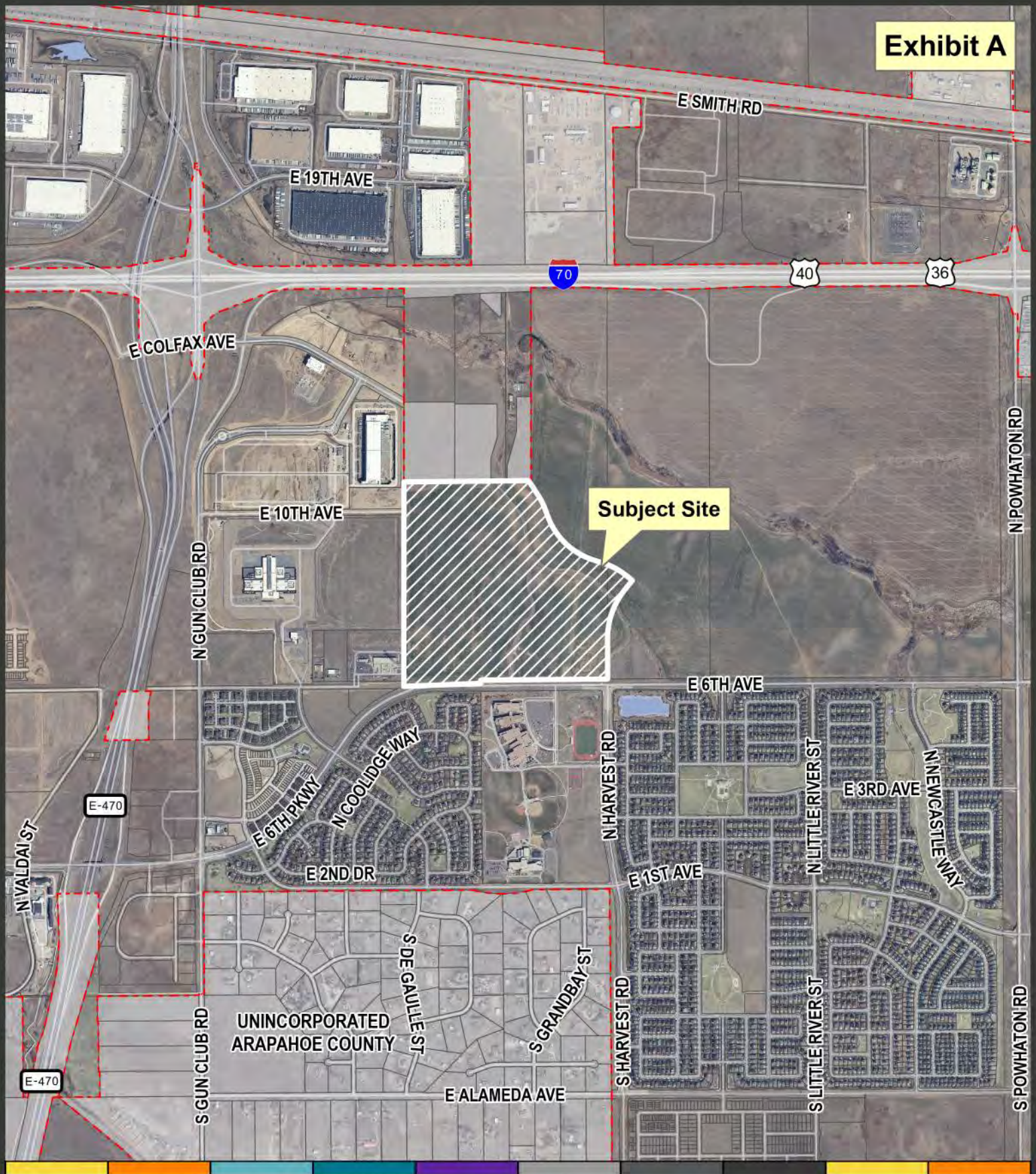
N/A

QUESTIONS FOR COUNCIL

Does the City Council wish to approve the ordinance to amend the City of Aurora Zoning Map to R-2?

LEGAL COMMENTS

The City Council is the governing body of the City and has the authority to approve the Official Zoning Map and amendments to that map. (UDO §146-5.1.1.B)
The City Council shall conduct a public hearing on the application. (UDO §146-5.4.1.C.2.c)
Changes to the Zoning Map for individual parcels shall only be approved if City Council finds that the change to the Zoning Map is required because of changed conditions or circumstances on the property or the surrounding area and (a) the applicant has demonstrated that the proposed rezoning is consistent with the spirit and intent of the Comprehensive Plan, the other policies and plans adopted by the City Council, and with the purpose statement of the proposed new zone district(s); (b) the applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible through approval conditions; and (c) the application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application. (UDO §146-5.4.1.C.3.a.ii) (McClelland)



Planning and Business Development

15151 E. Alameda Parkway
Aurora CO 80012 USA
AuroraGov.org
303.739.7250
GIS@auroragov.org

City of Aurora, Colorado

Miles 0 0.125 0.25

Tributary
Zoning Map Amendment from MU-R to R-2

ACCESSIBILITY STATEMENT
Please know that, while the city is working to make all information accessible, PDF map products are primarily visual in nature. If you have trouble accessing this document, please visit www.AuroraGov.org/Accessibility or call the Office of Accessibility (303-326-8858) and let us know how best to assist you.

Case Number: 2001-2005-05
Development Application: #2003-00

5/18/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\Development Review\Data Services\VicinityMap_Pro\VicinityMap_Pro_Arial.aprx



Zone Map Amendment

NARRATIVE & EXHIBITS

2056

ON BEHALF OF PRI, we are pleased to submit this Zone Map Amendment application for the Tributary community. The following team of professionals has been assembled to help bring this community to life.

OWNER
Property Reserve, Inc. (PRI)
Dane Hill
51 S Main St Suite 301
Salt Lake City, UT 84111
801 321 7547

SURVEYOR
AzTec Consultants, Inc.
Daniel Davis
300 E. Mineral Ave.
Littleton, CO 80122
303 713-1898

PLANNER
Norris Design
Diana Rael
1101 Bannock Street
Denver, CO 80204
303 892 1166

Tributary is a mixed-use community that draws inspiration and its namesake from First Creek and the many tributaries that contribute to it. Just as the tributaries find their way to First Creek, the master plan aspires to create an environment in which residents, retailers, and nature will flow together to create a community that is greater than the sum of its parts. With a proposal for Mixed Use and Commercial land, Residential planning areas, and ~200 acres of Parks and Open Space, Tributary will be a full-service community in which people can live, work, shop, and play.

Tributary is comprised of ~960 acres and is bisected by First Creek, running from southeast to northwest. The surrounding area is currently a patchwork of agricultural land, suburban development, and entitled but unbuilt Master Plans that create an urban framework near the crossing of I-70 and E-470.

Tributary will require several zone map amendments to provide the highest and best uses of the land, as envisioned in the Aurora Places Comprehensive Plan. Proposed zone map amendments are detailed in the following pages and summarized in the table below.

	Existing Zoning (AC)	Proposed Zoning (AC)	Net Change (AC)
Mixed Use Airport (MU-A)	0.0	103.9	+103.9
Mixed Use Regional (MU-R)	213.6	189.6	-24.0
Medium Density District (R-2)	745.8	665.9	-79.9

Note: Land areas listed above include land for ROW dedications, easements, open spaces, etc. These numbers are greater than the net-areas listed in the Master Plan Land Use tab.

Rezone land east of Harvest Road, and north of the proposed E 12th Avenue and E 13th Place, and west of Powhaton Road from Medium Density District (R-2) to Mixed-Use Airport (MU-A).

As a mixed-use master-planned community directly south of the airport, MU-A zoning will allow the site to be developed with the mix of uses desired by both the city and the development team. The I-70 and Harvest Road interchange will provide high visibility and ease of access for future commercial uses concentrated along the interstate frontage.

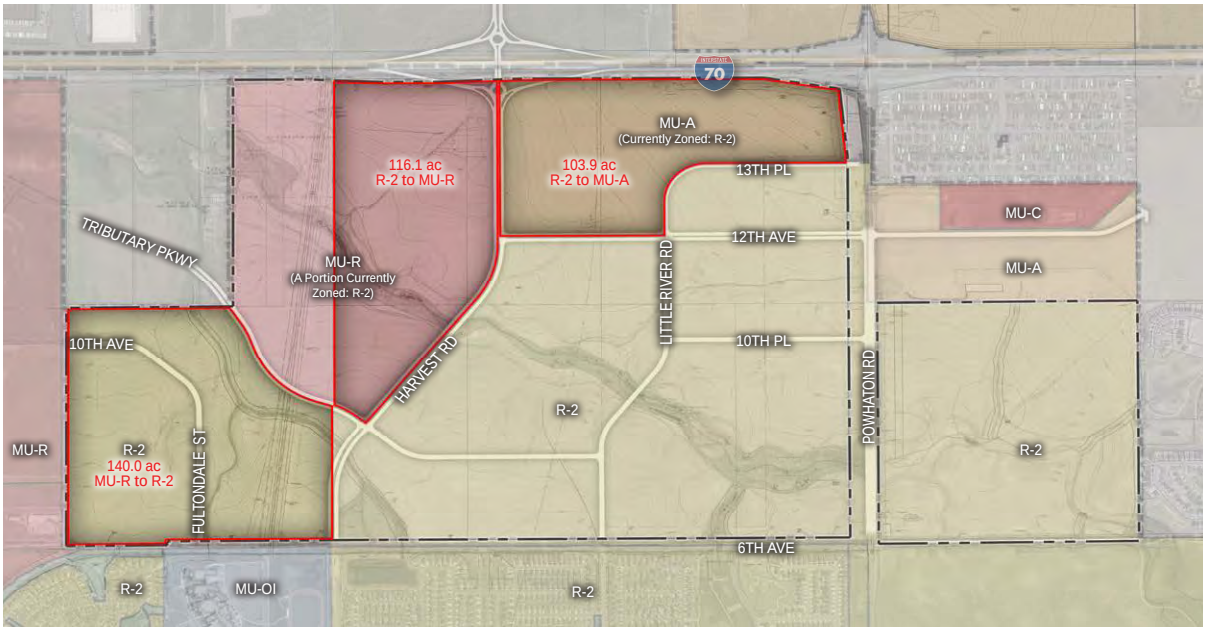
Rezone land west of Harvest Road and north of Tributary Parkway from Medium Density District (R-2) to Mixed-Use Regional District (MU-R)

MU-R allows a mix of residential and commercial land uses at major intersections and regional activity centers. Shifting this zoning designation to the proposed Harvest Road alignment in the northern portion of the site will enable a comprehensive development of the land as was intended with the initial, partial MU-R designation, near the interstate. With this, the applicant proposes to remove the MU-R zoning along E 6th Avenue, to provide a more smooth transition of land uses from the R-2 neighborhood south of E 6th Avenue, to more intense land uses located near the interstate.

Rezone land west of Harvest Road and south of Tributary Parkway from Mixed-Use Regional (MU-R) to Medium Density Residential (R-2)

R-2 in this area allows the full site to mirror zoning across E 6th Avenue, providing a smooth transition from existing land uses. The Administrative Activity Center provision within the UDO enables the intended Commercial Hub at the intersection of Harvest Road and E 6th Avenue with R-2 zoning to become MU-C zoning.

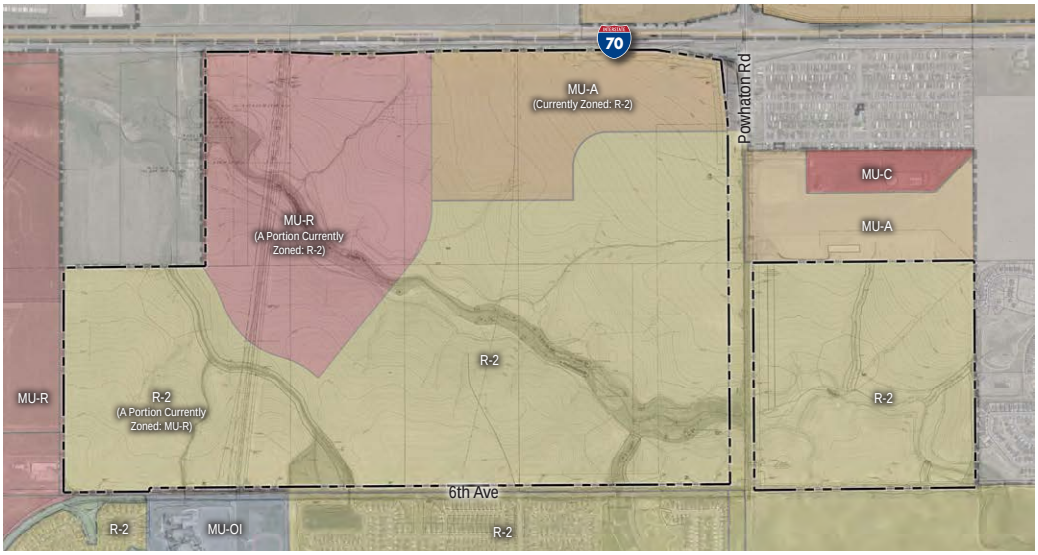
PROPOSED ZONE MAP AMENDMENTS



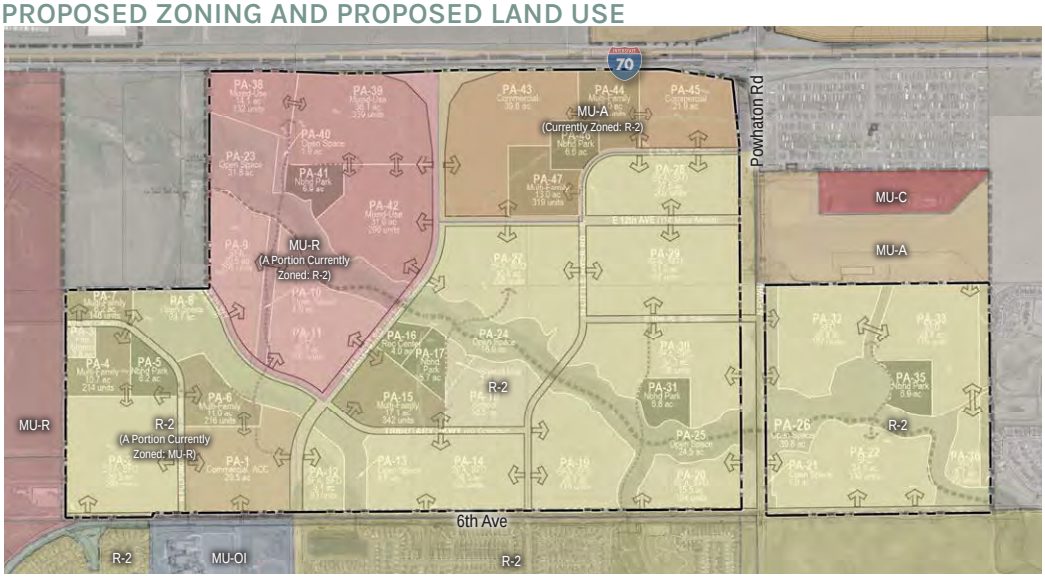
EXISTING ZONING



PROPOSED ZONING



PROPOSED ZONING AND PROPOSED LAND USE



APPROVAL CRITERIA

i. The applicant has demonstrated that the proposed Ordinance amendment is consistent with the spirit and intent of the Comprehensive Plan and with other policies and plans adopted by the City Council; and

The proposed zone map amendment is consistent with the City's Comprehensive Plan "Aurora Places" as Master Plan land uses have been laid out to generally align with the Urban District, Commercial Hub, City Corridor, and Emerging Neighborhood Placetypes designated by the plan.

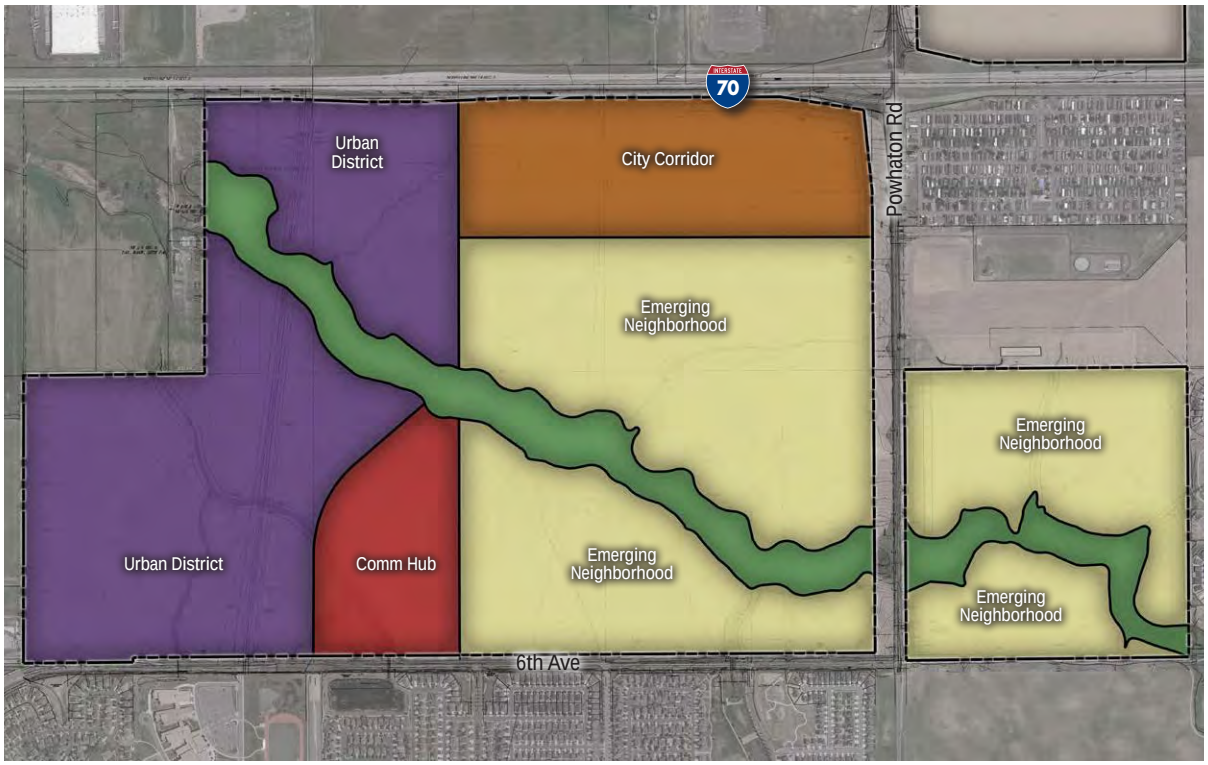
Proposed zoning and Existing Placetypes designations align as follows:

Mixed Use Regional (MU-R) generally aligns with the Urban District Placetype.

Mixed Use Airport (MU-A) generally aligns with the City Corridor Placetype.

Medium-Density District (R-2) generally aligns with Commercial Hub and Emerging Neighborhood Placetypes; it is proposed to extend into the Urban District Placetype south of Tributary Parkway and Planning Area 8 (where E 10th Avenue turns south, becoming Fultondale Street.)

EXISTING PLACETYPES MAP



APPROVAL CRITERIA (CONTINUED)

(a) The change to the Ordinance text is required because of changed conditions or circumstances in all or a portion of the City; or

The proposed changes to the zoning map reflect multiple changes in circumstances and conditions. Primarily, the confirmed alignment of Harvest Road differs from the straight north-south alignment of the existing MU-R zone district boundary, necessitating a revision the will reflect the land patterns upon build-out.

(b) The change to the Ordinance text is required to address a new or unforeseen threat to the public health, safety, and welfare; or

Not applicable.

(c) The change to the Ordinance text is required to promote economic growth and investment that will not create material risks to the public health, safety, and welfare.

The Mixed-Use Airport zone district was created to "enable the development of master planned developments that allow for a mix of uses, located and designed in accordance with the Comprehensive Plan, and that will allow Aurora to leverage the economic opportunities created by Denver International Airport." A revision to the map to zone land immediately south of I-70 as "Mixed Use – Airport" will allow for a mix of flexible land uses to support of economic growth and investment directly south of the airport.

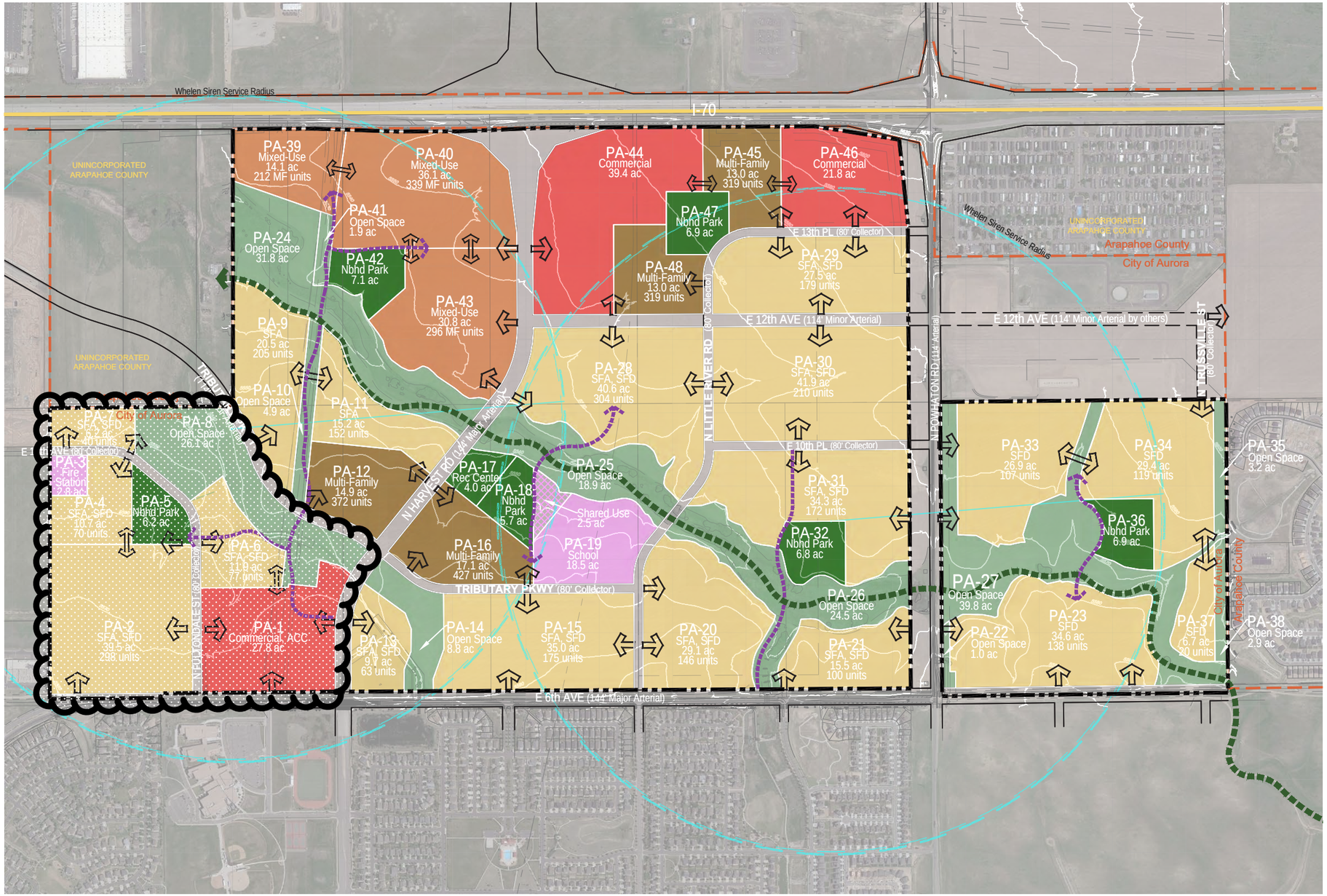
The Mixed-Use Regional zone district serves to allow a mix of residential and commercial land uses at major intersections and regional activity centers. Expansion of this zoning designation to the proposed Harvest Road alignment will enable a comprehensive development of the land as was intended with its initial zoning to MU-R.

For many years, residents in this area have been outspoken in requests for commercial services near their homes; an overall expansion of mixed-use zoning throughout the Tributary community will provide the flexibility to support the development of land uses that meet the demands of the area.

Finally, reallocation of R-2 zoned land, along the full southern boundary will help to maintain the land uses anticipated during the 2019 zone map update, while providing a more gradual transition of land uses, from the primarily single family detached R-2 neighborhood to the south, to the higher density and eventually mixed use areas along I-70.

EXHIBIT H

Overall Land Use Map



LEGEND

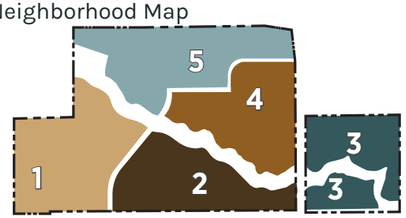
- Property Boundary
- Proposed Right of Way
- City Line
- County Line
- Potential Neighborhood Access Point
- Proposed Local Trail
- Proposed Regional Trail
- Proposed Open Space
- Proposed Neighborhood Park
- Proposed Commercial
- Proposed Mixed-Use
- Proposed Multi-Family
- Proposed SFD & SFA
- Proposed School

NOTES:
1.) CONTOURS SHOWN REPRESENT 10' INTERVAL SPACING.
2.) NO EXISTING GEOLOGICAL HAZARD AREAS OR SOIL CONDITIONS CURRENTLY EXIST ON THE PROPERTY.

Zoning Map



Neighborhood Map



NORTH

SCALE: 1" = 1,000'

0' 500' 1,000'

8. General Business

8abcd. TRIBUTARY – ZONING MAP AMENDMENTS AND MASTER PLAN WITH ADJUSTMENTS

The applicant and property owner, PRI, is requesting approval of a new Master Plan and three Zoning Map Amendments for the Tributary development. The approximately 960-acre site is bounded by Interstate 70 to the north, Trussville Street to the east, 6th Avenue to the south, and De Gaulle Street to the west. The property is currently undeveloped and is bisected by First Creek, which flows from the southeast to the northwest through the site. The property is zoned Mixed-Use Airport (MU-A), Mixed-Use Regional (MU-R), and Medium Residential (R-2) within Subarea C. Surrounding land uses include single-family residential to the south and east, data centers to the west, and industrial uses to the north across Interstate 70. The site is identified within the Urban District, Commercial Hub, City Corridor, and Emerging Neighborhood placetypes in the Aurora Places Comprehensive Plan.

The proposed Master Plan includes a mix of land uses, including single-family detached, two-family, single-family attached, and multi-family residential, as well as commercial uses, a recreation center, a school, and parks and open space. The northern portion of the site is planned for commercial, mixed-use, and multi-family development to take advantage of the visibility and access provided by the new Interstate 70 and Harvest Road interchange currently under construction. The southern portion of the site is primarily planned for residential development, with the exception of a 27-acre commercial parcel located at the northwest corner of 6th Avenue and Harvest Road, which is designated as an Administrative Activity Center (AAC). Six neighborhood parks are proposed and are connected through a network of open spaces and trails, including the First Creek corridor.

As part of the Master Plan submittal, the applicant provided a Land Use Map, Public Art Plan, Open Space and Circulation Plan, Design Standards, a Public Improvements Plan, a Master Traffic Impact Study, a Master Drainage Report, and a Master Utility Study. At full build-out, the Tributary Master Plan is anticipated to include approximately 493 acres of residential development, 81 acres of commercial development, 40 acres of parks, and 168 acres of open space, including floodplain areas. The development would allow up to 4,859 dwelling units, with an estimated population of 12,534 residents. Two adjustments are requested as part of the application: one to increase the allowance for Small Residential Lots within the R-2 district from 50 percent to 65 percent of residential lots, and another to increase the height, number, and square footage of multi-tenant monument signs along Interstate 70. Following coordination with the applicant during the review process and the incorporation of additional design mitigation measures, staff supports both adjustment requests.

In conjunction with the Master Plan, three Zoning Map Amendments are proposed to better align the zoning districts with the planned land uses. The area located east of Harvest Road, west of Powhaton Road, and north of 12th Avenue is proposed to be rezoned from R-2 to MU-A to allow commercial and higher-density residential uses closer to Interstate 70. The area located west of Harvest Road and north of Tributary Parkway is proposed to be rezoned from R-2 to MU-R to encourage mixed-use development. The area west of Harvest Road and south of Tributary Parkway is proposed to be rezoned from MU-R to R-2 to allow additional residential development. Staff finds that the proposed Master Plan and Zoning Map Amendments are consistent with the applicable approval criteria in the UDO.

One hundred twenty-two (122) adjacent property owners and nine registered neighborhood organizations were notified of the application. With the first submittal of the application in May 2024, three written comments were received that expressed potential concerns regarding traffic increases, environmental impacts, residential density, and the need for more commercial uses. Staff requested that the applicant host a neighborhood meeting. A virtual meeting was held on September 24, 2024. One resident attended the meeting, and no concerns were raised. No additional comments were received throughout the review process.

Testimony Given at the Hearing:
Commissioners Hogan, Riley, Banka, Becker, Jetchick, and Bush visited the site.

Sarah Wile, Case Manager, gave a presentation of the item, including the staff recommendation.

Commissioner Riley asked for clarification regarding the slide showing percentages of small lots. S Wile explained that the slide was breaking down how many potential residential lots are in each neighborhood and how many small lots would be permitted with the 50% small residential lot percentage maximum that is currently code, versus how many small lots would be permitted with the 65% small residential lot adjustment that they are requesting.

Commissioner Riley asked for clarification regarding a statement in the staff report about generally preserving placemaking for the commercial areas. S Wile responded that there have been changes to the design standards since the March 25, 2026, meeting, and that a lot has transpired between then and now. The current design standards do contain key placemaking elements as far as ensuring that drive-throughs won't be too much along the street frontage, emphasizing the importance of plazas, walkability, and other elements, while also ensuring that the commercial development will be viable and will not require adjustments from the design standards.

Commissioner Jetchick asked about the completion of the Harvest Road interchange and if it will be finished before or during this project. S Wile responded that the construction for that has already commenced and will likely be completed before the first phase of development.

Commissioner Hogan asked if there is an agreement between the city and the developer regarding water service for the area. S Wile answered that Aurora Water has agreed to provide water service for the development. There were some limitations on density that they had to meet, and they did meet those as part of the master utility study to ensure that they would be able to serve all of the residents within this development.

Commissioner Banka asked about natural gas service for the area. Dane Hill, Property Reserve, Inc., the applicant, answered that the intent is to have natural gas serve the site. An application for this utility was submitted to Xcel Energy at the end of 2024.

Elyse Applegate Klink, Norris Design, agent representing the applicant, gave a presentation of the item.

Sean Malone, Norris Design, agent representing the applicant, gave a presentation of the item.

Commissioner Hogan asked if any of the signage for the site would have electronic messaging boards. S Malone responded yes, there is a provision in the design guidelines for a certain amount.

Commissioner Riley asked if the neighborhood comments in Exhibit O were addressed and if Fire, Rescue and Police services will be provided. E Applegate Klink responded that the neighborhood comments that were received in the first round of review were directly addressed in the second submission and a neighborhood meeting was held because of the comments that were received. Only one neighbor attended the meeting. E Applegate Klink added that a fire station is planned at 10th Avenue in the western portion of the development. The applicant has also been working with the Aurora Police Department to determine which district the development is in.

Commissioner Riley asked if what was presented at this meeting was the complete project. E Applegate Klink confirmed it was.

Diana Rael, Norris Design, agent representing the applicant, was available for questions.

Mark Cevaal, Reland, agent representing the applicant, was available for questions.

Cassie Slade, Fox Tuttle Transportation Group, agent representing the applicant, was available for questions.

Planning Commission Results

AGENDA ITEM 8a – ZONING MAP AMENDMENT FROM R-2 TO MU-A

A MOTION WAS MADE BY COMMISSIONER BUSH AND SECONDED BY COMMISSIONER RILEY.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE R-2 DISTRICT TO THE MU-A DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:

1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE CITY CORRIDOR PLACETYPE; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8b – ZONING MAP AMENDMENT FROM R-2 TO MU-R

A MOTION WAS MADE BY COMMISSIONER RILEY AND SECONDED BY COMMISSIONER BANKA.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE R-2 DISTRICT TO THE MU-R DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:

1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE URBAN DISTRICT PLACETYPE; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8c – ZONING MAP AMENDMENT FROM MU-R TO R-2

A MOTION WAS MADE BY COMMISSIONER BECKER AND SECONDED BY COMMISSIONER BUSH.

MOVE TO RECOMMEND APPROVAL OF THE ZONING MAP AMENDMENT FROM THE MU-R DISTRICT TO THE R-2 DISTRICT TO CITY COUNCIL BECAUSE THE PROPOSAL COMPLIES WITH THE CRITERIA IN SECTION 146-5.4.1.C.3 FOR THE FOLLOWING REASONS:

1. THE ZONING MAP AMENDMENT IS CONSISTENT WITH THE SPIRIT AND INTENT OF THE COMPREHENSIVE PLAN AND THE URBAN DISTRICT AND COMMERCIAL HUB PLACETYPES; AND
2. THE ZONING MAP AMENDMENT IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENTS AND PROPOSED USES IN THE TRIBUTARY MASTER PLAN.

Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

AGENDA ITEM 8d – MASTER PLAN WITH ADJUSTMENTS

A MOTION WAS MADE BY COMMISSIONER RILEY AND SECONDED BY COMMISSIONER BANKA.

MOVE TO APPROVE, WITH TWO CONDITIONS, THE MASTER PLAN WITH TWO ADJUSTMENTS FOR SMALL RESIDENTIAL LOT PERCENTAGE AND MULTI-TENANT MONUMENT SIGN ALLOWANCES BECAUSE THE PROPOSAL COMPLIES WITH THE REQUIREMENTS OF SECTION 146-5.4.1.E.3 FOR THE FOLLOWING REASONS:

1. IT IS CONSISTENT WITH THE DESIGNATED PLACETYPES (URBAN DISTRICT, CITY CORRIDOR, COMMERCIAL HUB, AND EMERGING NEIGHBORHOOD) IN THE AURORA PLACES COMPREHENSIVE PLAN;
2. IT COMPLIES WITH THE REGULATIONS AND STANDARDS IN THE UNIFIED DEVELOPMENT ORDINANCE, EXCEPT FOR THE REQUESTED ADJUSTMENTS; AND
3. IT PROVIDES A DIVERSE MIX OF USES THAT ARE CONNECTED THROUGH INTERNAL STREETS, PARKS, AND OPEN SPACES; AND
4. IT PROMOTES QUALITY URBAN DESIGN, LANDSCAPE DESIGN, AND ARCHITECTURAL DESIGN.

APPROVAL TO BE SUBJECT TO THE FOLLOWING CONDITIONS:

1. APPROVAL OF THE MASTER PLAN IS CONTINGENT ON THE THREE ASSOCIATED ZONING MAP AMENDMENTS BEING APPROVED BY THE CITY COUNCIL.
2. OUTSTANDING TECHNICAL ISSUES MUST BE RESOLVED PRIOR TO SUBMITTAL AND RECORDATION OF THE MASTER PLAN.

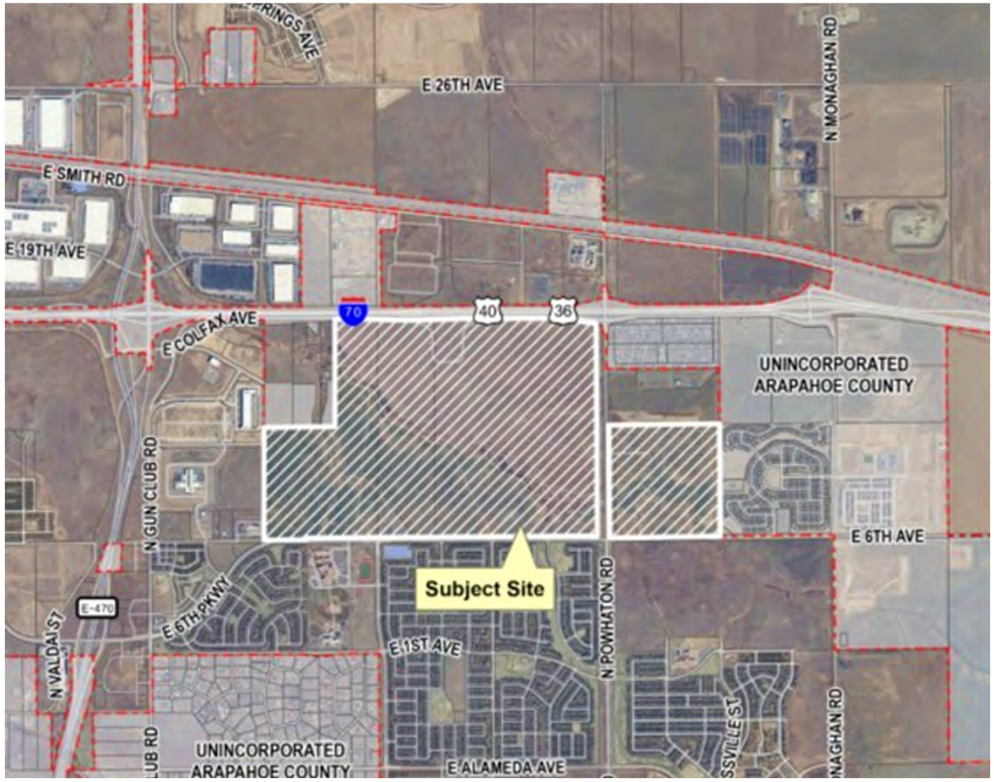
Further Discussion:
No further discussion occurred.

MOTION PASSED UNANIMOUSLY.

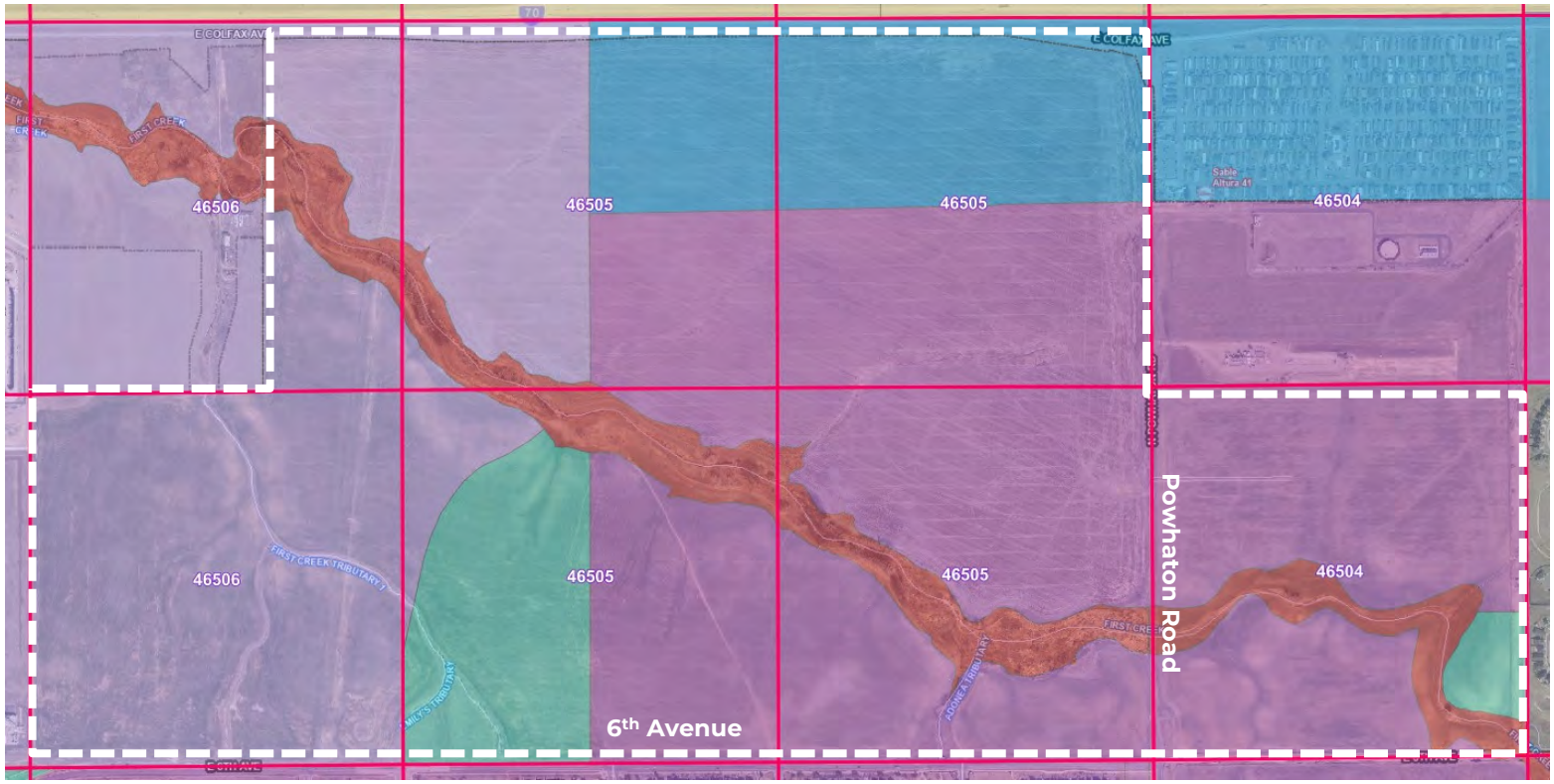
Aurora City Council

June 8, 2026

Tributary – Zoning Map Amendments



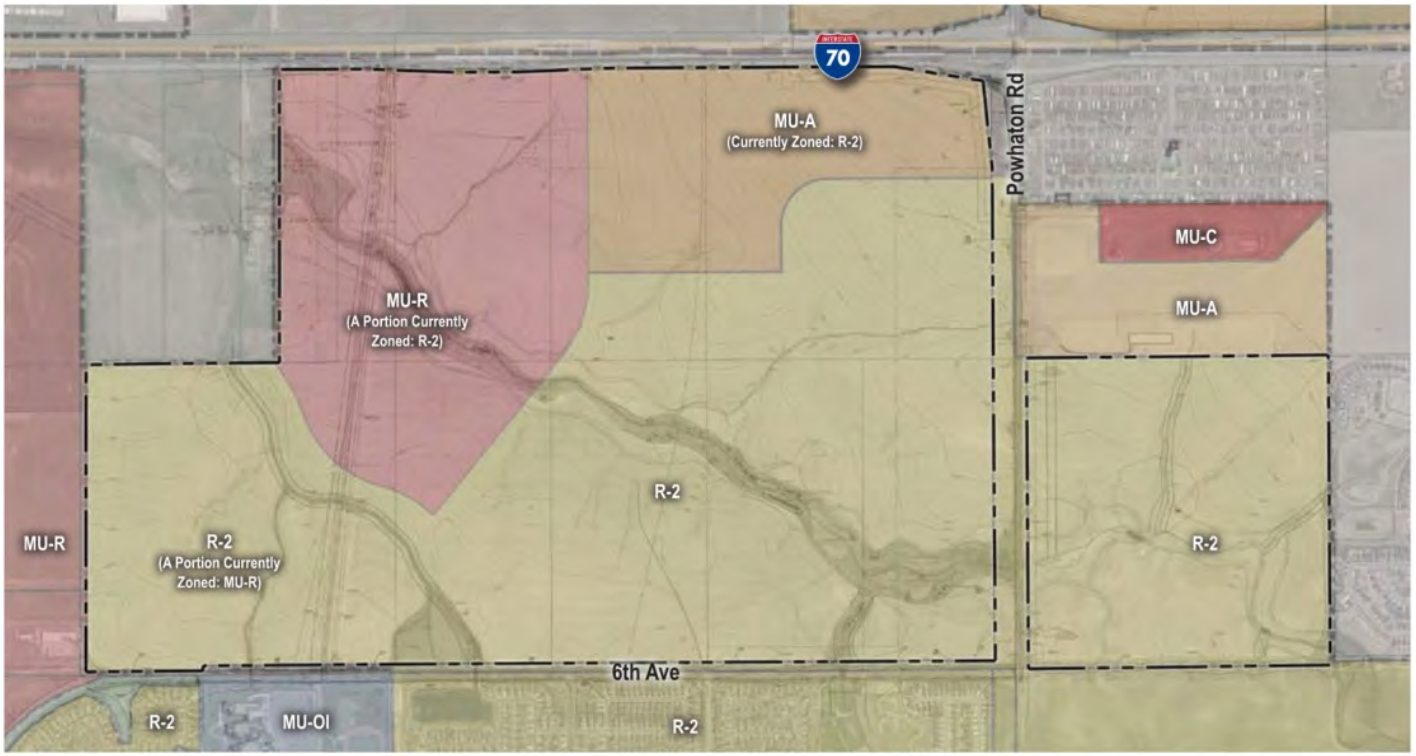
Vicinity Map



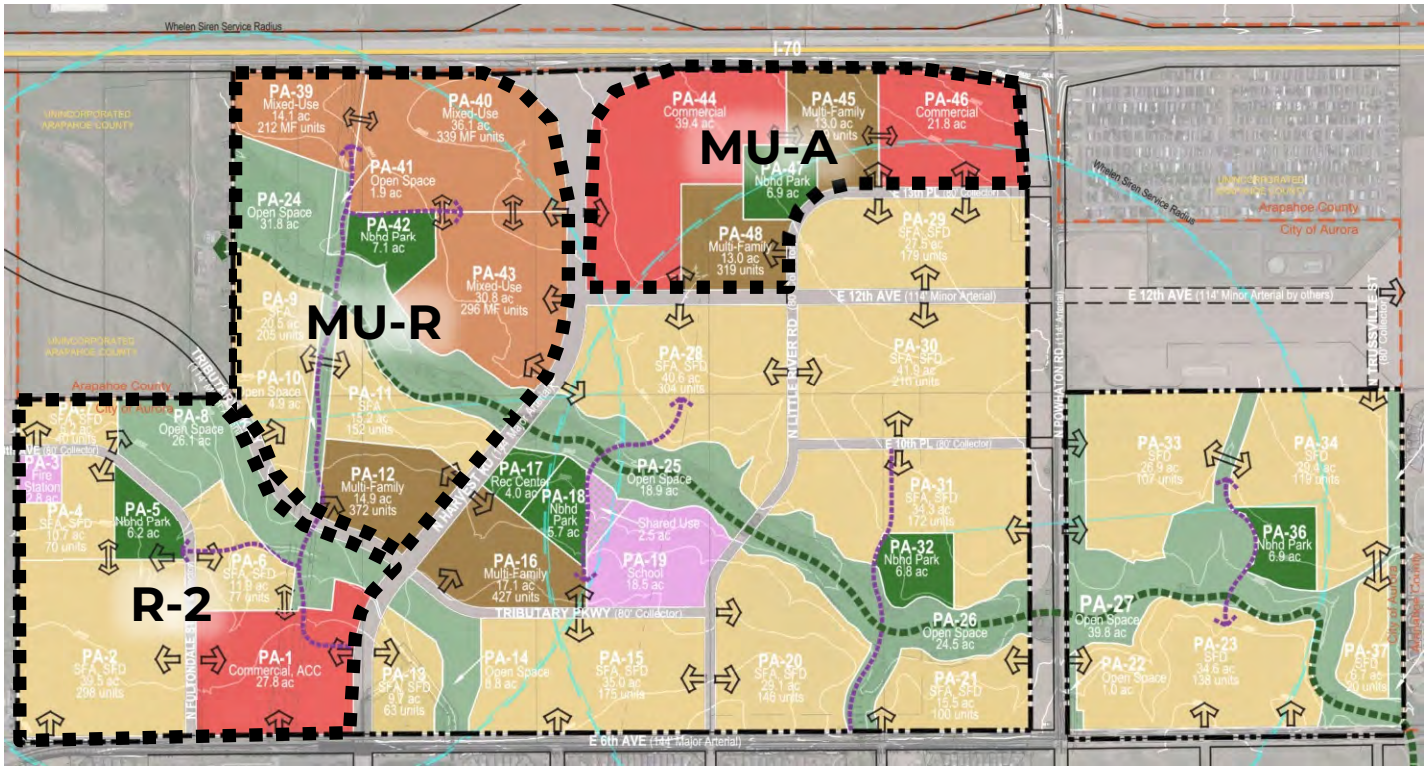
Placetype Map



Current Zoning Map



Proposed Zoning Map


MU-A
MU-R
R-2
I-70
E 12th AVE (114' Minor Arterial)
E 6th AVE (114' Major Arterial)
TRIBUTARY PKWY (80' Collector)
E 10th PL (80' Collector)
PA-1 Commercial, ACC 27.8 ac
PA-2 SFA, SFD 20.5 ac 296 units
PA-3 Fire Station 2.2 ac
PA-4 SFA, SFD 10.7 ac 70 units
PA-5 Nbhd Park 6.2 ac
PA-6 SFA, SFD 11.9 ac 77 units
PA-8 Open Space 26.1 ac
PA-9 SFA 20.5 ac 205 units
PA-10 Open Space 4.9 ac
PA-11 SFA 15.2 ac 152 units
PA-12 Multi-Family 14.9 ac 372 units
PA-13 SFA, SFD 9.7 ac 63 units
PA-14 Open Space 8.8 ac
PA-15 SFA, SFD 35.0 ac 175 units
PA-16 Multi-Family 17.1 ac 427 units
PA-17 Rec Center 4.0 ac
PA-18 Nbhd Park 5.7 ac
PA-19 School 18.5 ac
PA-20 SFA, SFD 29.1 ac 146 units
PA-21 SFA, SFD 15.5 ac 100 units
PA-22 Open Space 1.0 ac
PA-23 SFD 34.6 ac 138 units
PA-24 Open Space 31.8 ac
PA-25 Open Space 18.9 ac
PA-26 Open Space 24.5 ac
PA-27 Open Space 39.8 ac
PA-28 SFA, SFD 40.6 ac 304 units
PA-29 SFA, SFD 27.5 ac 179 units
PA-30 SFA, SFD 41.9 ac 210 units
PA-31 SFA, SFD 34.3 ac 172 units
PA-32 Nbhd Park 6.8 ac
PA-33 SFD 26.9 ac 107 units
PA-34 SFD 29.4 ac 119 units
PA-36 Nbhd Park 6.9 ac
PA-37 SFD 6.7 ac 40 units
PA-39 Mixed-Use 14.1 ac 212 MF units
PA-40 Mixed-Use 36.1 ac 339 MF units
PA-41 Open Space 1.9 ac
PA-42 Nbhd Park 7.1 ac
PA-43 Mixed-Use 30.8 ac 296 MF units
PA-44 Commercial 39.4 ac
PA-45 Multi-Family 13.0 ac 319 units
PA-46 Commercial 21.8 ac
PA-47 Nbhd Park 6.9 ac
PA-48 Multi-Family 13.0 ac 319 units
Whelen Siren Service Radius
UNINCORPORATED ARAPAHOE COUNTY
Arapahoe County
City of Aurora
N HAVANA ST
N PEORIA ST
N CHAMBERS RD
N HURON ST
BROMLEY PARK RD

Land Use Map

Zoning Map Amendment Approval Criteria

City of Aurora Unified Development Ordinance, Section 146-5.4.1.C.3:

An application for changes to the Zoning Map for individual parcels shall only be recommended if the Planning Director and the Planning and Zoning Commission finds that the following criteria have been met, and shall only be approved if City Council finds that the following criteria have been met:

1. *The change to the Zoning Map is needed to correct an error (change in the character of surrounding areas does not constitute an error in the map); or*

2. *The change to the Zoning Map is required because of changed conditions or circumstances on the property or in the surrounding area and:*

a) The applicant has demonstrated that the proposed rezoning is consistent with the spirit and intent of the Comprehensive Plan, with other policies and plans adopted by the City Council, and with the purpose statement of the proposed new zone district;
b) The applicant has demonstrated that the size, scale, height, density, and multi-modal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible with surrounding development through development conditions; and
c) The applicant demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Comprehensive Plan goals that would be achieved by approval of the application.



- Recommended approval (6-0) of the Zoning Map Amendment for 104 acres from the R-2 District to the MU-A District to City Council

- Recommended approval (6-0) of the Zoning Map Amendment for 189 acres from the R-2 District to the MU-R District to City Council

- Recommended approval (6-0) of the Zoning Map Amendment for 143 acres from the MU-R District to the R-2 District to City Council

Planning and Zoning Commission Recommendations

ORDINANCE NO. 2026- ____

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FOR A ZONING MAP AMENDMENT TO REZONE APPROXIMATELY 143 ACRES OF LAND TO MEDIUM-DENSITY RESIDENTIAL DISTRICT (R-2), LOCATED WEST OF FUTURE HARVEST ROAD AND SOUTH OF FUTURE TRIBUTARY PARKWAY (R-2 TRIBUTARY REZONE)

WHEREAS, the applicant has requested that approximately 143 acres of land located west of Harvest Road and south of Tributary Parkway, County of Arapahoe, State of Colorado (the "Property"), be rezoned from Mixed-Use Regional (MU-R) to Medium-Density Residential District (R-2); and

WHEREAS, Section 146-5.4.1.C.3 of the Uniform Development Ordinance provides that all applications for the rezoning of property within the City of Aurora, Colorado (the "City"), shall be presented for a public hearing, both to the Planning and Zoning Commission, who shall render a recommendation to City Council, and to City Council for final decision; and

WHEREAS, on May 14, 2026, following a public hearing, the Planning and Zoning Commission voted to recommend the rezoning of the Property.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. Based on the evidence presented at tonight's public hearing, City Council finds and determines that: the rezoning is consistent with the spirit and intent of the Comprehensive Plan, is compatible with surrounding development, and would not result in a significant dislocation of tenants or occupants of the Property.

Section 2. The Property, as more particularly described in "Exhibit B" attached hereto and incorporated herein, is zoned Medium-Density Residential District (R-2) and the zoning map is hereby amended in accordance with said zoning.

Section 3. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 4. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the

extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM BY:
CITY ATTORNEY PETE SCHULTE

BY: Lena McClelland RLA
LENA MCCLELLAND, Assistant City Attorney

EXHIBIT B
REZONING (R-2) DESCRIPTION

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 5 AND THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 6, WHENCE THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6 BEARS, NORTH 00°02'06" EAST, A DISTANCE OF 2,647.28 FEET, WITH ALL BEARINGS REFERENCED HEREIN BEING RELATIVE THERETO;

THENCE ALONG SAID WEST LINE NORTH 00°02'06" EAST, A DISTANCE OF 30.00 FEET TO THE NORTHERLY RIGHT-OF-WAY OF EAST 6TH AVENUE, BEING A LINE PARALLEL WITH AND DISTANT 30.00 FEET NORTH OF THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6 AND THE **POINT OF BEGINNING**;

THENCE DEPARTING SAID NORTHERLY RIGHT-OF-WAY, CONTINUING ALONG SAID WEST LINE NORTH 00°02'06" EAST, A DISTANCE OF 2617.28 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 6;

THENCE ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6, NORTH 89°24'14" EAST, A DISTANCE OF 1,615.55 FEET;

THENCE DEPARTING SAID NORTH LINE, SOUTH 33°21'12" EAST, A DISTANCE OF 216.52 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 927.73 FEET, THE RADIUS POINT OF SAID CURVE BEARS SOUTH 56°36'02" WEST;

THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°46'52", AN ARC LENGTH OF 206.95 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 20°37'06" EAST, A DISTANCE OF 111.21 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 930.03 FEET, THE RADIUS POINT OF SAID CURVE BEARS NORTH 69°22'50" EAST;

THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 51°58'00", AN ARC LENGTH OF 843.53 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 72°35'10" EAST, A DISTANCE OF 125.55 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 930.00 FEET, THE RADIUS POINT OF SAID CURVE BEARS SOUTH 17°32'13" WEST;

THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 21°20'55", AN ARC LENGTH OF 346.52 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 51°06'51" EAST, A DISTANCE OF 100.00 FEET;

THENCE SOUTH 38°53'09" WEST, A DISTANCE OF 159.25 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1,000.00 FEET;

THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 38°57'02", AN ARC LENGTH OF 679.81 FEET TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 5;

THENCE ALONG SAID WEST LINE, TANGENT TO SAID CURVE, SOUTH 00°04'45" EAST, A DISTANCE OF 524.00 FEET TO THE NORTHERLY RIGHT-OF-WAY OF EAST 6TH AVENUE,

DESCRIBED AS EXHIBIT B IN DEDICATION DEED RECORDED SEPTEMBER 18, 2006 AT RECEPTION NO. B6134004, IN THE OFFICIAL RECORDS OF ARAPAHOE COUNTY, COLORADO;

THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY THE FOLLOWING 2 COURSES:

1. SOUTH 89°29'54" WEST, A DISTANCE OF 1,644.31 FEET;

2. SOUTH 00°30'04" EAST, A DISTANCE OF 42.00 FEET TO THE NORTHERLY RIGHT-OF-WAY OF EAST 6TH AVENUE, A LINE PARALLEL WITH AND DISTANT, 30.00 FEET NORTHERLY OF THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 6;

THENCE ALONG SAID LAST DESCRIBED NORTHERLY RIGHT-OF-WAY SOUTH 89°29'54" WEST, A DISTANCE OF 997.87 FEET TO THE **POINT OF BEGINNING**.

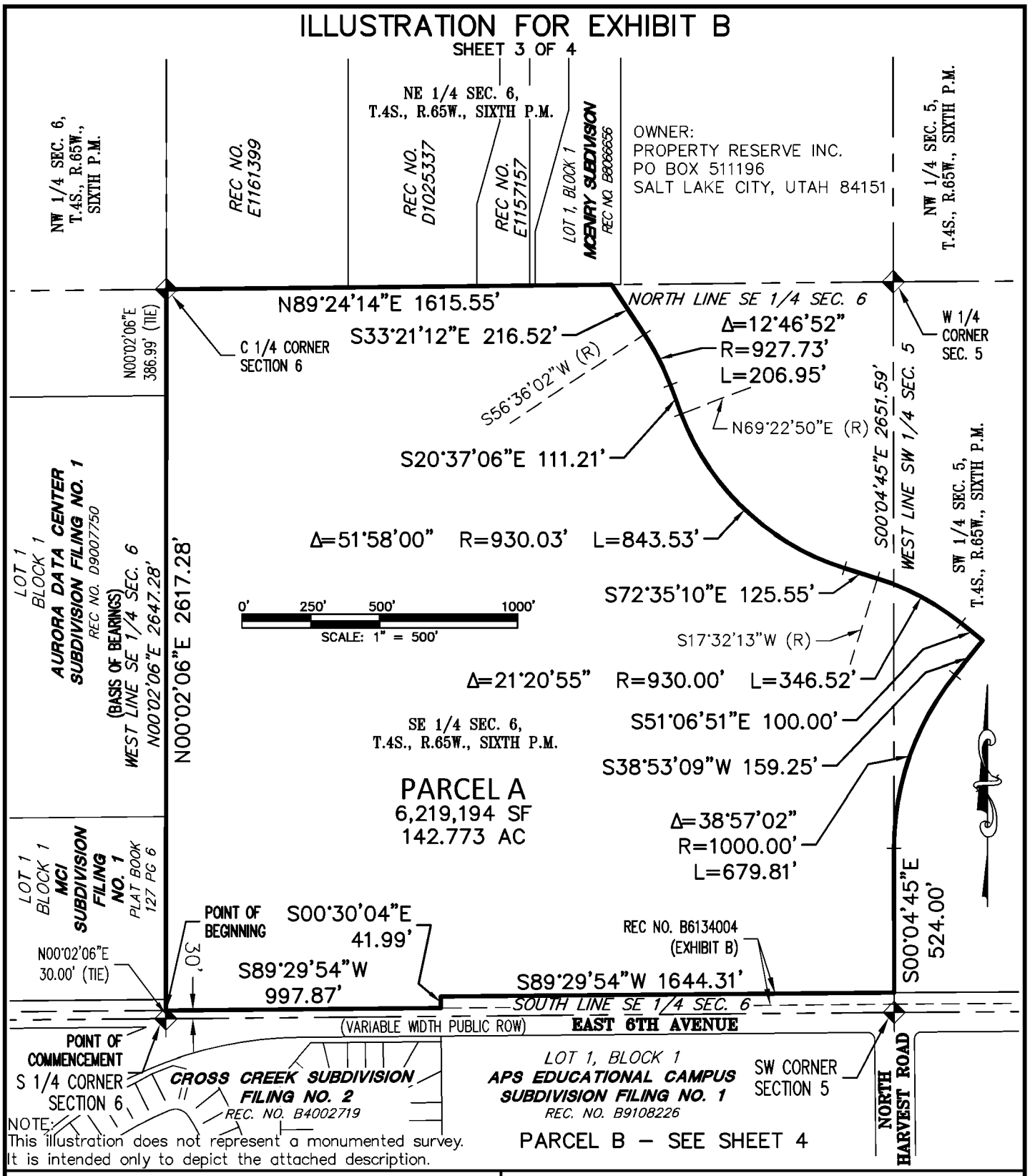
CONTAINING AN AREA OF 142.773 ACRES, (6,219,194 SQUARE FEET), MORE OR LESS.



KARL D. SZYSZKOSKI, PLS NO. 38691
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.
300 E. MINERAL AVE., SUITE 1, LITTLETON, CO 80122

ILLUSTRATION FOR EXHIBIT B

SHEET 3 OF 4



NOTE:
This illustration does not represent a monumented survey. It is intended only to depict the attached description.

CITY OF AURORA, COLORADO

DRAWN BY: DED	SCALE: 1"=500'	R-O-W FILE NO.
CHECKED BY: RDS	DATE: 10/29/2025	JOB NO. 173121-01

A REZONING (R-2) EXHIBIT
BEING A PART OF SECTIONS 5 & 6, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

CITY OF AURORA
Council Agenda Commentary

Item Title: ORDINANCE AMENDING CHAPTER 22 OF THE CODE OF THE CITY OF AURORA COLORADO RELATED TO PERIODIC CODE ENFORCEMENT INSPECTIONS
Item Initiator: Council Member Gianna Horton and Council Member Alli Jackson
Staff Source/Legal Source: Jason Batchelor, City Manager/Angela Garcia, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/4/2026

Regular Meeting: 5/18/2026

2nd Regular Meeting (if applicable): 6/8/2026

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsors: Gianina Horton, Council Member / Alli Jackson, Council Member
Jason Batchelor, City Manager / Angela Garcia, Senior Assistant City Attorney
Estimated time: 10 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Ordinance amending Chapter 22 of the City Code related to Periodic Code Inspections of Detention Facilities

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☒ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

The proposed ordinance calls for quarterly and annual inspections of detention facilities for occupancy and habitability standards. Development of occupancy standards will take approximately 40 hours of staff time to research, draft, benchmark, and consult with subject detention facilities. Existing staff and resources will be utilized to develop the occupancy standards. Similarly, development of the habitability requirements will take approximately 40 hours of staff time to research, draft, benchmark, and consult with subject detention facilities. The quarterly and annual inspections of occupancy and habitability standards will take approximately 2 hours each for 4 staff members, or 8 staff hours per inspection. Existing staff and resources will be utilized to conduct the inspections. Since existing staff will be utilized for this work there is not an impact to the annual budget, but there is a workload impact as previously indicated.

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does City Council approve of moving the ordinance forward to a regular City Council meeting?

LEGAL COMMENTS

Council has the power to make and publish ordinances consistent with the laws of the state for carrying into effect or discharging the powers and duties conferred by the State Constitution, State Statute, or City Charter and such as it shall deem necessary and proper to provide for the safety; preserve the health; promote the prosperity; and improve the morals, order, comfort and convenience of the city and the inhabitants thereof. (City Code, sec. 2-32 and C.R.S., sec. 31-15-103). City Council shall act only by ordinance, resolution or motion. All legislative enactments must be in the form of an ordinance. (City Charter, Art. 5-1). (Garcia)

ORDINANCE NO. 2026- ___

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING CHAPTER 22 OF THE CODE OF THE CITY OF AURORA COLORADO, RELATED TO PERIODIC INSPECTIONS, OCCUPANCY STANDARDS, AND HABITABILITY REQUIREMENTS FOR DETENTION FACILITIES.

WHEREAS, the City Council recognizes the importance of maintaining detention facilities in a safe, sanitary, and humane condition for detainees and staff; and

WHEREAS, detention facilities should be held to the same reasonable expectations, standards of conduct, and obligations applicable to any other business or property occupant including but not limited to compliance with health, safety, and sanitation standards to maintain community standards; and

WHEREAS, establishing clear inspection protocols, occupancy limits, and habitability standards for detention facilities promotes accountability, operational transparency, and risk management; and

WHEREAS, municipalities have a legal obligation to ensure that conditions of confinement do not violate constitutional protections recognized under the Eighth Amendment to the United States Constitution.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO.

Section 1. The City Code of the City of Aurora, Colorado, is hereby amended by adding a Division to Article XV, to be numbered 4, which Division shall read as follows:

DIVISION 4. INSPECTION, OCCUPANCY, AND HABITABILITY STANDARDS FOR DETENTION FACILITIES

Sec. 22-671. Declaration of purpose.
Sec. 22-672. Definitions.
Sec. 22-673. Systematic Inspections.
Sec. 22-674. Occupancy Standards.
Sec. 22-675. Habitability Requirements.
Sec. 22-676. Penalties.

Sec. 22-671. – Declaration of purpose.

***Purpose*. The purpose of this division is to ensure that detention facilities are**

maintained in a safe, sanitary, and humane condition through periodic inspections, defined occupancy standards, and minimum habitability requirements.

Sec. 22-672. – Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly requires otherwise:

(a) *Detention facility* means a secured institution under the supervision of the judiciary, correctional departments of any local, state, or federal governments, or any law enforcement agency, in which persons are or may be lawfully held in custody after arrest or as a result of conviction of a crime or in which a person or person are restrained and unable to freely leave the facility on their own accord.

(b) *Director* means the director of housing and community services or the director's designee.

(c) *Occupancy capacity* means the maximum number of detainees permitted in a housing area based on square footage, safety requirements, and supervision capacity.

(d) *Habitability standards* means minimum standards related to space requirements, furnishing requirements, prevention of the spread of communicable disease, housing and environmental conditions related to sanitation, lighting, ventilation, and temperature.

Sec. 22-673. – Periodic Inspections.

(a) The detention facility shall be subject to periodic inspections including random, unannounced inspections to ensure compliance with safety, sanitation, and operational standards.

(b) Periodic inspections shall include:

i. Daily operational inspections conducted by the on-duty supervisor.

ii. Quarterly inspections conducted by the city manager or his or her authorized representatives.

iii. Annual inspections conducted by the city manager or his or her authorized representatives.

iv. Inspection records shall be maintained for no less than seven (7) years.

(c) Any detention facilities built after the effective date of this ordinance shall comply with the standards in Chapter 22, Article XV of the Code.

Sec. 22-674. – Occupancy Standards.

(a) Occupancy limits shall be established for each holding cell or housing unit based upon:

i. Square footage

ii. Availability of beds or seating

iii. Access to sanitary facilities

iv. Staff supervision capacity

(b) Occupancy levels shall not exceed limits established by the Director.

Sec. 22-675. – Habitability Requirements.

The detention facility shall maintain minimum conditions including:

(a) Sanitation

i. Cells and common areas shall be cleaned and disinfected regularly.

ii. Detainees shall have access to functioning toilets and handwashing facilities.

iii. Continuous access to potable drinking water.

iv. Proper sewage and waste disposal systems.

(b) Lighting and Noise

i. Detention facilities shall provide adequate light and noise regulation based on the size of the detention facility, prioritizing the use of natural lighting.

ii. Adequate lighting for safety and sanitation.

(c) Air and Temperature

i. Heating and cooling systems sufficient to maintain consistently reasonable indoor temperatures.

ii. Natural or mechanical ventilation which admits fresh air and is sufficient to prevent the accumulation of odors, smoke, dust, harmful gases, and other contaminants.

Sec. 22-676. – Penalties.

Any person, firm or corporation violating any provision of this division or failing to

comply with any provisions of this division shall, upon conviction thereof, be punished as provided in section 1-13 of the City Code.

Section 2. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

Section 3. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: _____
ANGELA L. GARCIA, Senior Assistant City Attorney

CITY OF AURORA
Late Submission Approval for Agenda Item

Item Title: Detention Center Requirements Ordinance
Item Initiator: Council Member Gianna Horton
Staff Source/Legal Source Jason Batchelor, City Manager, Angela Garcia, Senior Assistant City Attorney
Outside Speaker: N/A
Council Goal: 2012: 1.0--Assure a safe community for people

CRITERIA - PLEASE CONSIDER ITEM FOR LATE SUBMISSION FOR THE FOLLOWING REASON:

☐ There is a time-sensitive legal requirement that must be met and cannot be met by a future meeting date

☐ The delay will result in an adverse financial impact to the city

☒ This is a request from Council Member, Gianna Horton

COUNCIL MEETING DATES FOR LATE SUBMISSION:

Study Session 5/18/2026

Regular Meeting: 6/8/2026

EXPLANATION: ***(Please provide a detailed explanation as to why the item falls into one or more of the above criteria and why it may not be set for a future meeting date.)***

This item is Sponsored by Council Member, Gianna Horton.

I understand the agenda item will not be added to the agenda without submitting this completed form as an attachment in e-Scribe. The agenda item will not be added to the agenda if the workflow is not completed by the WORKFLOW COMPLETED date indicated on the agenda deadline calendar.

Agenda Item Initiator Name

Agenda Item Initiator Signature Date

PETE SCHULTE
Late Submission Approver Name

Late Submission Approver Signature 5/11/26 Date

CITY OF AURORA
Council Agenda Commentary

Item Title: Detention Center Reportable Disease Notification Requirements (Ordinance)
Item Initiator: Council Member Gianina Horton
Staff Source/Legal Source: Jason Batchelor, City Manager/Angela Garcia, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsor: Gianina Horton, Council Member
Jason Batchelor, City Manager / Angela Garcia, Senior Assistant City Attorney
Estimated time: 10 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Detention Center Reportable Diseases Notification Requirements (Ordinance)

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does Council approve of moving the item forward to a regular City Council meeting?

LEGAL COMMENTS

Council has the power to make and publish ordinances consistent with the laws of the state for carrying into effect or discharging the powers and duties conferred by the State Constitution, State Statute, or City Charter and such as it shall deem necessary and proper to provide for the safety; preserve the health; promote the prosperity; and improve the morals, order, comfort and convenience of the city and the inhabitants thereof. (City Code Sec. 2-32 and C.R.S. Sec. 31-15-103). City Council shall act only by ordinance, resolution or motion. All legislative enactments must be in the form of an ordinance. (City Charter Art. 5-1). (Garcia)

ORDINANCE NO. 2026- ___

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTIONS 26-246 AND 26-247 OF THE CITY CODE OF THE CITY OF AURORA COLORADO, AND ADDING SECTIONS 26-248 AND 26-249 TO THE CITY CODE OF THE CITY OF AURORA COLORADO, REGARDING DETENTION FACILITIES NOTIFICATION REQUIREMENTS.

WHEREAS, City Council has a compelling interest in protecting the public health, safety, and welfare of the City's residents, visitors, and employees; and

WHEREAS, reportable diseases present a significant risk of transmission in congregate settings including detention facilities; and

WHEREAS, timely notification of reportable disease outbreaks is essential to enable the City to take appropriate public health measures to prevent further spread and protect the broader community; and

WHEREAS, the City requires accurate and prompt information regarding reportable diseases or outbreaks occurring within detention facilities to coordinate with local and state public health authorities; and

WHEREAS, the failure to provide timely notice of reportable diseases may hinder the City's ability to respond effectively and may increase the risk of widespread transmission.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO.

Section 1. The City Code of the City of Aurora, Colorado, is hereby amended by amending section 26-246 which section shall read as follows:

Sec. 26-246. Definitions

Except as otherwise indicated by the context, the following words, terms and phrases, shall have the following meanings for purposes of this article:

Agent means an individual designated by a private or publicly-held corporation or a government to act on behalf of the corporation or governmental entity under this article. An agent shall be a bona fide resident of Colorado, a citizen or legal resident of the United States, or otherwise authorized to work in the United States.

Detention facility means a facility that a person, corporation or government, owns, rents, leases or has otherwise lawful possession, dedicated to maintaining inmates or detainees imprisoned or otherwise confined whether under contract with a government agency or not, excluding half way houses and other facilities where residents have freedom of movement.

Employee means any person who performs any service at a detention facility whether public or private on a full-time, part-time, or on contract basis. Employee does not include a person exclusively engaged in the repair or maintenance of the detention facility, or for the delivery of goods to the detention facility. For purpose of this article the term "employee" shall not include federal agents or employees of the federal government.

~~*Notification* means a written or electronic communication from the detention facility to the fire chief or designee advising the fire department of the existence of a communicable disease or pathogen. The communication shall not include any personal identifiable information as required under the Health Insurance Portability and Accountability Act (HIPAA).~~

Person shall have the meaning as defined in section 86-26.

Reportable disease or Reportable diseases **shall have the same meaning and requirements defined and outlined in 6 CCR 1009-1.**

Respond or Response **means a certified mailing or electronic communication from the detention facility to the fire chief or designee providing the fire department all information about reportable disease cases or pathogens in the facility upon request. The communication shall not include any personal identifiable information as required under the Health Insurance Portability and Accountability Act (HIPAA).**

Section 2. The City Code of the City of Aurora, Colorado, is hereby amended by amending section 26-247 which section shall read as follows:

Sec. 26-247. ~~Notification required.~~ **Response required.**

Every detention facility shall be required to:

(1) Request and maintain available at the detention facility and accessible to all employees the contact information of the city fire chief or designee for the notification purposes required in subsection (2).

(2) ~~Within 48 hours, notify in writing or by electronic means to the fire chief or designee, any health hazards existing in the premises, including but not limited to contagious disease, that may affect fire rescue personnel or other city personnel responding to the facility provided that all personal identifiable information is removed as required under the Health Insurance Portability and Accountability Act (HIPAA). The obligations contained in this subsection are in addition to any state or federal law requirement and do not supersede the need to~~

~~report notifiable conditions in accordance with Regulation 6 CCR 1009-1.~~ **Within 48 hours, detention facility shall respond in writing by means of a certified mailing or by electronic means to the fire chief or designee, any health hazards existing in the premises, including but not limited to reportable diseases, that may affect fire rescue personnel or other city personnel responding to the facility, or any other information upon request that the fire chief or designee believe may impact health, safety, or welfare provided that all personal identifiable information is removed as required under the Health Insurance Portability and Accountability Act (HIPAA). The obligations contained in this subsection are in addition to any state or federal law requirement and do not supersede the need to report notifiable conditions in accordance with Regulation 6 CCR 1009-1.**

(3) The fire chief or designee shall request information in subsection (2) monthly.

(4) The fire chief or designee shall report any information provided by the detention facility in accordance with this section to the Arapahoe, Adams, or Douglas County health department.

Section 3. The City Code of the City of Aurora, Colorado, is hereby amended by adding a new section to Article VI, Chapter 26, that shall be numbered 26-248, which section shall read as follows:

Sec. 26-248. Emergency Response.

(1) The Aurora Police Department shall be granted access to the detention facility to respond to calls for service and to conduct state and local criminal investigations.

(2) Aurora Fire Rescue shall be granted access to the detention facility to respond to calls for service and to conduct state and local criminal investigations.

Section 4. The City Code of the City of Aurora, Colorado, is hereby amended by adding a new section to Article VI, Chapter 26, that shall be numbered 26-249, which section shall read as follows:

Sec. 26-249. Penalties.

Any person, firm or corporation violating any provision of Chapter 26 of Article VI or failing to comply with any provisions of Chapter 26 of Article VI shall upon conviction thereof, be punished as provided in section 1-13 of the City Code.

Section 5. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

Section 6. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this ordinance shall be by reference, utilizing the ordinance title. Copies of this ordinance are available at the office of the city clerk.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: _____
ANGELA L. GARCIA, Senior Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: 2026 Spring Supplemental Budget Ordinance
Item Initiator: Jackie Ehmann, Budget Program Manager
Staff Source/Legal Source: Jackie Ehmann, Budget Program Manager / Hanosky Hernandez, Sr. Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Jackie Ehmann, Budget Program Manager, Finance / Hanosky Hernandez, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Management & Finance

Policy Committee Date: 4/23/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☒ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The 2026 Spring Supplemental Ordinance includes appropriations for various operating expenditures, capital projects, and interfund transfers that impact the 2025 and 2026 budget years. Items for 2025 represent financial activities that have already occurred.

Many of the requests in this supplemental process are technical in nature, such as budget lapses (reductions), reallocations, zero-dollar amendments where appropriations are offset by revenue, or accounting and other adjustments. These items are indicated by including "technical" in the title and may or may not have been reviewed by City Council. Items that were previously reviewed include those in the 2025 projection used in the 2026 Adopted Budget, as well as items discussed in Council Committees or City Council meetings. Council review details are included in the narrative for the supplemental request.

The attachments included for this agenda item reflect summary and detailed information regarding the requested appropriation changes for each fund and department. Transfers reflect the movement of funding from one fund to another. The details of these appropriation amendments can be found in:

- **Attachment A:** 2025 Amendment Summary
- **Attachment B:** 2026 Amendment Summary
- **Attachment C:** 2025 Amendment Detail
- **Attachment D:** 2026 Amendment Detail

The following discussion highlights significant changes by fund for each budget year, rather than listing all amendments. Please refer to Attachments C and D for full details on each request.

2025 Supplemental Amendment Requests

One-time appropriations in the General Fund total **$19.5 million** offset by $1.1 million in additional revenue. Most items are technical or are included in the 2025 projection. Significant supplemental items in the General Fund include:

- The appropriation of **$6.0 million** in the Police Department to cover costs in excess of budget for personnel-related expenditures. These include costs for overtime, shift differential, standby pay, and paid time off (PTO) year-end payouts. These overages allowed the department to meet its goals and was projected for 2025 in the 2026 budget.
- A technical supplemental to appropriate **$5.1 million** in Non-Departmental to create a transfer budget to move funds collected in the General Fund to the Designated Revenues Fund to cover incentive payouts. There is a related amendment in the Designated Revenues Fund to receive this transfer-in and create appropriation to cover 2025 payments of $3.0 million.

- The appropriation of **$3.2 million** for Aurora Fire Rescue to cover costs in excess of budget for personnel-related expenditures. These include costs for overtime and acting pay which allowed the department to adhere to the mandated staffing model. This overage was projected for 2025 in the 2026 budget.
- The appropriation of **$1.5 million** for the Public Works Department to cover costs in excess of budget for the Facilities Operations division. Additional expenditures were required as the division experienced unprecedented demand for repairs and maintenance while staffing shortages required more expensive contracted services. The need for this supplemental was not able to be projected for 2025 in the 2026 budget due to the timing of the needs.
- The appropriation of **$1.1 million** for Aurora Fire Rescue to cover personnel and travel costs related to wildland fire events in Colorado and other states. These expenditures are fully offset by reimbursement revenue. The need for this supplemental was projected for 2025 in the 2026 budget.

Significant supplemental items in other funds include:

- The net appropriation of **$7.6 million** in the **Gifts and Grants Fund** to cover the costs associated with several grants covered by newly granted funds or existing grant fund balances. Significant technical appropriations include:
    - Fuels Impact Reduction Grant at $4.0 million
    - USDA Tree Planting Grant at $2.5 million
    - American Rescue Plan Act at $1.0 million
- The appropriation of **$8.4** million in the **Capital Projects Fund** for taxes and fees collected to be returned to the Aerotropolis Regional Transportation District (ARTA) per the agreement.
- **$1.8** million in appropriation in the **Capital Projects Fund** for the Police Drone First Responder program. This project was not included in the 2025 projection in the 2026 budget as plans were not finalized.
- The total appropriation of **$1.9 million** in the **Development Review Fund** to cover costs in excess of budget across multiple departments. Credit card fees, drainage review contracted services, and fewer vacancies than expected drove this overage. The need for this supplemental was mostly reflected in the 2025 projection as part of the 2026 Adopted Budget due to timing.
- The appropriation of **$1.5 million** in the **Enhanced E-911 Fund** to cover overtime costs incurred to address service demands in the Aurora911 Department. Current fund balance is able to cover this additional cost. The need for this supplemental was included in the 2025 projection.
- The lapse of **$73.0 million** in the **Water and Wastewater funds** combined to release funds for completed projects. This supplemental was not included in the 2025 projection due to the uncertainty of project spending and timing.

2026 Supplemental Amendment Requests

New appropriation in the **General Fund** totals $383,700 offset by $244,700 in new revenue for a total impact to the fund of $139,000. Although the General Fund requests incorporate the net addition of just 0.5 FTE, there are several amendments affecting FTE as follows:

- **Add 1.0 FTE** to Finance for the Tobacco and Age Restricted Psychoactive Product Retail Licensure Program. Additional revenue of $200,000 generated by the program more than offsets the new appropriation of $164,000 in the initial year. This program was approved by Council.
- The **reduction of 0.5 FTE** in HR. The existing budget for this part-time FTE will be combined with budget for an existing vacant position to create a new Assistant Director of Human Resources at no additional cost to the General Fund.
- Transfer **7.0 FTE** and associated budgets for Access Aurora from Aurora Water to General Management.
- Transfer **3.0 FTE** and associated budgets for the Transportation Team from Planning and Business Development to Public Works.
- Transfer **3.0 FTE** Public Defender positions added to Non-Departmental in the 2023 Adopted Budget by City Council to the Office of the Public Defender. The positions have been held vacant since 2023 with vacancy savings for use by the Public Defender as needed for weekend court and other workload needs.

Other significant supplemental items in all funds include:

- A technical supplemental of **$2.0 million** in the **Gifts and Grants Fund** to appropriate grant funding for the DRCOG Climate Pollution Reduction Grant to help develop a Building Decarbonization Program.
- A technical supplemental in Aurora Water for **$9.5 million** in the **Water Fund** for PFAS MDL Litigation. This appropriation is completely offset by settlement revenue.
- The lapse of **$70.0 million** in the **Water and Wastewater funds** combined to release funds for completed projects.
- Aurora Water is requesting to add a total of **10.0 FTE** funded by the **Water and Wastewater funds** for a total of **$1.6 million**. The addition of these FTE has not previously been reviewed by Council.
    - 6.0 FTE for a 5th Construction and Repair Crew will require $1.4 million in total appropriation. The addition of this crew will help the group to stay ahead of infrastructure needs by allowing for increased in-house line replacement efforts and system improvements, an area that has had a shortage of staff.
    - 4.0 FTE are requested at a total cost of $121,000. The department provided reductions to the variable hour pay budget to reduce the cost to convert current variable hour staffing to authorized FTE to include:
        - 1.0 FTE Flow Control Technician
        - 1.0FTE GIS Technician
        - 1.0 FTE Project Manager
        - 1.0 FTE Water Conservation Specialist

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☒ Revenue Impact ☒ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

Revenue will be adjusted in 2025 and 2026 for grant funds and other agreements or policy.

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

These supplemental requests will make adjustments to the 2025 and 2026 budgets.

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does Council wish to forward this supplemental ordinance to the regular meeting?

LEGAL COMMENTS

The City Council may make appropriations in addition to those contained in the budget upon recommendation of the City Manager, provided that the Finance Director certifies there are sufficient funds available to meet such appropriations. (*See*, City Charter Art. 11-16). (Hernandez)

2026 Spring Amendment Ordinance
Appropriation Summaries by Fund

2025 Amendment Summary
Attachment A

Attachment A

2026 Spring Amendment Ordinance

Appropriation Summary by Fund and Department

2025 Amendment Summary

Fund/Department	FTE Request	Net Total Appropriation	Revenue [1] Offset	Inc. / (Dec.) [2] in Fund Bal.
General Fund Total	**0.00**	**19,448,031**	**1,140,244**	**-18,307,787**
Fire	0.00	4,577,129	1,140,244	-3,436,885
Housing and Community Services	0.00	538,339	0	-538,339
Information Technology	0.00	1,258,329	0	-1,258,329
Non-Departmental	0.00	5,497,334	0	-5,497,334
Police	0.00	6,039,000	0	-6,039,000
Public Works	0.00	1,537,900	0	-1,537,900
Capital Projects Fund Total	**0.00**	**7,756,935**	**8,378,611**	**621,676**
Information Technology	0.00	396,644	0	-396,644
Non-Departmental	0.00	8,362,000	8,362,000	0
Parks, Recreation & Open Space	0.00	16,611	16,611	0
Police	0.00	1,800,000	0	-1,800,000
Public Works	0.00	-2,818,320	0	2,818,320
Community Development Fund Total	**0.00**	**77,371**	**77,371**	**0**
Housing and Community Services	0.00	77,371	77,371	0
Conservation Trust Fund Total	**0.00**	**970**	**970**	**0**
Parks, Recreation & Open Space	0.00	970	970	0
Cultural Services Fund Total	**0.00**	**309,615**	**0**	**-309,615**
Library & Cultural Services	0.00	309,615	0	-309,615
Designated Revenues Fund Total	**0.00**	**3,302,536**	**5,133,857**	**1,831,321**
Housing and Community Services	0.00	293,679	0	-293,679
Non-Departmental	0.00	3,007,000	5,132,000	2,125,000
Parks, Recreation & Open Space	0.00	1,857	1,857	0
Development Review Fund Total	**0.00**	**1,932,375**	**0**	**-1,932,375**
Aurora Water	0.00	624,775	0	-624,775
Development Services	0.00	421,200	0	-421,200
Non-Departmental	0.00	834,200	0	-834,200
Planning and Business Development	0.00	52,200	0	-52,200
Enhanced E-911 Fund Total	**0.00**	**1,779,516**	**0**	**-1,779,516**
Aurora911	0.00	1,536,888	0	-1,536,888
Information Technology	0.00	242,628	0	-242,628
Fleet Management Fund Total	**0.00**	**434,159**	**434,159**	**0**
General Management	0.00	434,159	434,159	0
Gifts & Grants Fund Total	**0.00**	**7,645,876**	**4,178,713**	**-3,467,163**
Fire	0.00	110,225	110,225	0
General Management	0.00	39,300	68,000	28,700

Attachment A

2026 Spring Amendment Ordinance

Appropriation Summary by Fund and Department

2025 Amendment Summary

Fund/Department	FTE Request	Net Total Appropriation	Revenue [1] Offset	Inc. / (Dec.) [2] in Fund Bal.
Non-Departmental	0.00	1,020,400	0	-1,020,400
Parks, Recreation & Open Space	0.00	2,475,951	488	-2,475,463
Public Works	0.00	4,000,000	4,000,000	0
Golf Courses Fund Total	**0.00**	**219,320**	**219,320**	**0**
Parks, Recreation & Open Space	0.00	219,320	219,320	0
Open Space Fund Total	**0.00**	**33,435**	**33,435**	**0**
Parks, Recreation & Open Space	0.00	33,435	33,435	0
Parking and Mobility Fund Total	**0.00**	**192,736**	**191,940**	**-796**
Public Works	0.00	192,736	191,940	-796
Wastewater Fund Total	**0.00**	**-25,980,000**	**0**	**25,980,000**
Aurora Water	0.00	-25,980,000	0	25,980,000
Water Fund Total	**0.00**	**-47,020,000**	**0**	**47,020,000**
Aurora Water	0.00	-47,020,000	0	47,020,000
Total	**0.00**	**-29,867,125**	**19,788,620**	**49,655,745**

1 The revenue offset includes new revenue and revenue from transfers.

2 Inc./Dec in Fund Balance = New Revenue minus Net Appropriation.

2026 Spring Amendment Ordinance
Appropriation Summaries by Fund

2026 Amendment Summary
Attachment B

Attachment B

2026 Spring Amendment Ordinance

Appropriation Summary by Fund and Department

2026 Amendment Summary

Fund/Department	FTE Request	Net Total Appropriation	Revenue [1] Offset	Inc. / (Dec.) [2] in Fund Bal.
General Fund Total	**0.50**	**383,660**	**244,709**	**-138,951**
Aurora Water	-7.00	-683,995	0	683,995
Court Administration	0.00	69,108	0	-69,108
Finance	1.00	163,966	200,000	36,034
General Management	7.00	683,995	0	-683,995
Housing and Community Services	0.00	22,500	0	-22,500
Human Resources	-0.50	0	0	0
Information Technology	0.00	53,000	0	-53,000
Judicial	0.00	0	0	0
Non-Departmental	-3.00	-384,015	0	384,015
Planning and Business Development	-3.00	-525,247	0	525,247
Police	0.00	44,709	44,709	0
Public Defender	3.00	436,892	0	-436,892
Public Works	3.00	502,747	0	-502,747
Capital Projects Fund Total	**0.00**	**586,473**	**486,473**	**-100,000**
Court Administration	0.00	100,000	0	-100,000
Public Works	0.00	486,473	486,473	0
Conservation Trust Fund Total	**0.00**	**0**	**0**	**0**
Parks, Recreation & Open Space	0.00	0	0	0
Cultural Services Fund Total	**0.00**	**24,500**	**32,053**	**7,553**
Library & Cultural Services	0.00	24,500	32,053	7,553
Designated Revenues Fund Total	**0.00**	**289,000**	**286,098**	**-2,902**
Judicial	0.00	0	-2,902	-2,902
Police	0.00	289,000	289,000	0
Gifts & Grants Fund Total	**0.00**	**2,324,539**	**1,984,577**	**-339,962**
Judicial	0.00	-15,359	-15,359	0
Library & Cultural Services	0.00	339,962	0	-339,962
Planning and Business Development	0.00	1,999,936	1,999,936	0
Golf Courses Fund Total	**0.00**	**49,500**	**0**	**-49,500**
Parks, Recreation & Open Space	0.00	49,500	0	-49,500
Parks Development Fund Total	**0.00**	**0**	**0**	**0**
Parks, Recreation & Open Space	0.00	0	0	0
Wastewater Fund Total	**1.55**	**-9,862,621**	**0**	**9,862,621**
Aurora Water	1.55	-9,862,621	0	9,862,621
Water Fund Total	**8.45**	**-49,037,639**	**9,547,086**	**58,584,725**
Aurora Water	8.45	-49,037,639	9,547,086	58,584,725

Attachment B

2026 Spring Amendment Ordinance

Appropriation Summary by Fund and Department

2026 Amendment Summary

Fund/Department	FTE Request	Net Total Appropriation	Revenue [1] Offset	Inc. / (Dec.) [2] in Fund Bal.
Total	**10.50**	**-55,242,588**	**12,580,996**	**67,823,584**

1 The revenue offset includes new revenue and revenue from transfers.

2 Inc./Dec in Fund Balance = New Revenue minus Net Appropriation.

2026 Spring Amendment Ordinance
Appropriation Detail by Fund

2025 Amendment Detail
Attachment C

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora Water

2025 Technical: Wastewater Fund Lapses

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Wastewater Fund	0.00	0	-25,980,000	-25,980,000	0	25,980,000
Total Appropriation Impact	0.00	0	-25,980,000	-25,980,000	0	25,980,000

This supplemental will reduce (lapse) appropriation in the amount of $26.0 million in the Wastewater Fund for capital projects as shown below. Some lapses are offset by re-appropriations for the 2026-2030 capital plan.

* SCADA - Sewer ($400,000)
* Maintenance Facility-Sewer ($80,000)
* Maintenance Facility-Storm ($37,000)
* First Creek Interceptor Segment Zero ($653,357)
* Second Creek Lift Station ($10,000)
* Senac Creek Interceptor - Sewer ($2,095,420)
* Misc Lift Stat/Force Main Rehab-SS ($2,950,000)
* Interceptor Rehab-SS ($1,000,000)
* New Sewer Line Construction ($3,491,223)
* Crossing Structure Projects (Bridge/Culverts) ($8,291,196)
* Upper 1st Creek Det Pond-DV ($651,093)
* Miscellaneous Stream Restoration-SD ($304,761)
* Peninsula Townhomes ($278,239)
* Storm Drainage System Improvement ($1,860,919)
* Detention Ponds/Improvements ($376,792)
* Misc Stormwater Development Projects ($3,500,000)

This supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget due to the uncertainty of the timing of capital project spending. Because capital projects often span multiple years, an unspent capital appropriation will systematically carry forward to the next budget year until the appropriation is either spent, reassigned within the same program, or lapsed.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Wastewater Fund	-25,980,000	0	Lapse of Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora Water

2025 Technical: Water Fund Lapses

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Water Fund	0.00	0	-47,020,000	-47,020,000	0	47,020,000
Total Appropriation Impact	0.00	0	-47,020,000	-47,020,000	0	47,020,000

This supplemental will reduce (lapse) appropriation in the amount of $47.0 million in the Water Fund for capital projects as shown below. Some lapses are offset by re-appropriations for the 2026-2030 capital plan.

* PW North Campus Well Field Expansion ($8,724,397)
* Rampart Delivery System Expansion ($1,626,816)
* Water Delivery Infrastructure ($665,902)
* Rampart Tunnel Rehab ($71,885)
* Well Field Land Acquisition ($500,000)
* LSP Storage/Walker-WA ($3,880,006)
* 021/019 Kirby-Dersham Gravel Pit/Challenger ($1,261,000)
* Wetlands-Water ($152,203)
* 018-Lower South Platte Storage/Clare-WA ($6,500,000)
* Homestake Capital Projects (Aurora Share Only) ($3,851,580)
* 001-Eagle River MOU Project ($83,785)
* 203-Arkansas Basin Land Acquisition ($65,267)
* Water Rights Acquisition-WA ($3,091,159)
* New T&D Water Mains ($3,037,261)
* Line Replacement ($4,000,000)
* Kings Pointe Pump Station Zone 7 ($2,000,000)
* 210-PWP Raw Water Pump Station Expansion ($1,271,648)
* Reimbursements - T&D ($1,641,091)
* Energy Projects ($1,500,000)
* SCADA - Water ($1,000,000)
* Automated Meter Reading System-WA ($1,880,000)
* Maintenance Facility - Water ($216,000)

This supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget due to the uncertainty of the timing of capital project spending. Because capital projects often span multiple years, an unspent capital appropriation will systematically carry forward to the next budget year until the appropriation is either spent, reassigned within the same program, or lapsed.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Water Fund	-47,020,000	0	Lapse of Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora Water

2025: Drainage Review Contract Expenses

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Development Review Fund	0.00	624,775	0	624,775	0	-624,775
Total Appropriation Impact	0.00	624,775	0	624,775	0	-624,775

This supplemental will provide appropriation to cover actual expenses for the Drainage Review team managed by Aurora Water. These costs are primarily one-time and are associated with drainage review support contracts that were not previously budgeted.

The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget. Due to the timing of hiring FTEs to replace the drainage contracts as planned, the supplemental is $430,300 more than projected.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Development Review Fund	0	624,775	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora911

2025: Aurora911 Overtime Costs

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Enhanced E-911 Fund	0.00	1,536,888	0	1,536,888	0	-1,536,888
Total Appropriation Impact	0.00	1,536,888	0	1,536,888	0	-1,536,888

This supplemental will provide appropriation to cover costs incurred by Aurora911 to address service demands. Since the opening of a third communications channel in 2023, operational needs have steadily increased. Call volume has also been increasing as the city continues to grow. Despite improved staffing and retention, Aurora911 staff, Police, and Fire overtime helped to cover call taking and dispatching duties as it takes roughly two years to fully cross-train new staff members. The combination of these factors led to 2025 expenditures that exceeded budget in the E-911 Fund. The fund has sufficient funds available to cover these expenses.

This supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora911	Enhanced E-911 Fund	0	1,536,888	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Development Services

2025: Credit Card Fees

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Development Review Fund	0.00	421,200	0	421,200	0	-421,200
Total Appropriation Impact	0.00	421,200	0	421,200	0	-421,200

This supplemental provides appropriation to cover the actual cost of credit card fees associated with customer payments. The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Development Services	Development Review Fund	0	421,200	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Fire

2025 Technical: Aurora Fire Rescue Grant Awards

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Gifts & Grants Fund	0.00	110,225	0	110,225	110,225	0
Total Appropriation Impact	0.00	110,225	0	110,225	110,225	0

This supplemental will appropriate additional funds for grant awards associated with Fire Emergency Operations. This was not projected; however, expenditures are fully offset by equivalent grant reimbursement revenue.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Fire	Gifts & Grants Fund	0	110,225	New Appropriation

2025 Technical: Wildland Fire

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	1,140,244	0	1,140,244	1,140,244	0
Total Appropriation Impact	0.00	1,140,244	0	1,140,244	1,140,244	0

This supplemental request will provide appropriation to cover personnel costs, overtime, and travel costs for personnel deployed to wildland fire events in Colorado and other states. These expenditures are fully offset by reimbursement revenue. The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Fire	General Fund	0	1,140,244	New Appropriation

2025: Ambulance CAD Integration and Telehealth Provider

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	280,250	0	280,250	0	-280,250
Total Appropriation Impact	0.00	280,250	0	280,250	0	-280,250

Aurora Fire Rescue contracted with a telehealth provider to support its right response model by reducing unnecessary transports and improving unit reliability for high-priority calls. The implementation was intentionally aligned with the integration of the contracted ambulance provider into the city's Computer Aided Dispatch (CAD) system, allowing for more streamlined workflows, including better identification of appropriate call types and improved sharing and use of CAD data across agencies. The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Fire	General Fund	0	280,250	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Fire

2025: Aurora Fire Rescue Overtime and Acting Pay

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	3,156,635	0	3,156,635	0	-3,156,635
Total Appropriation Impact	0.00	3,156,635	0	3,156,635	0	-3,156,635

This supplemental request will provide appropriation to cover overtime and acting pay costs related to Aurora Fire Rescue's mandated staffing model. Overtime needs fluctuate throughout the year due to unexpected absences, turnover, and prolonged periods of heightened activity. An increased reliance on overtime is needed to maintain operational readiness. The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Fire	General Fund	0	3,156,635	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

General Management

2025 Technical: Additional Appropriation for Aurora Fest Expenditures

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Gifts & Grants Fund	0.00	39,300	0	39,300	68,000	28,700
Total Appropriation Impact	0.00	39,300	0	39,300	68,000	28,700

This technical supplemental will provide additional appropriation to cover 2025 Aurora Fest expenditures in excess of the annual baseline budget of $10,000. Total city expenditures in this fund for the event were $49,300, while funding raised through sponsorships plus interest totaled $68,000. The unspent funds will remain in the Aurora Fest account to be used for future events.

The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
General Management	Gifts & Grants Fund	0	39,300	New Appropriation

2025: Fleet Sublet Expenses

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Fleet Management Fund	0.00	434,159	0	434,159	434,159	0
General Fund	0.00	311,400	0	311,400	0	-311,400
Total Appropriation Impact	0.00	745,559	0	745,559	434,159	-311,400

This supplemental appropriates funding for sublet expenses in excess of budget in the Fleet Management Fund, as well as a transfer from the General Fund to maintain an ending fund balance in line with 2025 projections. Revenue came in lower than the 2025 projection, and expenses came in higher, therefore an increase to the General Fund transfer was needed to bring the fund balance in line with the 2025 projection. The expense overage was projected for 2025 in the 2026 budget but the revenue shortfall and the needed increase in the General Fund transfer was not expected.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Non-Departmental	General Fund	0	311,400	Operating Transfer Out
General Management	Fleet Management Fund	0	434,159	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Housing and Community Services

2025 Technical: Adjust Federal HOME Grant and Program Income

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Community Development Fund	0.00	830	0	830	830	0
General Fund	0.00	-26,469	0	-26,469	0	26,469
Total Appropriation Impact	0.00	-25,639	0	-25,639	830	26,469

This technical adjustment will align the Home Investment Partnership (HOME) grant appropriation for the final award and to match final 2025 program income collections. It will also set the General Fund grant match to the 2025 actual award amount. The city is required to provide a match to the HOME grant equal to 22.5 percent of the annual award. With this adjustment, the General Fund match will be $241,445. The need for this supplemental was identified and included in the 2025 projection as part of the 2026 Adopted Budget.

HOME program income consists primarily of loan payoffs from the Home Ownership Assistance Program (HOAP) and the Housing Rehabilitation Program. The strong real estate market has led program participants to sell their homes or refinance home loans with a cash out of equity resulting in the requirement to repay the loan.

HOME programs are funded by annual grants from the United States Department of Housing and Urban Development (HUD). HOAP provides zero interest, deferred loans to first-time homebuyers. The loans do not exceed $10,000 and repayment is deferred until title transfers or if a refinance results in a cash out of equity. The Housing Rehabilitation Program provided zero-interest deferred loans to income qualifying owner-occupied homeowners to rehabilitate their homes and making them more energy efficient which in turn keeps the home more affordable for the homeowner. Payment is deferred until transfer of title or if a refinance results in a cash out of equity.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Housing and Community Services	Community Development Fund	0	-26,469	Lapse of Appropriation
Non-Departmental	General Fund	0	-26,469	Operating Transfer Out
Housing and Community Services	Community Development Fund	0	27,299	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Housing and Community Services

2025 Technical: Appropriate Broncos Funds to City Council Designated Youth Programs

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Designated Revenues Fund	0.00	293,679	0	293,679	0	-293,679
Total Appropriation Impact	0.00	293,679	0	293,679	0	-293,679

This technical one-time adjustment will appropriate $293,700 for 2025 expenditures associated with three of the Housing and Community Services Broncos Funding projects. Aurora received $3.8 million in revenue in 2023 when the sale of the Denver Broncos took place. These projects were approved for the use of those funds during the City Council meeting on September 11, 2023.

The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Housing and Community Services	Designated Revenues Fund	0	293,679	New Appropriation

2025 Technical: Appropriate Program Income for Neighborhood Stabilization

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Community Development Fund	0.00	19,165	0	19,165	19,165	0
Total Appropriation Impact	0.00	19,165	0	19,165	19,165	0

This technical adjustment for the Neighborhood Stabilization Program (NSP1 and NSP3) will set the 2025 appropriation of program income to match final 2025 collections.

The City of Aurora was awarded NSP funding of $6.9 million from the United States Department of Housing and Urban Development (HUD) over two years (2009 and 2011). NSP projects were developed to address the high foreclosure problem resulting from the market crash and recession. The city bought, rehabbed, and sold homes to households whose incomes did not exceed 120 percent of the area median income as established by HUD. The program also provided soft second mortgages in the form of deferred loans to the qualified buyers. As the market rebounded, some of the NSP buyers either sold their homes or refinanced with a cash out of equity, requiring loan repayment, resulting in NSP program income.

Aurora's NSP program is effectively complete at this time. All grant money has been spent and there are no future NSP projects planned. Each year NSP program income collected typically declines as there are fewer remaining loans to be paid. In 2025, there were small payoffs of existing NSP loans, necessitating this budget adjustment in NSP program income.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Housing and Community Services	Community Development Fund	0	19,165	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Housing and Community Services

2025 Technical: Community Development Block Grant Adjustments

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Community Development Fund	0.00	57,376	0	57,376	57,376	0
Total Appropriation Impact	0.00	57,376	0	57,376	57,376	0

This technical adjustment will align the budget for the Community Development Block Grant (CDBG) to the 2025 actual award amount. The final 2025 CDBG award received from the U.S. Department of Housing and Urban Development (HUD) was $1,000 higher than anticipated. Additionally, this technical one-time adjustment will set the 2025 appropriation of program income to match final 2025 collections. CDBG program income consists of loan payoffs from the original Home Ownership Assistance Program (HOAP) and the Commercial Renovation Program. The need for this supplemental was identified and included in the 2025 projection as part of the 2026 Adopted Budget.

CDBG programs are funded by annual grant from the United States Department of Housing and Urban Development (HUD). The Commercial Renovation Program provided ten-year amortized loans to commercial building owners to renovate and improve building facades.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Housing and Community Services	Community Development Fund	0	57,376	New Appropriation

2025: Northwest Aurora Abatements

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	538,339	0	538,339	0	-538,339
Total Appropriation Impact	0.00	538,339	0	538,339	0	-538,339

This supplemental provides one-time appropriation of $538,300 to cover the abatement and security costs associated with the Nome, Hannover, and Dallas properties in northwest Aurora. These properties required complex and extensive abatement activities.

The need for additional funding was projected for 2025 in the 2026 Adopted Budget, however at a lower amount than what was finalized. The approved budget indicated a $254,600 overage for the department and the final expenditure was $538,300 which was an increase of $283,700.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Housing and Community Services	General Fund	0	538,339	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Information Technology

2025: 911 Call Management System

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Enhanced E-911 Fund	0.00	0	242,628	242,628	0	-242,628
Total Appropriation Impact	0.00	0	242,628	242,628	0	-242,628

This supplemental will appropriate additional funds to complete the implementation of the new 911 Call Management System utilized by Aurora911. This next generation system will move Aurora911 forward with capabilities to answer 911 calls from any location, provide advanced information for 911 calls, and provide reliability for data storage as it is in the cloud. Additional funds are needed for the addition of managed services provided by the vendor and technical services required for the delivery of 911 calls.

The need for this supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget, as we were notified of the additional costs and services needed after the 2026 Budget was adopted.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Information Technology	Enhanced E-911 Fund	242,628	0	New Appropriation

2025: Contracted Services and Communication Upgrades for Major Citywide Systems

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	758,329	0	758,329	0	-758,329
Total Appropriation Impact	0.00	758,329	0	758,329	0	-758,329

This supplemental covers expenditures in excess of the 2025 budget stemming from the use of contracted services to meet the demands of the Information Technology (IT) department's requirements and new and improved communication services to enhance network reliability, security and performance across departments. The majority of the contracted services were used in the upgrade and implementation of major citywide systems as the portfolio modernization continues. These efforts included staffing for the IT service desk, contract networking and solutions delivery, upgrades to city audiovisual equipment, and information and cyber security services. The upgrades in the communication services include costs associated with the connection of the consolidated data center and modernization of the city's IT infrastructure.

The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget, but this request is $390,500 higher than the original projections. This is due to several unanticipated factors required of IT to meet requirements for software system implementations, expanded information security services, and modernization of the city's IT network and infrastructure.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Information Technology	General Fund	0	758,329	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Information Technology

2025: Contracted Services to Support Workday Phase 2

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Capital Projects Fund	0.00	0	396,644	396,644	0	-396,644
Total Appropriation Impact	0.00	0	396,644	396,644	0	-396,644

This supplemental will add one-time appropriation for contracted services to provide support for Workday development and report writing for the Finance Department.

In 2025, the Workday implementation for the conversion of the financial system activities was scheduled for completion as phase 2 of the project. To ensure a successful post Phase 2 go-live, additional professional services for the Finance Department were required to meet their financial reporting and development needs.

The need for this supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget, as we were notified of the additional costs and services needed after the 2026 Budget was adopted.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Information Technology	Capital Projects Fund	396,644	0	New Appropriation

2025: Public Safety Technology and Equipment

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	500,000	0	500,000	0	-500,000
Total Appropriation Impact	0.00	500,000	0	500,000	0	-500,000

This supplemental covers expenditures in excess of the 2025 budget stemming from the purchase of new technology and equipment to support the expansion of the city's long-term contract to enhance public safety operation and increase overall efficiency. This includes the purchase of body-worn cameras, tasers, and case management software for both the City Prosecutor and Public Defender. These technologies are aimed at improving officer safety and reducing administrative burdens.

The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Information Technology	General Fund	0	500,000	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Library & Cultural Services

2025 Technical: The People's Building Lower-Level Improvements

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Cultural Services Fund	0.00	0	112,719	112,719	0	-112,719
Total Appropriation Impact	0.00	0	112,719	112,719	0	-112,719

Library and Cultural Services received grant funding in 2024 from the Gates and Boettcher Foundations for buildout and finishing of the lower level at The People's Building. These improvements will provide additional programming and meeting space available to the community. This supplemental is requested in the amount of funds expended in 2025.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Library & Cultural Services	Cultural Services Fund	112,719	0	New Appropriation

2025: Cultural Services Operations Budget Adjustment

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Cultural Services Fund	0.00	196,896	0	196,896	0	-196,896
Total Appropriation Impact	0.00	196,896	0	196,896	0	-196,896

This supplemental appropriation covers higher-than-budgeted expenses for the Cultural Services Division, including increased professional services and operating supplies. These expenses ensure the continued operation of the Aurora Fox Arts Center and other cultural programs. There is sufficient fund balance in the Cultural Services Fund to cover this overage.

The need for this supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget because the expenses were not anticipated at the time the budget was developed.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Library & Cultural Services	Cultural Services Fund	0	196,896	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Non-Departmental

2025 Technical: American Rescue Plan Act Spending

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Gifts & Grants Fund	0.00	1,020,400	0	1,020,400	0	-1,020,400
Total Appropriation Impact	0.00	1,020,400	0	1,020,400	0	-1,020,400

In 2021 the City of Aurora received $65.4 million in American Rescue Plan Act (ARPA) funds. This supplemental covers 2025 ARPA spending for various projects including park renovations, fire station improvements, the homeless navigation campus, safe outdoor spaces, and housing gap financing. With this supplemental, the ARPA funds are fully expended or encumbered in compliance with federal government deadlines.

The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Non-Departmental	Gifts & Grants Fund	0	1,020,400	New Appropriation

2025 Technical: Budget for Additional ARTA Revenue

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Capital Projects Fund	0.00	0	8,362,000	8,362,000	8,362,000	0
Total Appropriation Impact	0.00	0	8,362,000	8,362,000	8,362,000	0

The city has an agreement with the Aerotropolis Regional Transportation District (ARTA) district to return building material use taxes and fees collected in the district. In 2025, the amount returned was higher than originally budgeted. This is net-zero as the additional budget is being covered by additional revenue.

Due to timing, this was not projected in the 2025 projection for the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Non-Departmental	Capital Projects Fund	8,362,000	0	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Non-Departmental

2025 Technical: Incentive Payouts

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Designated Revenues Fund	0.00	3,007,000	0	3,007,000	5,132,000	2,125,000
General Fund	0.00	5,132,000	0	5,132,000	0	-5,132,000
Total Appropriation Impact	0.00	8,139,000	0	8,139,000	5,132,000	-3,007,000

The city has several agreements with companies or areas under which it collects sales tax, building materials use tax, and equipment use tax. Upon fulfillment of the agreement terms, such as business establishment or job creation, the city reimburses a portion of the funds.

This supplemental includes three incentive payments. Two have been transferred from the General Fund to the Designated Revenues Fund and have been disbursed to the respective companies. The third has also been transferred from the General Fund but has not yet been paid, to ensure those funds are reserved and not inadvertently used for other purposes.

A portion of this supplemental is connected to the lapse in Public Works seen later.

The majority of this supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget due to the uncertainty in timing of incentive agreement completion, which triggers the associated payments.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Non-Departmental	General Fund	0	5,132,000	Operating Transfer Out
Non-Departmental	Designated Revenues Fund	0	3,007,000	New Appropriation

2025: Development Review Vacancy Savings Target

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Development Review Fund	0.00	834,200	0	834,200	0	-834,200
Total Appropriation Impact	0.00	834,200	0	834,200	0	-834,200

The city used a vacancy assumption to help balance the Development Review Fund. In 2025, there were not enough vacancy savings in order to cover the target.

This supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Non-Departmental	Development Review Fund	0	834,200	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Parks, Recreation & Open Space

2025 Technical: Construction Funds Reallocations

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Capital Projects Fund	0.00	0	16,611	16,611	16,611	0
Conservation Trust Fund	0.00	0	970	970	970	0
Designated Revenues Fund	0.00	1,857	0	1,857	1,857	0
Gifts & Grants Fund	0.00	0	488	488	488	0
Open Space Fund	0.00	0	33,435	33,435	33,435	0
Total Appropriation Impact	0.00	1,857	51,504	53,361	53,361	0

This supplemental will create transfers to move funding from completed projects and appropriate those funds to cover expenditures that were made for Murphy Creek Trail, High Line Canal Trail, and Utah Park basketball courts, all which require additonal funds. The need for this supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget as the need was not known at the time of the projection.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Parks, Recreation & Open Space	Capital Projects Fund	-488	0	Lapse of Appropriation
Parks, Recreation & Open Space	Open Space Fund	-2,827	0	Lapse of Appropriation
Parks, Recreation & Open Space	Conservation Trust Fund	-16,611	0	Lapse of Appropriation
Parks, Recreation & Open Space	Gifts & Grants Fund	-33,435	0	Lapse of Appropriation
Parks, Recreation & Open Space	Capital Projects Fund	488	0	Operating Transfer Out
Parks, Recreation & Open Space	Open Space Fund	2,827	0	Operating Transfer Out
Parks, Recreation & Open Space	Conservation Trust Fund	16,611	0	Operating Transfer Out
Parks, Recreation & Open Space	Gifts & Grants Fund	33,435	0	Operating Transfer Out
Parks, Recreation & Open Space	Capital Projects Fund	16,611	0	New Appropriation
Parks, Recreation & Open Space	Designated Revenues Fund	0	1,857	New Appropriation
Parks, Recreation & Open Space	Open Space Fund	33,435	0	New Appropriation
Parks, Recreation & Open Space	Conservation Trust Fund	970	0	New Appropriation
Parks, Recreation & Open Space	Gifts & Grants Fund	488	0	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Parks, Recreation & Open Space

2025 Technical: USDA Tree Planting Grant

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Gifts & Grants Fund	0.00	2,475,463	0	2,475,463	0	-2,475,463
Total Appropriation Impact	0.00	2,475,463	0	2,475,463	0	-2,475,463

This supplemental will provide appropriation for grant funds received from the US Department of Agriculture (USDA) to reinvest in Aurora's urban canopy for social equity and climate resilience. The grant award is $5,000,000 to be spent between 2024 and 2028. This supplemental request is for the $2.5 million that was spent in 2025 from the Gifts and Grants Fund. $148,300 was expended in 2024. The balance remaining in the grant is $2.3 million. This was not projected in the 2025 projection as part of the 2026 Adopted Budget due to timing related to the nature of the grant.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Parks, Recreation & Open Space	Gifts & Grants Fund	0	2,475,463	New Appropriation

2025: Additional Expenditures in the Golf Fund

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Golf Courses Fund	0.00	219,320	0	219,320	219,320	0
Total Appropriation Impact	0.00	219,320	0	219,320	219,320	0

This supplemental for $219,300 will address the 2025 over budget spending, which includes unanticipated increases in water expenses and personnel costs for variable hour staffing. The additional spending authority is fully offset by higher golf related greens fees and merchandise sales revenue in 2025. This need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Parks, Recreation & Open Space	Golf Courses Fund	0	219,320	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Planning and Business Development

2025: Contracted Professional Services

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Development Review Fund	0.00	52,200	0	52,200	0	-52,200
Total Appropriation Impact	0.00	52,200	0	52,200	0	-52,200

This supplemental will appropriate funding for contracted professional services in excess of the budget. Contracted professionals provide specialized expertise that has been difficult to staff. Planning will continue to utilize contracted professionals until the department can employ additional staff to help with higher levels of work related to plan reviews. This was not projected in 2025 for the 2026 Adopted budget due to unknown levels of work not forecasted at the time.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Planning and Business Development	Development Review Fund	0	52,200	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Police

2025: Drone First Responder Program

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Capital Projects Fund	0.00	0	1,800,000	1,800,000	0	-1,800,000
Total Appropriation Impact	0.00	0	1,800,000	1,800,000	0	-1,800,000

This 2025 supplemental will appropriate $1.8 million for the Drone First Responder capital project. The Police Department is implementing a Drone as First Responder (DFR) program that enables Real Time Information Center (RTIC) personnel to deploy and operate drones in support of field operations. This program provides immediate aerial situational awareness to first responders, improving response effectiveness, enhancing safety, and supporting proactive public safety strategies. This will be spent over three years.

This supplemental was not included in the 2025 projection as part of the 2026 Adopted Budget because it was not known at the time. This is a capital improvement project.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Police	Capital Projects Fund	1,800,000	0	New Appropriation

2025: Operations Budget Adjustment for Overspend

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	6,039,000	0	6,039,000	0	-6,039,000
Total Appropriation Impact	0.00	6,039,000	0	6,039,000	0	-6,039,000

This supplemental will appropriate one-time funds to cover additional expenditures in the Police Department. The department exceeded the 2025 General Fund budget due to increased personnel costs associated with overtime, shift differential, standby pay, and paid time off (PTO) year-end pay outs as well as necessary operations costs in supplies and services to meet department goals.

The need for this supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Police	General Fund	0	6,039,000	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Public Works

2025 Technical: Fuels Impact Reduction Grant Program

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Gifts & Grants Fund	0.00	0	4,000,000	4,000,000	4,000,000	0
Total Appropriation Impact	0.00	0	4,000,000	4,000,000	4,000,000	0

This supplemental will appropriate $4.0 million for 2025 and 2026 funding received for the Fuels Impact Reduction (FIR) grant program. The FIR program was created by the State of Colorado to provide grants to critically impacted communities for the improvement of their hazardous mitigation corridor infrastructure. Aurora will receive a total amount of $10,000,000 for 2025 through 2029. The grant funds must be used for the improvement of hazardous mitigation corridors such as Smith Road, Tower Road, Airport Boulevard, and Chambers Road, in Aurora's jurisdiction; prioritizing uses related to safety and environmental impacts. The Intergovernmental Agreement (IGA) with the Colorado Department of Transportation for the grant was approved at the August 11, 2025, regular City Council meeting.

The receipt of these funds was not known in time to be included in the 2025 projection for the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Public Works	Gifts & Grants Fund	4,000,000	0	New Appropriation

2025 Technical: Lapse 64th Avenue ARI Incentive

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Capital Projects Fund	0.00	0	-2,818,320	-2,818,320	0	2,818,320
Total Appropriation Impact	0.00	0	-2,818,320	-2,818,320	0	2,818,320

In 2025, a budget was created to fund the agreement with the 64th Ave ARI Authority, which aims to support an intergovernmental initiative to repay the authority's debt incurred from improvements to the 64th Avenue bridge over E-470 and the extension of 64th Avenue to Jackson Gap Street. Aurora's payment for 2025 was paid out of the Designated Revenues Fund requiring that the original budget be lapsed.

This ties to a companion supplemental in Non-Departmental regarding incentives.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Public Works	Capital Projects Fund	-2,818,320	0	Lapse of Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Public Works

2025 Technical: Transfer Funding to Grant Projects

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Capital Projects Fund	0.00	0	0	0	0	0
Total Appropriation Impact	0.00	0	0	0	0	0

This technical supplemental shifts previously appropriated funds to the project cost centers:

1. $68,900 in match funding to the 13th Ave Multimodal grant project. This project will design multimodal improvements needed along 13th Avenue Road between Yosemite Street and the High Line Canal Trail.
2. $365,300 in match funding to the Phase 1 Missing Sidewalks grant project. This project will fill 2.4 miles of gaps in the existing sidewalk network in Adams and Arapahoe County.
3. $1.3 million in federal funding for the construction phase of the Northwest Aurora Pedestrian Safety Enhancements grant project. The project has identified improvements at eight Northwest Aurora intersections to improve pedestrian safety. The project includes design and construction of permanent raised concrete bulb outs at two intersections and rapid implementation (striped) bulb outs at six intersections. Along with the bulb outs, striping improvements to improve pedestrian crossings will take place at all eight intersections.

The need for this supplemental was not anticipated in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Public Works	Capital Projects Fund	-1,790,384	0	Lapse of Appropriation
Public Works	Capital Projects Fund	1,790,384	0	New Appropriation

2025: Additional Expenditures in the Parking and Mobility Fund

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	80,403	0	80,403	0	-80,403
Parking and Mobility Fund	0.00	192,736	0	192,736	191,940	-796
Total Appropriation Impact	0.00	273,139	0	273,139	191,940	-81,199

This supplemental appropriates funding to cover a budget overage related to contracted expenses in the Parking and Mobility Fund, which will in turn increase the subsidy transfer from the General Fund. This overage is partially offset by higher than budgeted revenue. This supplemental was included in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Non-Departmental	General Fund	0	80,403	Operating Transfer Out
Public Works	Parking and Mobility Fund	0	192,736	New Appropriation

Attachment C
2026 Spring Amendment Ordinance
2025 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Public Works

2025: Operations Budget Adjustment for Overspend

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	1,537,900	0	1,537,900	0	-1,537,900
Total Appropriation Impact	0.00	1,537,900	0	1,537,900	0	-1,537,900

This supplemental appropriation covers over-budget expenditures in the General Fund for the Facilities Operations division. The division experienced an unprecedented demand for repairs and maintenance. Some of these situations required unbudgeted rentals of temporary heating and air conditioning equipment while awaiting repair and replacement of permanent equipment. Additionally, staffing shortages resulted in the use of more expensive contracted services to deal with emergency situations. Due to the timing of the additional expenditures, the need for this supplemental was not anticipated in the 2025 projection as part of the 2026 Adopted Budget.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Public Works	General Fund	0	1,537,900	New Appropriation

2026 Spring Amendment Ordinance
Appropriation Detail by Fund

2026 Amendment Detail
Attachment D

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora Water

2026 Reorganization: Move Access Aurora from Aurora Water to General Management

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	0	0	0	0	0
Total Appropriation Impact	0.00	0	0	0	0	0

This technical supplemental will transfer the Access Aurora 2026 budget from Aurora Water to General Management as part of the organizational changes effective January 1, 2026.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	General Fund	0	-683,995	Lapse of Appropriation
General Management	General Fund	0	683,995	New Appropriation

2026 Technical: PFAS MDL Litigation

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Water Fund	0.00	0	9,547,086	9,547,086	9,547,086	0
Total Appropriation Impact	0.00	0	9,547,086	9,547,086	9,547,086	0

This supplemental will recognize as revenue and appropriate the first three (3) settlements received as a result of the Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) Multi-District Litigation. Revenues offset the related expenses for a net zero-dollar impact to the Water Fund.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Water Fund	9,547,086	0	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora Water

2026 Technical: Reallocate Funds for Aurora Water Department Reorganization

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Wastewater Fund	-0.65	-124,519	0	-124,519	0	124,519
Water Fund	0.65	124,519	0	124,519	0	-124,519
Total Appropriation Impact	0.00	0	0	0	0	0

This is a technical supplemental to reallocate staffing allocations between the Water and Wastewater funds due to a reorganization within Aurora Water.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Wastewater Fund	0	-319,165	Lapse of Appropriation
Aurora Water	Water Fund	0	-881,943	Lapse of Appropriation
Aurora Water	Wastewater Fund	0	194,646	New Appropriation
Aurora Water	Water Fund	0	1,006,462	New Appropriation

2026 Technical: Wastewater Fund Lapses

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Wastewater Fund	0.00	0	-10,000,000	-10,000,000	0	10,000,000
Total Appropriation Impact	0.00	0	-10,000,000	-10,000,000	0	10,000,000

This supplemental will reduce (lapse) appropriation in the amount of $10.0 million in the Wastewater Fund for capital projects as shown below. Some lapses are offset by re-appropriations for the 2027-2031 capital plan.

* SCADA Improvements - Sewer ($500,000)
* New Sewer Line Construction ($9,500,000)

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Wastewater Fund	-10,000,000	0	Lapse of Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora Water

2026 Technical: Water Fund Lapses

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Water Fund	0.00	0	-60,000,000	-60,000,000	0	60,000,000
Total Appropriation Impact	0.00	0	-60,000,000	-60,000,000	0	60,000,000

This supplemental will reduce (lapse) appropriation in the amount of $60.0 million in the Water Fund for capital projects as shown below. Some lapses are offset by re-appropriations for the 2027-2031 capital plan.

* PW North Campus Well Field Expansion ($2,450,000)
* Rampart Delivery System Expansion ($18,000,000)
* North Campus Well Rehab WA ($550,000)
* Aurora Reservoir Improvements ($11,200,000)
* 022-LSP Storage/Walker-WA ($1,800,000)
* Water Rights Acquisition-WA ($15,000,000)
* Wemlinger WPF Improvements ($3,163,000)
* Binney WPF Improvements ($1,837,000)
* Pump Station Improvements ($700,000)
* Reimb-Transmission & Distribution ($1,123,000)
* PRV Rehab Replacement-WA ($777,000)
* Kings Pointe Pump Stat Zone 7 ($2,000,000)
* 210-PWP Raw Water PS Expansion ($1,400,000)

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Water Fund	-60,000,000	0	Lapse of Appropriation

2026: Add 1.0 FTE Flow Control Technician

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Wastewater Fund	0.50	44,890	0	44,890	0	-44,890
Water Fund	0.50	44,890	0	44,890	0	-44,890
Total Appropriation Impact	1.00	89,780	0	89,780	0	-89,780

This supplemental request will add 1.0 FTE in order to help ensure the Flow Control Center (FCC) is meeting minimum levels of service for both water system operations and for citizens calling in for assistance.

This additional position will allow the department to address increased workload, additional training requirements identified in the Delegation of Operations Plan, and shift scheduling.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Wastewater Fund	0	44,890	New Appropriation
Aurora Water	Water Fund	0	44,890	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora Water

2026: Add 1.0 FTE GIS Technician

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Wastewater Fund	0.40	0	0	0	0	0
Water Fund	0.60	0	0	0	0	0
Total Appropriation Impact	1.00	0	0	0	0	0

This supplemental will add 1.0 FTE Geographic Information System (GIS) Technician. The cost of adding the position is offset by the reduction in cost for the eliminated Variable Hour, Benefits Eligible (VHBE) position, creating a net zero budget impact.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Wastewater Fund	0	-42,835	Lapse of Appropriation
Aurora Water	Water Fund	0	-64,249	Lapse of Appropriation
Aurora Water	Wastewater Fund	0	42,835	New Appropriation
Aurora Water	Water Fund	0	64,249	New Appropriation

2026: Add 1.0 FTE Project Manager II

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Wastewater Fund	0.40	0	0	0	0	0
Water Fund	0.60	0	0	0	0	0
Total Appropriation Impact	1.00	0	0	0	0	0

This supplemental will add 1.0 FTE Project Manager II for the Project Delivery Services Team. The cost of adding the position is offset by the reduction in cost for the eliminated Variable Hour, Benefits Eligible (VHBE) position, creating a net zero budget impact.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Wastewater Fund	0	-50,821	Lapse of Appropriation
Aurora Water	Water Fund	0	-76,233	Lapse of Appropriation
Aurora Water	Wastewater Fund	0	50,821	New Appropriation
Aurora Water	Water Fund	0	76,233	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Aurora Water

2026: Add 1.0 FTE Water Conservation Specialist

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Water Fund	1.00	31,173	0	31,173	0	-31,173
Total Appropriation Impact	1.00	31,173	0	31,173	0	-31,173

This supplemental will add 1.0 FTE Program Specialist for the Water Conservation Program. The reduction of the current Variable Hour Benefit Eligible (VHBE) cost of $87,300 will partially offset the cost of adding this position.

Aurora Water is requesting to reclassify a Variable Hour Benefited Employee (VHBE) into a Full Time Employee (FTE). This position performs duties for multiple water efficiency programs and Water Shortage Response Plan (WSRP) enforcement. During prolonged drought, this FTE conversion would position us to handle the additional associated workload. Responsive, professional, and accurate customer service, now more important than ever, requires detailed training and an in-depth understanding of programs and processes.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Water Fund	0	-87,331	Lapse of Appropriation
Aurora Water	Water Fund	0	118,504	New Appropriation

2026: Add 6.0 FTE For Construction and Repair 5th Crew

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Wastewater Fund	0.90	217,008	0	217,008	0	-217,008
Water Fund	5.10	1,214,693	0	1,214,693	0	-1,214,693
Total Appropriation Impact	6.00	1,431,701	0	1,431,701	0	-1,431,701

This supplemental will provide appropriation to create a 5th crew for the Aurora Water Construction and Repair group consisting of six new positions and all necessary remaining tools and equipment that need to be acquired. The new crew will be coupled with an existing supervisor position for safety, efficiency and staffing, to allow for increased in-house line replacement efforts, system improvements, and to correct a shortage of staff that has not been addressed.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Aurora Water	Wastewater Fund	0	217,008	New Appropriation
Aurora Water	Water Fund	0	1,214,693	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Court Administration

2026 Technical: Re-Appropriate 2025 Budget Savings for Marshal Radio Replacement

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	65,000	0	65,000	0	-65,000
Total Appropriation Impact	0.00	65,000	0	65,000	0	-65,000

This one-time supplemental request will re-appropriate $65,000 from 2025 budget savings to cover radio replacements in the Marshal division. The 2025 unspent balance in Court Administration was added to the 2025 year-end fund balance in the General Fund and is available for one-time re-appropriation.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Court Administration	General Fund	0	65,000	New Appropriation

2026 Technical: Jury Assembly Room Furniture and Other Miscellaneous Project Expenses

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Capital Projects Fund	0.00	0	100,000	100,000	0	-100,000
Total Appropriation Impact	0.00	0	100,000	100,000	0	-100,000

This technical supplemental request will provide appropriation needed to purchase jury assembly room furniture and fund other miscellaneous jury room construction expenses. Budget savings from 2023 and 2024 were previously transferred to the Capital Projects Fund (CPF) for the design and construction of the jury assembly room. Remaining funds are earmarked for Court Improvement Projects. The remaining balance in the CPF will be $561,000 upon approval of this supplemental request.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Court Administration	Capital Projects Fund	100,000	0	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Finance

2026: Tobacco and Age Restricted Psychoactive Product Retail Licensure Program

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	1.00	163,966	0	163,966	200,000	36,034
Total Appropriation Impact	1.00	163,966	0	163,966	200,000	36,034

This supplemental serves as a request to implement the Tobacco Age Restricted Psychoactive Product Retail Licensure Program related to ordinance 2026-05. The program consists of the addition of 1.0 FTE Licensing Supervisor, salary for variable hour compliance agents and additional associated program costs. Ongoing costs total $200,000 per year, although will be somewhat less ($164,000) in the first year since the employee that is hired will only work part of the year. These costs and the addition of the FTE were disclosed as part of the ordinance approval process for ordinance 2026-05 approved by City Council on March 9, 2026.

The expenses are fully offset by additional revenue to include a $500 license paid up-front fee applied to approximately 340 businesses expected to need the license. This results in $170,000 in fee revenue. Additional expenses are covered by anticipated fines from the program, estimated at a minimum of $30,000 per year for a total revenue of $200,000 per year. Fees can be adjusted in future years based on program expenses and revenues received whether higher or lower than anticipated.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Finance	General Fund	0	-50,000	Lapse of Appropriation
Finance	General Fund	0	213,966	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Human Resources

2026: New Assistant Director of Human Resources Position

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	-0.50	0	0	0	0	0
Total Appropriation Impact	-0.50	0	0	0	0	0

This supplemental request eliminates a vacant 0.5 FTE Project Specialist position. The associated funding will be reallocated to support the reclassification of an existing vacant position, creating a new Assistant Director position within Human Resources (HR).

This organizational development-focused role will oversee a new HR service level model to enhance service delivery across departments, along with an expanded Learning and Development function to improve employee growth, supervisory capability, and organizational efficiency. The position will also lead employee experience and engagement efforts, with the goal of strengthening workforce support and overall service effectiveness.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Human Resources	General Fund	0	-44,388	Lapse of Appropriation
Human Resources	General Fund	0	44,388	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Information Technology

2026: Police Scheduling System

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	53,000	0	53,000	0	-53,000
Total Appropriation Impact	0.00	53,000	0	53,000	0	-53,000

This ongoing supplemental will appropriate funds to cover the additional costs to upgrade the police scheduling system. The prior software provider implemented a transition to cloud-based software creating a security concern for the department and necessitated this change.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Information Technology	General Fund	0	53,000	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Judicial

2026 Technical: DOLA First Appearance Grant

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Designated Revenues Fund	0.00	0	0	0	-2,902	-2,902
General Fund	0.00	12,817	0	12,817	0	-12,817
Gifts & Grants Fund	0.00	-15,359	0	-15,359	-15,359	0
Total Appropriation Impact	0.00	-2,542	0	-2,542	-18,261	-15,719

This technical supplemental provides adjustments to appropriations for 2026 to account for the balance of available funding for the DOLA First Appearance Grant. This grant allows the city to seek reimbursement for providing no-cost legal representation to in-custody defendants for first appearances, an added expense caused by the State legislation (HB16-1309).

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Judicial	Gifts & Grants Fund	0	-15,359	Lapse of Appropriation
Judicial	General Fund	0	-2,902	Operating Transfer Out
Court Administration	General Fund	0	4,108	New Appropriation
Judicial	General Fund	0	2,902	New Appropriation
Public Defender	General Fund	0	8,709	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Library & Cultural Services

2026 Technical: Library Donations and Sponsorships

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Gifts & Grants Fund	0.00	339,962	0	339,962	0	-339,962
Total Appropriation Impact	0.00	339,962	0	339,962	0	-339,962

This supplemental appropriates previously received one-time general and Friends of Aurora Public Library donations as well as sponsorship funds that have already been received. These funds are planned to be used for various library updates, programming, and replacements of various library equipment.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Library & Cultural Services	Gifts & Grants Fund	0	339,962	New Appropriation

2026: Additional Funds for Aurora Cultural Arts District

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Cultural Services Fund	0.00	24,500	0	24,500	0	-24,500
Total Appropriation Impact	0.00	24,500	0	24,500	0	-24,500

This supplemental request will appropriate $24,500 that was budgeted but not spent in 2025 for marketing and improvement initiatives in the Aurora Cultural Arts District. The unspent balance helped to offset the Cultural Services Fund overage in 2025. The department requests that the 2026 budget be increased by the amount of funds not spent for this initiative in 2025.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Library & Cultural Services	Cultural Services Fund	0	24,500	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Parks, Recreation & Open Space

2026 Technical: Transfer CTF and PDF Funds for AIPP to the Cultural Services Fund

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Conservation Trust Fund	0.00	0	0	0	0	0
Cultural Services Fund	0.00	0	0	0	32,053	32,053
Parks Development Fund	0.00	0	0	0	0	0
Total Appropriation Impact	0.00	0	0	0	32,053	32,053

Per city ordinance, one percent of funds used for certain construction and remodeling projects with budgets over $100,000 are dedicated to funding Art in Public Places (AIPP). This technical supplemental will allow for a transfer of funds committed to the AIPP program in the Cultural Services Fund from the Conservation Trust Fund (CTF) and the Parks Development Fund (PDF). The amount transferred is based on 2025 qualifying construction project expenses from several projects including Bellewood, Crestridge, Eagle, Kingsborough, Lowry, Parklane, Pheasant Run, Utah, and Village East park renovations.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Parks, Recreation & Open Space	Parks Development Fund	0	-22,611	Lapse of Appropriation
Parks, Recreation & Open Space	Conservation Trust Fund	-9,442	0	Lapse of Appropriation
Parks, Recreation & Open Space	Parks Development Fund	0	22,611	Operating Transfer Out
Parks, Recreation & Open Space	Conservation Trust Fund	9,442	0	Operating Transfer Out

2026: Murphy Creek Golf Course Debt Payment Balancing

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Golf Courses Fund	0.00	49,500	0	49,500	0	-49,500
Total Appropriation Impact	0.00	49,500	0	49,500	0	-49,500

This supplemental request will bring the amount currently budgeted of $495,200 up to the amount needed for the final payment of the interfund loan for Murphy Creek Golf Course construction. The last payment for principal and interest totals $544,700.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Parks, Recreation & Open Space	Golf Courses Fund	0	49,500	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Planning and Business Development

2026 Reorganization: Transfer the Transportation Team from Planning to Public Works

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	0	0	0	0	0
Total Appropriation Impact	0.00	0	0	0	0	0

This supplement transfers 3.0 FTE and associated appropriation from Planning and Business Development to Public Works. The purpose of this reorganization is to align transportation staffing costs and responsibilites to the correct department. The transportation team currently supports the operations and objectives that are in Public Works with regards to Connecting Aurora and the focus shifting to Build Up Aurora. This change will streamline project timelines, improve interdepartment communication, and ensure that our city transportation goals are met with both visionary insight and technical precision.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Planning and Business Development	General Fund	0	-525,247	Lapse of Appropriation
Public Works	General Fund	0	525,247	New Appropriation

2026 Technical: DRCOG Climate Pollution Reduction Grant

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Gifts & Grants Fund	0.00	1,999,936	0	1,999,936	1,999,936	0
Total Appropriation Impact	0.00	1,999,936	0	1,999,936	1,999,936	0

This supplemental will appropriate funding from the Denver Regional Council of Governments (DRCOG) which received a $199.7 million Climate Pollution Reduction Grant from the Environmental Protection Agency (EPA) to develop a Building Decarbonization Program focused on reducing climate pollution from the building sector. This project addresses staff capacity constraints in the city and supports the goals of the Building Policy Collaboration (BPC) by strengthening the city's ability to implement building decarbonization policies and reduce emissions. It will expand staffing and provide technical assistance to develop a citywide greenhouse gas inventory, update building codes in alignment with state standards, and implement energy benchmarking for low-income housing.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Planning and Business Development	Gifts & Grants Fund	0	1,999,936	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Police

2026: Police Photo Enforcement Program

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Designated Revenues Fund	0.00	289,000	0	289,000	289,000	0
Total Appropriation Impact	0.00	289,000	0	289,000	289,000	0

This supplemental establishes an ongoing appropriation in the Designated Revenues Fund for the Police Department's photo enforcement program. The funding will cover the annual costs for rental equipment, a variable hour employee to operate the program, and other services. This program is funded by offsetting revenue generated from speeding tickets and is cost neutral to the fund.

Aurora saw a significant increase in speeding, dangerous driving, and street racing over the last few years. A pilot program to address those issues using speed vans and personnel was presented to the Public Safety Committee on 4/14/22 and then approved in Study Session on 6/13/22 by Resolution. That pilot program was unsuccessful due to the difficulty hiring personnel and operating the speed vans, but there was still a significant need to address dangerous driving in Aurora. As part of a regular discussion in the Public Safety Committee, Police conducted a request for proposal (RFP) to bring in a better solution to address speeding throughout Aurora. This updated version of the pilot program from 2022 went live in late 2025.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Police	Designated Revenues Fund	0	289,000	New Appropriation

2026: Police Secondary Employment Program

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	44,709	0	44,709	44,709	0
Total Appropriation Impact	0.00	44,709	0	44,709	44,709	0

This 2026 supplemental will appropriate $44,700 of ongoing revenue that is generated from the Police Department's Secondary Employment program. The revenue is collected as a fee charged by the city when a private vendor hires off-duty police officers for private security. The appropriation will increase funding for Police equipment, including new vehicle purchases. This additional expense is entirely offset by the new revenue source with no impact to fund balance.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Police	General Fund	0	44,709	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Public Defender

2026: Compensation Adjustments

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	44,168	0	44,168	0	-44,168
Total Appropriation Impact	0.00	44,168	0	44,168	0	-44,168

This supplemental request for ongoing appropriation will cover compensation increases approved by the Aurora Public Defender Office Commission pursuant to the city's compensation policies and procedures for five employees for various reasons per established policies, internal equity, and Colorado's Equal Pay for Equal Work Act. Calculations have incorporated the expected effective date of April 6 for four out of five of the adjustments. One position adjustment has an effective date of January 10 because it encompasses both the 2025 merit pay adjustment and an equity adjustment.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Public Defender	General Fund	0	-2,443	Lapse of Appropriation
Public Defender	General Fund	0	46,611	New Appropriation

2026: Transfer 3.0 FTE Public Defenders from Non-Departmental to Public Defender

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	0	0	0	0	0
Total Appropriation Impact	0.00	0	0	0	0	0

This supplemental will transfer 3.0 FTE and appropriation for Deputy Public Defender Attorney positions from Non-Departmental to the Public Defender's Office.

The 2023 Proposed Budget included two amendments to add a total of 3.0 FTE Deputy Public Defender Attorneys supported by an external workload study and to accommodate the state mandated weekend court. At the 2023 Budget Workshop, City Council moved the FTE and appropriations to Non-Departmental. These positions have been held vacant to-date and the vacancy savings are used to offset Public Defender costs associated with legal services for the weekend court mandate as well as to address workload issues as needed.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Non-Departmental	General Fund	0	-384,015	Lapse of Appropriation
Public Defender	General Fund	0	384,015	New Appropriation

Attachment D
2026 Spring Amendment Ordinance
2026 Appropriation Amendment Requests

Department \ Description - Reason for Appropriation

Public Works

2026 Technical: Appropriate Developer Reimbursement

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
Capital Projects Fund	0.00	0	486,473	486,473	486,473	0
Total Appropriation Impact	0.00	0	486,473	486,473	486,473	0

This supplemental will appropriate design funds reimbursed to the city by Southeast Aurora Regional Improvement Authority (SARIA) for the Gartrell Bridge project. This project, in partnership with SARIA and the E-470 Public Highway Authority, will expand the existing two-lane bridge to a four-lane section with turn lanes. Construction is anticipated to begin in summer 2026.

The intergovernmental agreements for design and construction of the Gartrell project were approved at the August 5, 2019 and March 24, 2025 Regular City Council Meetings, respectively.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Public Works	Capital Projects Fund	486,473	0	New Appropriation

2026 Technical: Transfer Budget to Housing And Community Services from Public Works

Fund Impact	FTE	Operating Approp.	CIP Approp.	Approp. Total	Revenue Offset	Inc. / (Dec.) in Fund Bal.
General Fund	0.00	0	0	0	0	0
Total Appropriation Impact	0.00	0	0	0	0	0

This supplemental lapses $22,500 from Public Works with a corresponding $22,500 appropriation to Housing and Community Services (HCS), resulting in a net-zero impact to the General Fund. The budget transfer reflects a shift in operational responsibility, as HCS now performs large animal carcass removal from roadways in addition to its existing small animal removal responsibility.

Total Appropriation Impact (Does not include offset impact)

Department	Fund	Capital	Operating	Type
Public Works	General Fund	0	-22,500	Lapse of Appropriation
Housing and Community Services	General Fund	0	22,500	New Appropriation

ORDINANCE NO. 2026-

A BILL

FOR AN ORDINANCE OF THE CITY OF AURORA, COLORADO APPROPRIATING SUMS OF MONEY IN ADDITION TO THOSE APPROPRIATED IN ORDINANCE NOS. 2024-72, 2025-43, AND 2025-106 FOR THE 2025 FISCAL YEAR AND ORDINANCE NO. 2025-96 FOR THE 2026 FISCAL YEAR

WHEREAS, pursuant to Ordinance Nos. 2024-72, 2025-43, and 2025-106 the Aurora City Council (the "Council") has appropriated funds for the fiscal year beginning January 1, 2025, and ending December 31, 2025 ("Fiscal Year 2025"); and

WHEREAS, pursuant to Ordinance No. 2025-96 the Council has appropriated funds for the fiscal year beginning January 1, 2026, and ending December 31, 2026 ("Fiscal Year 2026"); and

WHEREAS, additional appropriations are needed to fund new expenditures for which revenues have recently become available; and

WHEREAS, the Director of Finance has certified that unappropriated reserves and additional funding sources and revenues are available for appropriation in the various funds; and

WHEREAS, the City Manager has recommended that the various appropriations enumerated in this Ordinance be made.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO.

Section 1. Appropriations in addition to those made in Ordinance Nos. 2024-72, 2025-43, and 2025-106 shall be made for Fiscal Year 2025 for the purposes enumerated in Attachment A to the document entitled 2026 Spring Amendment Ordinance Appropriation Summaries by Fund, such document being in the form as filed with the Office of the City Clerk and presented to the Council at this meeting (the "2025 Amendment Summary"), all as follows:

a. From the unappropriated fund balance and/or additional revenues of the General Fund, the net amount of Nineteen Million Four Hundred Forty-Eight Thousand Thirty-One Dollars ($19,448,031).

b. From the unappropriated fund balance and/or additional revenues of the Capital Projects Fund, the net amount of Seven Million Seven Hundred Fifty-Six Thousand Nine Hundred Thirty-Five Dollars ($7,756,935).

c. From the unappropriated fund balance and/or additional revenues of the Community Development Fund, the net amount of Seventy-Seven Thousand Three Hundred Seventy-One Dollars ($77,371).

d. From the unappropriated fund balance and/or additional revenues of the Conservation Trust Fund, the net amount of Nine Hundred Seventy Dollars ($970).

e. From the unappropriated fund balance and/or additional revenues of the Cultural Services Fund, the net amount of Three Hundred Nine Thousand Six Hundred Fifteen Dollars ($309,615).

f. From the unappropriated fund balance and/or additional revenues of the Designated Revenues Fund, the net amount of Three Million Three Hundred Two Thousand Five Hundred Thirty-Six Dollars ($3,302,536).

g. From the unappropriated fund balance and/or additional revenues of the Development Review Fund, the net amount of One Million Nine Hundred Thirty-Two Thousand Three Hundred Seventy-Five Dollars ($1,932,375).

h. From the unappropriated fund balance and/or additional revenues of the Enhanced E-911 Fund, the net amount of One Million Seven Hundred Seventy-Nine Thousand Five Hundred Sixteen Dollars ($1,779,516).

i. From the unappropriated fund balance and/or additional revenues of the Fleet Management Fund, the net amount of Four Hundred Thirty-Four Thousand One Hundred Fifty-Nine Dollars ($434,159).

j. From the unappropriated fund balance and/or additional revenues of the Gifts and Grants Fund, the net amount of Seven Million Six Hundred Forty-Five Thousand Eight Hundred Seventy-Six Dollars ($7,645,876).

k. From the unappropriated fund balance and/or additional revenues of the Golf Courses Fund, the net amount of Two Hundred Nineteen Thousand Three Hundred Twenty Dollars ($219,320).

l. From the unappropriated fund balance and/or additional revenues of the Open Space Fund, the net amount of Thirty-Three Thousand Four Hundred Thirty-Five Dollars ($33,435).

m. From the unappropriated fund balance and/or additional revenues of the Parking and Mobility Fund, the net amount of One Hundred Ninety-Two Thousand Seven Hundred Thirty-Six Dollars ($192,736).

Section 2. Appropriations made in Ordinance Nos. 2024-72, 2025-43, and 2025-106 shall be made for Fiscal Year 2025 shall be adjusted for the reasons enumerated in the 2025 Amendment Summary, all as follows:

a. From the Wastewater Fund, the net amount of Twenty-Five Million Nine Hundred Eighty Thousand Dollars ($25,980,000) shall be deemed lapsed.

b. From the Water Fund, the net amount of Forty-Seven Million Twenty Thousand Dollars ($47,020,000) shall be deemed lapsed.

Section 3. Appropriations in addition to those made in Ordinance No. 2025-96 shall be made for Fiscal Year 2026 for the purposes enumerated in Attachment B to the document entitled

2026 Spring Amendment Ordinance Appropriation Summaries by Fund, such document being in the form as filed with the Office of the City Clerk and presented to the Council at this meeting (the "2026 Amendment Summary"), all as follows:

a. From the unappropriated fund balance and/or additional revenues of the General Fund, the net amount Three Hundred Eighty-Three Thousand Six Hundred Sixty Dollars ($383,660).

b. From the unappropriated fund balance and/or additional revenues of the Capital Projects Fund, the net amount of Five Hundred Eighty-Six Thousand Four Hundred Seventy-Three Dollars ($586,473).

c. From the unappropriated fund balance and/or additional revenues of the Conservation Trust Fund, the net amount of Zero Dollars ($0).

d. From the unappropriated fund balance and/or additional revenues of the Cultural Services Fund, the net amount of Twenty-Four Thousand Five Hundred Dollars ($24,500).

e. From the unappropriated fund balance and/or additional revenues of the Designated Revenues Fund, the net amount of Two Hundred Eighty-Nine Thousand Dollars ($289,000).

f. From the unappropriated fund balance and/or additional revenues of the Gifts and Grants Fund, the net amount of Two Million Three Hundred Twenty-Four Thousand Five Hundred Thirty-Nine Dollars ($2,324,539).

g. From the unappropriated fund balance and/or additional revenues of the Golf Courses Fund, the net amount of Forty-Nine Thousand Five Hundred Dollars ($49,500).

h. From the unappropriated fund balance and/or additional revenues of the Parks Development Fund, the net amount of Zero Dollars ($0).

Section 4. Appropriations made in Ordinance No. 2025-96 shall be made for Fiscal Year 2026 shall be adjusted for the reasons enumerated in the 2026 Amendment Summary, all as follows:

a. From the Wastewater Fund, the net amount of Nine Million Eight Hundred Sixty-Two Thousand Six Hundred Twenty-One Dollars ($9,862,621) shall be deemed lapsed.

b. From the Water Fund, the net amount of Forty-Nine Million Thirty-Seven Thousand Six Hundred Thirty-Nine Dollars ($49,037,639) shall be deemed lapsed.

Section 5. Inter-fund and inter-departmental transfers shall be made as enumerated in the 2025 Amendment Detail for Fiscal Year 2025 and the 2026 Amendment Detail for Fiscal Year 2026.

Section 6. The City Manager and the Finance Director are hereby directed and authorized

to expend so much of the said funds as are necessary to pay for the projects and acquisitions referenced herein.

Section 7. All ordinances or parts of ordinances of the City in conflict herewith are expressly repealed.

Section 8. Pursuant to Section 5-5 of the City Charter, the second publication of this ordinance shall be by reference, utilizing the ordinance title. Copies of this ordinance are available at the office of the City Clerk.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Hanosky Hernandez HK
HANOSKY HERNANDEZ, Sr. Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Repeal of Aurora Housing Authority Changes (Ordinance)
Item Initiator: Jason Batchelor, City Manager
Staff Source/Legal Source: Jason Batchelor, City Manager / Pete Schulte, City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Jason Batchelor, City Manager / Pete Schulte, City Attorney
Estimated time: 10 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

This ordinance will repeal the changes introduced by council related to the Aurora Houing Authority "AHA"). Council changed the qualifications and appointment process in 2024. After the changes were approved the AHA challenged ordinance 2024-29 and the district court and court of appeals of the state ruled in favor of the AHA. In consequence, staff is recommending to council repealing the ordinance.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does council wish to approve an Ordinance to repeal the Aurora Housing Authority changes?

LEGAL COMMENTS

The City of Aurora is a home rule municipality, organized and existing under and Article XX, Section 6 of the Colorado Constitution. Article XX Section 6 grants the city and its citizens the right to self-government in matters of local affairs not preempted by the State legislature. The City Council shall have and shall exercise the powers, privileges and duties granted and conferred by the state constitution, statute, or city Charter. The City Council has the power to make and publish from time to time ordinances, pass resolutions and motions not inconsistent with the laws of the state for carrying into effect or discharging the powers and duties conferred by the state constitution, statute or City Charter as it shall deem necessary and proper to provide for the safety; preserve the health; promote the prosperity; and improve the morals, order, comfort, and convenience of the city. City Code Section 2-32. As a home rule city, the City Council has the inherent power to pass ordinances and repeal any prior ordinances. This action is legislative in nature and will amend the Aurora City Code therefore it must be taken in the form of an ordinance. *See,* Article 5-1 Aurora City Charter. (Hernandez).

ORDINANCE NO. 2026-____

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, REPEALING ORDINANCE 2024-29, AND OTHER RELATED MATTERS

WHEREAS, the City of Aurora, Colorado, (the "City"), is a home rule municipality, organized and existing under and by virtue of Article XX, Section 6 of the Colorado Constitution, and under Article XX Section 6 of the Colorado Constitution, the City has authority over matters of local concern; and

WHEREAS, the City Council (the "Council") has the power to make and publish from time-to-time ordinances as it shall deem necessary and proper to provide for the safety; preserve the health; promote the prosperity; and improve the morals, order, comfort and convenience of the city; and

WHEREAS, the City passed Ordinance 2024-29 amending the composition and qualifications of the Board of Directors of the Aurora Housing Authority (the "Authority"), and the Authority instituted proceedings challenging the amendments; and

WHEREAS, the Colorado Court of Appeals reached an unfavorable decision for the City, and the ordinance is now likely moot; and

WHEREAS, the Council has found and determined that repealing Ordinance 2024-29 is in the best interest of the City and its citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO.

Section 1. Ordinance 2024-29 is hereby repealed in its entirety.

Section 2. The City Manager and the City Attorney or their respective designees are hereby authorized to take any necessary steps to effectuate the repeal contained in this ordinance, and to collaborate with the City of Aurora Codifier to correct the Aurora City Code as needed.

Section 3. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

Section 4. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Hanosky Hernandez
HANOSKY HERNANDEZ, Sr. Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Establish the Office of Public Safety Accountability (Ordinance)
Item Initiator: Jason Batchelor, City Manager
Staff Source/Legal Source: Jason Batchelor, City Manager / Peter Schulte, City Attorney
Outside Speaker: N/A
Strategic Outcome: Safe: Promoting safety in our built environment through effective administration of city codes and ordinances and responding to emergencies appropriately to preserve and enhance the community's sense of security and well-being.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Jason Batchelor, City Manager / Peter Schulte, City Attorney
Estimated time: 20 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Ordinance to establish the office of public safety accountability to provide independent oversight of the public safety agencies after the engagement ends with IntegAssure, the current Consent Decree Monitor

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☒ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Initial positions already budgeted

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does Council wish to support the ordinance to establish the Office of Public Safety Accountability? (PSA)

LEGAL COMMENTS

Council shall act only by ordinance, resolution or motion. All legislative enactments must be in the form of ordinances; all other actions, except as herein provided, may be in the form of resolutions or motions. (Section 5-1, Aurora City Charter) (Platt)

ORDINANCE NO. 2026- ____

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ADDING SECTION 2-68 OF THE CITY CODE TO CREATE THE OFFICE OF PUBLIC SAFETY ACCOUNTABILITY

WHEREAS, the City entered into a Consent Decree with the Colorado Attorney General's Office in 2021 to address issues identified in a patterns and practice investigation authorized by C.R.S. § 24-31-113; and

WHEREAS, the City engaged an independent consent decree monitor, IntegrAssure, to oversee the Consent Decree and assist the City with meeting the mandates of the Decree; and

WHEREAS, many mandates of the Consent Decree are now in substantial compliance, and the City seeks to establish an independent public safety oversight office to continue this function after the conclusion of IntegrAssure's engagement and completion of all remaining mandates; and

WHEREAS, the Office of Public Safety Accountability's mission will be the furtherance of the reforms achieved under the Consent Decree and culture of continuous improvement of the City's public safety departments; and

WHEREAS, the Office of Public Safety Accountability will conduct proactive and ongoing community outreach across Aurora, with particular focus on highly impacted communities, to better understand and respond to the diverse needs, and experiences

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. The City Code of the City of Aurora, Colorado, is hereby amended by adding Section 2-68 which section reads as follows:

"Sec. 2-68. Office of Public Safety Accountability.

(a) *Organizational independence*. The office of public safety accountability (hereinafter "PSA"), overseen by the manager of public safety accountability (hereinafter "manager"), is an independent function reporting administratively to the city manager and functionally to the public safety policy committee. The manager has the authority to discuss significant and sensitive matters with city council members, including concerns with the interference of duties, without city management present.

(b) *Powers and duties; scope of review*. The manager shall have the authority to conduct oversight and review of all public safety functions including all council appointees, offices, boards, activities, agencies, and programs. This includes, but is not limited to, police, fire, 911, and detention.

(c) *Oversight methodology*. PSA shall conduct ongoing review, monitoring, and participation in public safety processes, policies, and performance reporting. This includes, but is not limited to, use of force reviews, policy development, and department operations and performance meetings.

(d) *Critical Incidents*. Any city public safety agency that has a critical incident, defined as an incident resulting in death or serious bodily injury, shall notify PSA within thirty minutes of the incident. The manager or designated staff shall report to the site of the critical incident and have access to pertinent information and personnel involved in the incident. The manager shall have access to monitor any investigations or reviews under the purview of the city associated with critical incidents. The manager shall issue a report of findings contemporaneous with the release of other city investigations or reviews.

(e) *Family Communication and Transparency*. PSA shall assign a liaison to the family of any individual killed or injured in any critical incident within forty-eight hours of the incident. The liaison shall be the primary point of contact for the family. The liaison shall have training in trauma informed response and training in investigative processes as required under state law. The liaison is responsible for informing the family of the investigative processes required under state law. The liaison shall reach out to the investigating agency and judicial district attorney and request updates for the family at least every thirty (30) days and upon reasonable requests by the family. The liaison shall coordinate with the police department to ensure the family has access to viewing all body worn camera footage and other evidence as required by state law.

(f) *Funding*. Sufficient funds shall be proposed and approved to fulfill the responsibilities specified herein in accordance with the city policies and procedures. Sufficient resources shall be available to the manager of PSA and staff to ensure appropriate professional development, continuing professional education, and compliance with applicable professional certification requirements. The city council must approve any budget or resource reductions that impact the office of PSA's ability to fulfill its responsibilities.

(g) *Manager hiring and evaluation*. The city manager shall seek input from the city council Public Safety policy committee when hiring and removing the manager and evaluating the manager's performance, including remuneration. The manager shall be selected based on experience and education suitable for the professional performance of civilian oversight of law enforcement.

(h) *Appointment of employees*. The manager shall have the power to appoint, employ, and remove employees as deemed necessary to administrate the office's affairs and to prescribe their duties, scope of authority, and qualifications in accordance with all city policies, rules, and regulations.

(i) *Annual review plan*. The manager shall coordinate with the city manager in creating an annual review plan. The manager shall coordinate with the city auditor to coordinate each of their respective annual plans to identify areas of cooperation and interest. The manager shall annually present the proposed plan to the city council public safety policy committee for their review by the beginning of each calendar or fiscal year. The annual review plan should include the proposed reviews and identify potential objectives, the general nature of the reviews, and any special projects. The manager of PSA shall have final authority to select the reviews planned. The manager may modify the annual review plan as necessary during the fiscal year and will notify the city manager and the city council public safety policy committee of such modifications.

(j) *Access to employees, records, and property*. All officers and employees of Aurora shall provide to PSA unrestricted access to employees, information, records (including electronic data), body worn camera videos, property, equipment, and facilities required for the office to conduct reviews and oversight. If such officers or employees fail to produce access and/or information, the manager shall notify the city manager or applicable council appointee unless there is a concern about the loss or destruction of records. The manager then has the authority to initiate a search to obtain the needed information from any such official or employee, outside contractor, or subcontractor, except as governed by Colorado law. Additionally, during a review or related oversight duties, city officers and employees shall fully cooperate and fully disclose all known information to PSA.

(k) *Review reports*. Each annual review conducted in accordance with subsection (i) or subsection (d) will result in a report, electronically and publicly available, in accordance with state or federal law. A final draft of the review report will be shared with the reviewed program and the department director or chief for their review and to obtain management responses. The manager shall communicate the final results to city management, the city council public safety policy committee and the public. Information legally protected by state or federal law will be withheld from public release in accordance with applicable open records laws.

(l) *Annual reports*. The manager shall submit an annual report to the city council public safety policy committee indicating reviews completed, reports on internal performance measures, and significant issues management has not fully addressed.

(m) *Report on irregularities*. If the manager becomes aware of abuse or illegal acts or indications of such acts that could affect the city, the manager shall report the irregularities to the city manager, the city council public safety policy committee, or city attorney. In the

case that the city manager or a council appointee is believed to be a party to abuse or illegal acts, the manager shall report the acts directly to the city council.

(n) *Complaints and Commendations*. PSA shall take complaints against city employees of public safety agencies. The complaints shall be relayed to the appropriate department for action in accordance with that department's policies and procedures. PSA shall have the ability to monitor the investigative process to include providing feedback to the department on the process. PSA shall raise any concerns or issues associated with the investigative process with the appropriate department director or chief. PSA may facilitate communication between the complaining party and the appropriate department as needed.

(o) *Community Engagement.* PSA shall lead at least two community listening sessions yearly and be a liaison between community stakeholders, public safety departments, and city management."

Section 3. Severability. The provisions of this Ordinance are hereby declared to be severable. If any section, paragraph, clause, or provision of this Ordinance shall, for any reason, be held to be invalid or unenforceable by a court of competent jurisdiction, the invalidity or unenforceability of such section, paragraph, clause, or provision shall not affect any of the remaining provisions of this Ordinance.

Section 4. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 5. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this____ day, _____2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Megan Platt
(MEGAN PLATT, DEPUTY CITY ATTORNEY)

CITY OF AURORA
Late Submission Approval for Agenda Item

Item Title: Build Up Aurora - Community Facilities Ballot Language (Ordinance)

Item Initiator: Laura Perry, Deputy City Manager

Staff Source/Legal Source: Laura Perry, Deputy City Manager/Rachel Allen Deputy City Atorney

Outside Speaker: N/A

Strategic Outcome: Well Managed: High Performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

CRITERIA - PLEASE CONSIDER ITEM FOR LATE SUBMISSION FOR THE FOLLOWING REASON:

☐ There is a time-sensitive legal requirement that must be met and cannot be met by a future meeting date

☐ The delay will result in an adverse financial impact to the city

☐ The item is related to a disaster and must be addressed before the next available meeting

COUNCIL MEETING DATES FOR LATE SUBMISSION:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

EXPLANATION: *(Please provide a detailed explanation as to why the item falls into one or more of the above criteria and why it may not be set for a future meeting date.)*

I understand the agenda item will not be added to the agenda without submitting this completed form as an attachment in e-Scribe. The agenda item will not be added to the agenda if the workflow is not completed by the WORKFLOW COMPLETED date indicated on the agenda deadline calendar.

Laura Perry
Agenda Item Initiator Name

Agenda Item Initiator Signature 5/13/26 Date

Laura Perry
Late Submission Approver Name (Council Appointee or DCM)

Late Submission Approver Signature 5/13/26 Date

CITY OF AURORA
Council Agenda Commentary

Item Title: Build Up Aurora - Community Facilities Ballot Language (Ordinance)
Item Initiator: Laura Perry, Deputy City Manager
Staff Source/Legal Source: Laura Perry, Deputy City Manager / Rachel Allen, Deputy City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☐ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsor: Councilmember Curtis Gardner and Councilmember Francoise Bergan
Laura Perry, Deputy City Manager / Rachel Allen, Deputy City Attorney
Estimated time: 5 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Infrastructure Task Force Ad Hoc Policy Committee

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

Many of Aurora's streets, facilities, and systems built in earlier decades now require significant reinvestment and replacement. The result is a growing gap between what it will cost to maintain, modernize and construct the city's infrastructure and the funding that is currently available.

The city has completed additional capital master plans and facility assessments and have refined project scopes and costs. Detailed capital master planning efforts undertaken over the last three years identifies a focused list of priority projects with preliminary estimated capital costs of about $2 billion.

In 2024, City Council unanimously created the Build Up Aurora Infrastructure Task Force to evaluate these needs and develop a long-range plan for capital investment. Members were appointed by City Council from across the community, including business, economic development, construction, hospitality and tourism, and public safety. The task force's responsibilities included reviewing the updated capital project lists, developing criteria for prioritizing projects based on urgency, risk, and community benefit, recommending a phased approach to capital investment over a ten-year period, considering sustainable funding options that match project scale and timeline, and incorporating public feedback into final recommendations.

In 2025 and 2026 substantial community engagement was undertaken to understand which capital projects the community cares about most. Departments met regularly with the Infrastructure Task Force to review project needs, while at the same time engaging residents to understand their priorities and perspectives. Over the last year, the City hosted over 54 events, received over 5,800 infrastructure ideas, facilited 22 discussions with over 357 participants, and conducted two surveys resulting in over 3,100 online and princted survey responses.

The Infrastructure Task Force has finalized a short-term, mid-term, and long-term recommendation for the efficient allocation of resources to support city capital improvement needs that incorporated community feedback. The Task Force's short-term recommendation is to pursue voter authorization in November for a $264,515,000 bond program and supporting combined sales and use tax rate increase of 0.325% with a 30 year sunset which is allocated by purpose/ballot question as follows:

1. Transportation Infrastructure ($107,475,000);0.132% sales and use tax rate increase
2. Public Safety ($52,065,000);0.064% sales and use tax rate increase
3. Community Facilities ($104,975,000);0.129% sales and use tax rate increase

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The proposed ordinance is for a ballot question to be placed on the November 3, 2026 ballot to seek voter authorization to increase debt by $105,000,000 and increase the sales and use tax rate by 0.129% for 30 years to provide for libraries, recreation, and community centers facilities needs, including without limitation the operation

of and repair, maintenance, and improvements to community facilities. Planned capital projects to be funded from bond proceeds include neighborhood park renovations, Aurora Center for Active Adults renovation, recreation facilities capital improvements, new Northeast Aurora Recreation Center, master planned parks construction, Central Library branch remodel, Mission Viejo Library branch remodel, and new Northeast Aurora Library branch

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☒ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☒ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

Additional sales and use tax revenue generated from the 0.129% increase is anticipated to be $12,640,000 annually.

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Increased sales and use tax revenues will fund annual debt service for bonds within the repayment costs outlined in the ballot question as well as additional operation, repairs, maintenance and improvements to community facilties. It is also planned that additional revenues will pay for bond and program management expenses to ensure the successful delivery of the bond program.

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

The $264.5 million bond program will result in additional projects to be delivered by city staff with the support of external consultants. In addition to project management needs, the city will also experience an increased workload in budgeting, accounting, plan review, and inspections.

QUESTIONS FOR COUNCIL

Does City Council approve referring the Community Facilities ballot question to the November 3, 2026 ballot?

LEGAL COMMENTS

Taxpayer's Bill of Rights requires voter approval of all tax increases and debt obligations that exceed one year. (Colo. Constitution Article X, Sec. 20). Council is seeking approval to increase the sales and use tax rate as well as authorization to incur in indebtedness, therefore Coucil is required to submit this for approval by the voters. Council shall act only by ordinance, resolution or motion. All legislative enactments must be in the form of ordinances; all other actions, except as herein provided, may be in the form of resolutions or motions. (City Charter Section 5-1). (Allen)

Build Up AURORA

Care for What We Have
Provide for What We Need

Build Up Aurora

Sponsors: Councilmember Curtis Gardner
Councilmember Francoise Bergan

Study Session
May 18, 2026



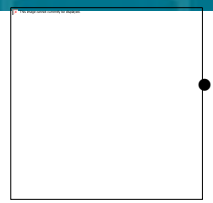
Infrastructure Task Force

Approved unanimously by City Council in July 2024, the Build Up Aurora Infrastructure Task Force looked at long-term solutions for projects ranging from public safety and transportation to parks, libraries, recreation and accessibility, and it will continue to seek community input and support.

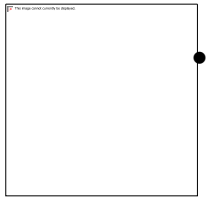
Members

Council Member Curtis Gardner, co-chair
Council Member Françoise Bergan, co-chair
Ray Barnes, former Aurora Fire Rescue Chief
Joel Boyd, Town Center at Aurora
Steve Coffin, Steve Coffin Strategies
Naomi Colwell, Aurora Chamber of Commerce
Rita Connerly, Fairfield and Wood, P.C.
Bruce Dalton, Visit Aurora
Ryan Frazier, Frazier Global
Jeff Knight, Hispanic Contractors of Colorado (HCC)/ JKS Industries
Wendy Mitchell, Aurora Economic Development Council
Jason Wardrip, Colorado Building and Construction Trades Council

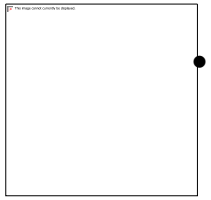
Infrastructure Task Force



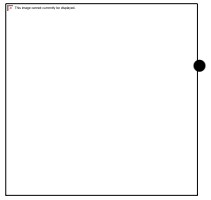
- Develop a **short-term, mid-term, and long-term phased strategic plan** for the efficient allocation of resources to support city capital improvement needs.



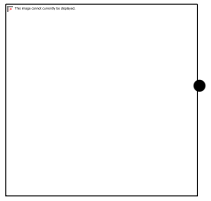
- Establish **criteria for prioritizing city infrastructure needs** based on factors such as urgency, impact, feasibility, alignment with strategic goals and prioritization based on community needs.



- Foster **effective communication and collaboration** with internal and external stakeholders, including business and community groups, industry partners, and the public.



- **Engage with Aurora residents** through a variety of methods to understand their infrastructure needs, preferences, and concerns, and incorporate their input into recommendations.



- **Review funding options** that support sustainable infrastructure development and ongoing capital maintenance.

Build Up Aurora Process – Core Tenets

Strategic Capital Planning

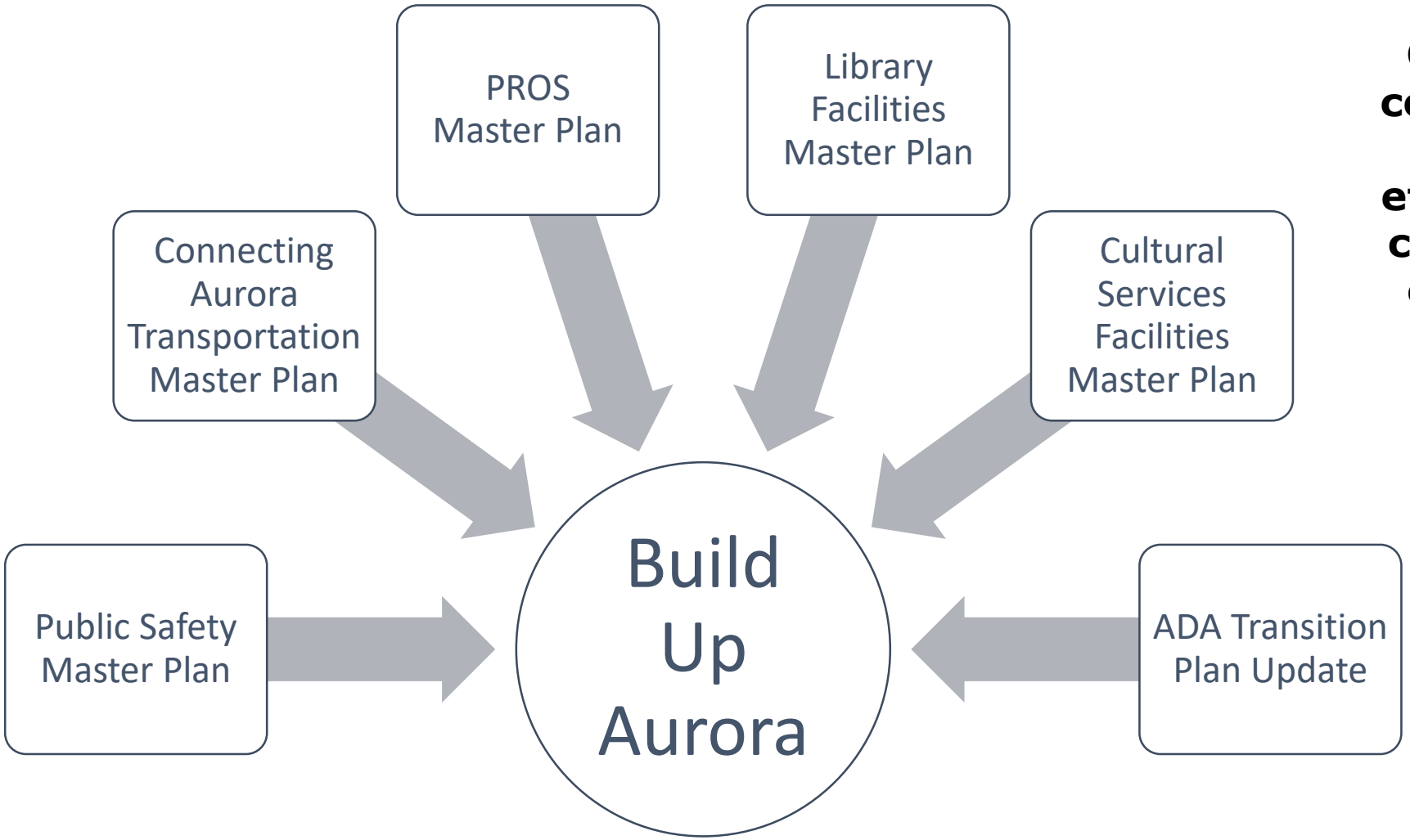
Public Engagement

Transparency

Fiscal Responsibility

- ✓ Incorporated recommendations of capital master planning efforts that included community engagement.
- ✓ Two years of public and stakeholder engagement to understand what capital projects the community cares about most.
- ✓ Review of existing funding sources to understand capacity to fund priority capital needs.
- ✓ Citywide technical project evaluation (scope, schedule, budget)
- ✓ Information shared publicly through each stage of process (EngageAurora.org/BuildUpAurora)

Capital Master Planning Efforts



City has undertaken comprehensive capital master planning efforts to evaluate the city's capital needs to enhance capital and financial planning.

Draft 10-Year Capital Improvement Master Plan

Transportation Infrastructure $596.2M

Parks, Recreation and Open Space $255.7M

Libraries, Arts and Culture $84.0M

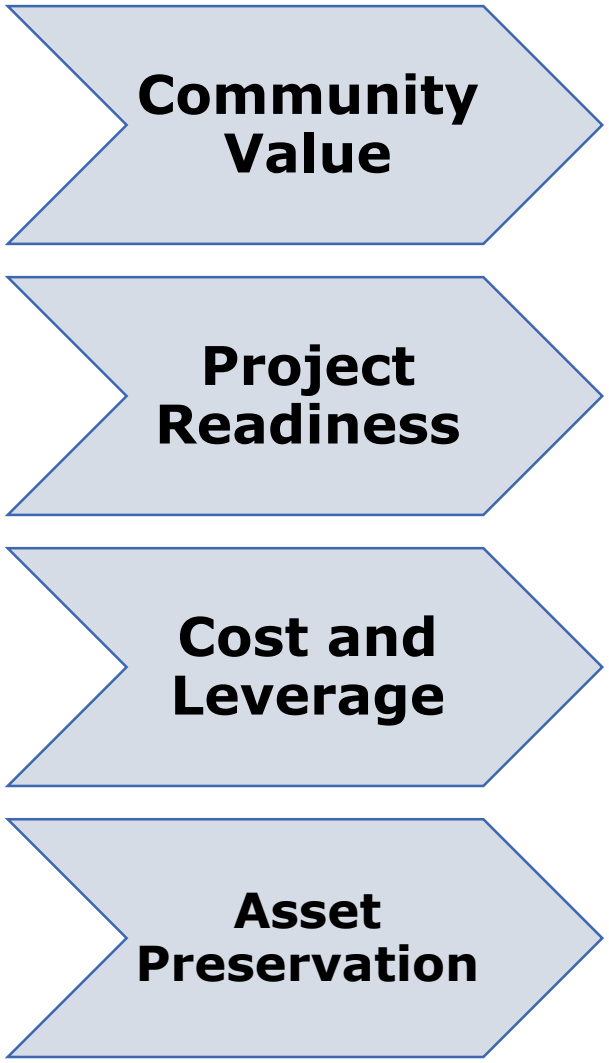
Other City Facilities $246.5M

Public Safety $900M

- **$2.08 billion in capital needs identified in draft 10-Year Capital Improvement Master Plan***
- **Consists of projects that exceed what the city can afford to complete in its annual budget**

**Estimated project cost subject to change. Estimated costs represent total cost (not including land acquisition where applicable) and do not represent phasing options.*

Capital Project Prioritization Framework: Community Informed and Technically Sound



Prioritization of capital project needs help ensure capital resources are invested responsibly, focusing first on projects that:

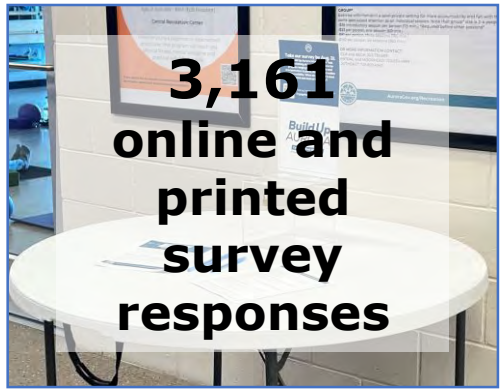
- Deliver the greatest public benefit
- Are ready to move forward
- Address the most critical needs
- Plan thoughtfully for future city needs

2025-26 Public Outreach Overview



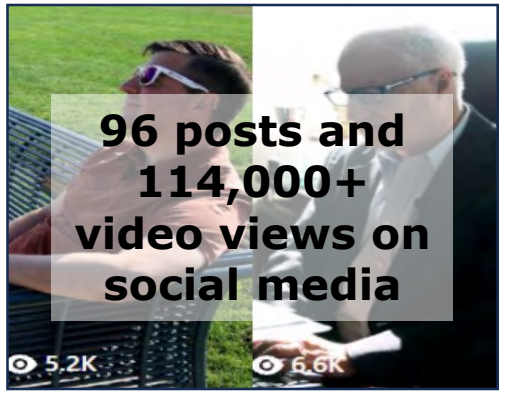














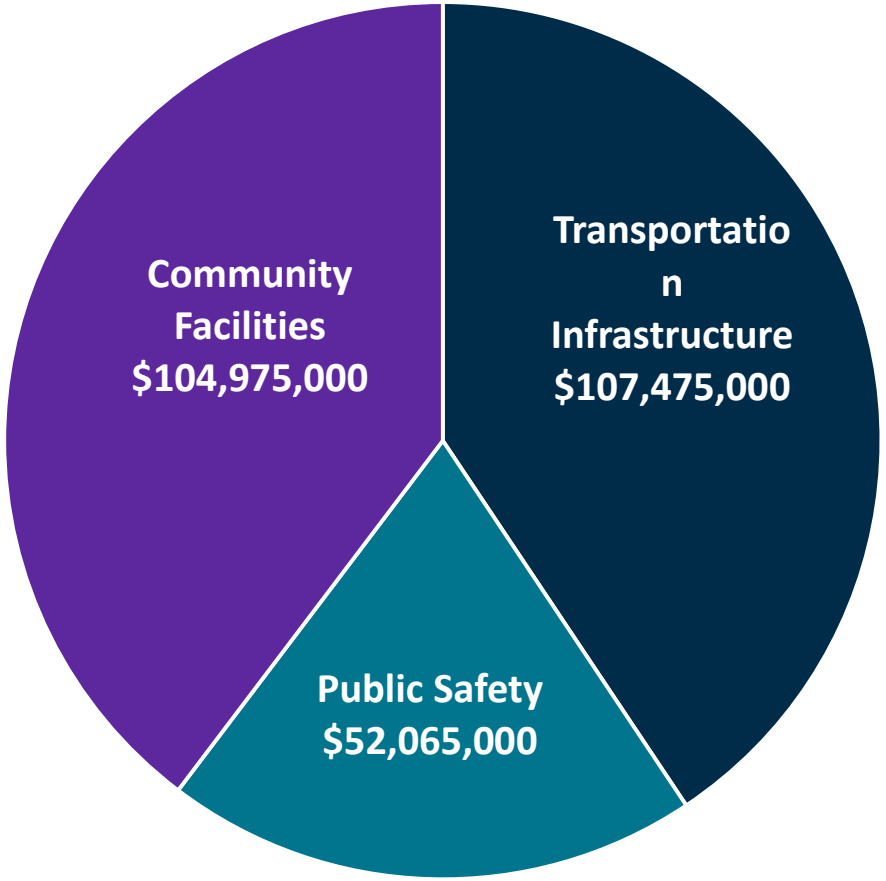


Bond Program Parameters

- Address key infrastructure needs and service gaps valued by the community
- Fund critical projects now to avoid higher future costs
- Maximize existing funding to reduce borrowing needs
- Balance operating costs and affordability of new facilities
- Create a flexible financial plan to meet ongoing capital needs.

Proposed 2026 Bond Program

2026 Bond Proposed Project Totals



- **Total Project Value*: $264,515,000**
- More than **65 distinct projects**
- Provides comprehensive funding approach to address capital improvements and repairs in each purpose.
- Leverages over **$44M** in existing capital funding

Bond Purpose	Amount	Sales and Use Tax Rate
Transportation Infrastructure	$107,475,000	0.132%
Public Safety	$52,065,000	0.064%
Community Facilities	$104,975,000	0.129%
	$264,515,000	**0.325%**

**Includes $7.595M in purpose contingency funding*

Build Up AURORA
Care for What We Have Provide for What We Need

Transportation Infrastructure

Project Name	Funding Amount	Ward
Transportation Infrastructure		
Transportation Safety Improvements	$ 25,000,000	All Wards
Gun Club Road (Quincy to Aurora Parkway)	$ 34,000,000	VI
Peoria over Sand Creek Bridge Replacement	$ 37,000,000	I
High Priority Sidewalk Improvements	$ 7,000,000	I, II, III, IV
Aurora Reservoir Transportation Improvements	$ 1,000,000	VI
Purpose Contingency	*$ 3,475,000*	
Transportation Infrastructure Total	**$ 107,475,000**	

Key Project Facts

- **47 distinct capital projects**
- 30 traffic, intersection, and pedestrian safety projects across the city
- 13 high priority missing sidewalks
- Replacement of the city's oldest bridge built in 1966
- New improvements at the Aurora Reservoir to improve access

Build Up AURORA
Care for What We Have Provide for What We Need

Public Safety

Project Name	Funding Amount	Ward
Public Safety		
Police Station Facility Capital Improvements	$ 8,500,000	I, II, VI
Aurora 911 Facility Capital Improvements	$ 2,000,000	VI
Fire Station 19 Construction	$ 13,700,000	VI
Fire Station 2 Renovation	$ 8,020,000	I
Fire Station Facility Capital Improvements	$ 8,500,000	IV, V
Fire Station 3 Renovation	$ 10,000,000	I
Purpose Contingency	*$ 1,345,000*	
Public Safety Total	**$ 52,065,000**	

Key Project Facts

- Improvements at all police and fire stations
- Improvements and renovations at the Aurora 911 Tallyns Reach facility
- 2 fire station renovations
- New fire station to address response times in southeast Aurora

Community Facilities

Project Name	Funding Amount	Ward
Community Facilities		
Neighborhood Park Renovations	$ 28,000,000	All Wards
Aurora Center for Active Adults Renovation	$ 5,000,000	III
Recreation Facilities Capital Improvements	$ 3,700,000	I, IV, V, VI
New Northeast Aurora Recreation Center	$ 36,500,000	II
Master Planned Parks Construction	$ 5,000,000	V
Central Library Branch Remodel	$ 4,000,000	III
Mission Viejo Library Branch Remodel	$ 5,000,000	V
New Northeast Aurora Library Branch	$ 15,000,000	II
Purpose Contingency	*$ 2,775,000*	
Community Facilities Total	**$ 104,975,000**	

Key Project Facts

- 7 neighborhood park renovations
- Renovation of the Aurora Center for Active Adults built in 1980
- Construction of Central Community Park (Phase 1)
- 2 library branch renovations
- Construction of a new recreation center and library to serve northeast Aurora

Proposed 2026 Ballot Questions

Total Project Value*: $264,515,000

- More than **65 distinct projects**
- Companion resolution will designate projects and level of funding to be undertaken with proceeds of bonds if authorized by voters
- 0.325% sales and use tax increase recommended (prorated across three categories) to provide financial capacity to issue bonds

Ballot Question/Purpose	Est. Par Amount (Principal)	Total Repayment Cost (Principal + Interest)*	Sales and Use Tax Rate	
Transportation Infrastructure	$107,475,000	$209,733,000	0.132%	*1.3 cents/$10*
Public Safety	$52,065,000	$101,600,000	0.064%	*0.6 cents/$10*
Community Facilities	$104,975,000	$204,870,000	0.129%	*1.3 cents/$10*
Aggregate of Three Questions/Issuances*	**$264,515,000**	**$516,203,000**	**0.325%**	*3.25 cents/$10*

**Estimated repayment cost includes additional capacity to support interest rate volatility*

Build Up AURORA
Care for What We Have
Provide for What We Need

Proposed 2026 Financing Structure

- Debt authorized under the 2026 bond program will be issued over time
  - *Each bond issuance requires approval by City Council*

- Proposed key terms for 2026 bond program:
  - Bonds will be secured by dedicated sales and use tax
  - Allows future bonding capacity without raising taxes (potential 2031/2032 authorization)
  - Max term for bonds and sales and use tax increases not to exceed 30-years
  - Reserves

- Strong credit rating supports favorable financing terms

- Sales and use tax increases are forecasted to exceed annual debt service, with surplus funding purposed to fund:
  - Additional capital improvements and repairs
  - Bond program and project management services

Build Up Aurora
Transportation Infrastructure Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,940,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.132% SALES AND USE TAX (THAT EQUALS 13.2 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR TRANSPORTATION INFRASTRUCTURE NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO CITY TRANSPORTATION INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $108,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $209,733,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- TRAFFIC, INTERSECTION, AND PEDESTRIAN SAFETY IMPROVEMENTS;
- MAJOR BRIDGE REPLACEMENTS;
- ROADWAY IMPROVEMENTS AND EXPANSION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.132% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora
Public Safety Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $6,270,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.064% SALES AND USE TAX (THAT EQUALS 6.4 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027 AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR PUBLIC SAFETY NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO POLICE, FIRE, AND OTHER PUBLIC SAFETY INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $53,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $101,600,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- FIRE STATION RENOVATIONS AND REMODELS;
- AURORA 911 AND POLICE FACILITIES IMPROVEMENTS;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.064% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora
Community Facilities Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,640,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.129% SALES AND USE TAX (THAT EQUALS 12.9 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO COMMUNITY FACILITIES, INCLUDING WITHOUT LIMITATION LIBRARIES, RECREATION AND COMMUNITY CENTERS;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $105,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $204,870,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- PARK RENOVATIONS AND NEW PARK CONSTRUCTION;
- RECREATION CENTER IMPROVEMENTS AND NEW RECREATION CENTER CONSTRUCTION;
- LIBRARY BRANCH IMPROVEMENTS AND NEW LIBRARY CONSTRUCTION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.129% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora City Council Direction

- **Does City Council support the referral of three ballot questions to the November 3, 2026 ballot which seeks authorization for the City to increase the sales and use tax rates for 30 years and issue bonds in the amounts as follows:**

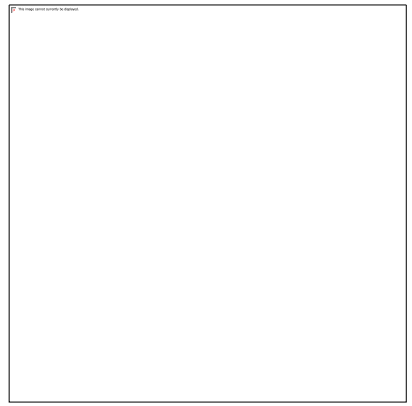
Ballot Question/Purpose	Est. Par Amount (Principal)	Total Repayment Cost (Principal + Interest)	Sales and Use Tax Rate	
Transportation Infrastructure	$107,475,000	$209,733,000	0.132%	*1.3 cents/$10*
Public Safety	$52,065,000	$101,600,000	0.064%	*0.6 cents/$10*
Community Facilities	$104,975,000	$204,870,000	0.129%	*1.3 cents/$10*

- **Does City Council support the approval of the companion resolution outlining the capital projects to be undertaken with bond proceeds in the categories of transportation, public safety, and community facilities?**

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora - Calendar

- If City Council supports recommendation, ballot measures will move forward for referral to the November 2026 ballot
  - Timeline
    - June 8 (First Reading)
    - June 22 (Final Reading)



ORDINANCE NO. 2026-_____

A BILL

FOR AN ORDINANCE SUBMITTING TO A VOTE OF THE REGISTERED ELECTORS OF THE CITY OF AURORA, COLORADO, AT THE GENERAL ELECTION OF NOVEMBER 3, 2026, A QUESTION RELATING TO THE ISSUANCE OF REVENUE BONDS AND INCREASING TAXES FOR THE PURPOSE OF OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO COMMUNITY FACILITIES SUCH AS LIBRARIES, RECREATION, AND COMMUNITY CENTERS

WHEREAS, the City of Aurora, Colorado, (the "City"), is a home rule municipality, organized and existing under and by virtue of Article XX, Section 6 of the Colorado Constitution, and it has the power to regulate matters of local concern; and

WHEREAS, the City Council (the "Council") unanimously created the Build Up Aurora Infrastructure Task Force (the "Task Force") in 2024 to develop a phased strategic plan for the efficient allocation of resources to support city capital improvement needs; and

WHEREAS, the Task Force engaged with Aurora residents through a variety of methods to understand their capital improvement needs, preferences, and concerns, and incorporate their input into recommendations; and

WHEREAS, after receiving public input and recommendations from the Task Force, the City Council of the City of Aurora, Colorado, has carefully considered the capital improvement needs of the City; and

WHEREAS, the Council recognizes the need to provide for community facilities, including without limitation the operation of and repair, maintenance, and improvements to libraries, recreation centers, and community centers; and

WHEREAS, because the City does not have sufficient funds in its treasury, the Council finds and determines that it is necessary to issue revenue bonds to finance the costs associated with providing for such needs; and

WHEREAS, the Council further finds and determines that an increase in the City's sales and use tax is required to fund the debt service on the bonds, and that authorization from the voters is necessary to secure additional funding through debt mechanisms available to the City; and

WHEREAS, the Council deems it appropriate to submit the question of issuing such bonds and increasing such taxes to the registered electors of the City at the November 3, 2026, general election; and

WHEREAS, the Council hereby finds that the question to the voters contained in this Ordinance is in the best interest of the City and its citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL· OF THE CITY OF AURORA, COLORADO:

Section 1. The following question shall be submitted to a vote of the registered electors of the City at the general election on November 3, 2026:

DEDICATED SALES TAX FOR COMMUNITY FACILITIES

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,640,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.129% SALES AND USE TAX (THAT EQUALS 12.9 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO COMMUNITY FACILITIES, INCLUDING WITHOUT LIMITATION LIBRARIES, RECREATION AND COMMUNITY CENTERS;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $105,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $204,870,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- PARK RENOVATIONS AND NEW PARK CONSTRUCTION;
- RECREATION CENTER IMPROVEMENTS AND NEW RECREATION CENTER CONSTRUCTION;
- LIBRARY BRANCH IMPROVEMENTS AND NEW LIBRARY CONSTRUCTION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.129% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

YES _____ NO _____

Section 2. Pursuant to Article XX, Sections 5 and 6 of the Colorado Constitution, the City Clerk shall publish, with the Clerk's official certification, three (3) times, a week apart, in a newspaper of general circulation within the City, the full text of the ballot issue. The first publication of the ballot issue shall be made together with notice of the date and time of the election.

Section 3. The City Clerk shall secure from each county the votes in favor of, and opposed to the ballot issue, and shall report the same to the City Council within seven (7) days following the election.

Section 4. In the event the ballot issue is approved by a majority of the registered electors voting thereon, the City Clerk shall publish once, in the same newspaper, within ten (10) days following the election the results. At such time, the City Clerk shall also file with the Secretary of State two (2) copies of the ballot issue along with the official tally of the vote for and against, as certified by the City Clerk.

Section 5. The provisions of this ordinance and the question authorized to be submitted hereby are severable. If any portion of this Ordinance or the question shall be judicially determined to be invalid or unenforceable, such determination shall not affect the remaining provisions of such ordinance or question.

Section 6. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 7. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Hanosky Hernandez RLA
HANOSKY HERNANDEZ, Sr. Assistant City Attorney

CITY OF AURORA
Late Submission Approval for Agenda Item

Item Title: Build Up Aurora - Public Safety Ballot Language (Ordinance)
Item Initiator: Laura Perry, Deputy City Manager
Staff Source/Legal Source: Laura Perry, Deputy City Manager/Rachel Allen Deputy City Atorney
Outside Speaker: N/A
Strategic Outcome: Well Managed: High Performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

CRITERIA - PLEASE CONSIDER ITEM FOR LATE SUBMISSION FOR THE FOLLOWING REASON:

☐ There is a time-sensitive legal requirement that must be met and cannot be met by a future meeting date

☐ The delay will result in an adverse financial impact to the city

☐ The item is related to a disaster and must be addressed before the next available meeting

---

COUNCIL MEETING DATES FOR LATE SUBMISSION:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

EXPLANATION: *(Please provide a detailed explanation as to why the item falls into one or more of the above criteria and why it may not be set for a future meeting date.)*

I understand the agenda item will not be added to the agenda without submitting this completed form as an attachment in e-Scribe. The agenda item will not be added to the agenda if the workflow is not completed by the WORKFLOW COMPLETED date indicated on the agenda deadline calendar.

Laura Perry
Agenda Item Initiator Name

Agenda Item Initiator Signature 05/13/26 Date

Laura Perry
Late Submission Approver Name (Council Appointee or DCM)

Late Submission Approver Signature 05/13/26 Date

CITY OF AURORA
Council Agenda Commentary

Item Title: Build Up Aurora - Public Safety Ballot Language (Ordinance)
Item Initiator: Laura Perry, Deputy City Manager
Staff Source/Legal Source: Laura Perry, Deputy City Manager/Rachel Allen, Deputy City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☐ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsors: Councilmember Curtis Gardner and Councilmember Francoise Bergan
Laura Perry, Deputy City Manager / Rachel Allen, Deputy City Attorney
Estimated time: 5 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Infrastructure Task Force Ad Hoc Policy Committee

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

Many of Aurora's streets, facilities, and systems built in earlier decades now require significant reinvestment and replacement. The result is a growing gap between what it will cost to maintain, modernize and construct the city's infrastructure and the funding that is currently available.

The city has completed additional capital master plans and facility assessments and have refined project scopes and costs. Detailed capital master planning efforts undertaken over the last three years identifies a focused list of priority projects with preliminary estimated capital costs of about $2 billion.

In 2024, City Council unanimously created the Build Up Aurora Infrastructure Task Force to evaluate these needs and develop a long-range plan for capital investment. Members were appointed by City Council from across the community, including business, economic development, construction, hospitality and tourism, and public safety. The task force's responsibilities included reviewing the updated capital project lists, developing criteria for prioritizing projects based on urgency, risk, and community benefit, recommending a phased approach to capital investment over a ten-year period, considering sustainable funding options that match project scale and timeline, and incorporating public feedback into final recommendations.

In 2025 and 2026 substantial community engagement was undertaken to understand which capital projects the community cares about most. Departments met regularly with the Infrastructure Task Force to review project needs, while at the same time engaging residents to understand their priorities and perspectives. Over the last year, the City hosted over 54 events, received over 5,800 infrastructure ideas, facilited 22 discussions with over 357 participants, and conducted two surveys resulting in over 3,100 online and princted survey responses.

The Infrastructure Task Force has finalized a short-term, mid-term, and long-term recommendation for the efficient allocation of resources to support city capital improvement needs that incorporated community feedback. The Task Force's short-term recommendation is to pursue voter authorization in November for a $264,515,000 bond program and supporting combined sales and use tax rate increase of 0.325% with a 30 year sunset which is allocated by purpose/ballot question as follows:

1. Transportation Infrastructure ($107,475,000);0.132% sales and use tax rate increase
2. Public Safety ($52,065,000);0.064% sales and use tax rate increase
3. Community Facilities ($104,975,000);0.129% sales and use tax rate increase

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The proposed ordinance is for a ballot question to be placed on the November 3, 2026 ballot to seek voter authorization to increase debt by $53,000,000 and increase the sales and use tax rate by 0.064% for 30 years to provide for public safety needs, including without limitation the operation of and repair, maintenance, and

improvements to police, fire, and other public safety infrastructure and facililies. Planned capital projects to be funded from bond proceeds include police station facility capital improvements, Aurora 911 facility capital improvements, Fire Station 19 construction, Fire Station 2 renovation, Fire Station facility capital improvements, and Fire Station 3 renovation.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☒ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☒ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

Additional sales and use tax revenue generated from the 0.064% increase is anticipated to be $6,270,000 annually.

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Increased sales and use tax revenues will fund annual debt service for bonds within the repayment costs outlined in the ballot question as well as additional operation, repairs, maintenance and improvements to city public safety infrastructure and facilties. It is also planned that additional revenues will pay for bond and program management expenses to ensure the successful delivery of the bond program.

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

The $264.5 million bond program will result in additional projects to be delivered by city staff with the support of external consultants. In addition to project management needs, the city will also experience an increased workload in budgeting, accounting, plan review, and inspections.

QUESTIONS FOR COUNCIL

Does City Council approve referring the Public Safety infrastructure and facilities ballot question to the November 3, 2026 ballot?

LEGAL COMMENTS

Taxpayer's Bill of Rights requires voter approval of all tax increases and debt obligations that exceed one year. (Colo. Constitution Article X, Sec. 20). Council is seeking approval to increase the sales and use tax rate as well as authorization to incur in indebtedness, therefore Coucil is required to submit this for approval by the voters. Council shall act only by ordinance, resolution or motion. All legislative enactments must be in the form of ordinances; all other actions, except as herein provided, may be in the form of resolutions or motions. (City Charter Section 5-1). (Allen)

Build Up AURORA

Care for What We Have
Provide for What We Need

Build Up Aurora

Sponsors: Councilmember Curtis Gardner
Councilmember Francoise Bergan

Study Session
May 18, 2026



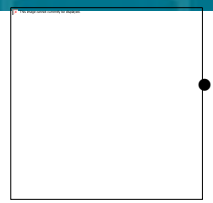
Infrastructure Task Force

Approved unanimously by City Council in July 2024, the Build Up Aurora Infrastructure Task Force looked at long-term solutions for projects ranging from public safety and transportation to parks, libraries, recreation and accessibility, and it will continue to seek community input and support.

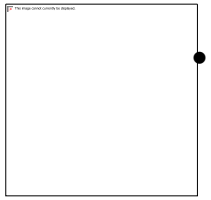
Members

Council Member Curtis Gardner, co-chair
Council Member Françoise Bergan, co-chair
Ray Barnes, former Aurora Fire Rescue Chief
Joel Boyd, Town Center at Aurora
Steve Coffin, Steve Coffin Strategies
Naomi Colwell, Aurora Chamber of Commerce
Rita Connerly, Fairfield and Wood, P.C.
Bruce Dalton, Visit Aurora
Ryan Frazier, Frazier Global
Jeff Knight, Hispanic Contractors of Colorado (HCC)/ JKS Industries
Wendy Mitchell, Aurora Economic Development Council
Jason Wardrip, Colorado Building and Construction Trades Council

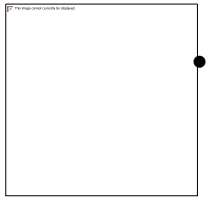
Infrastructure Task Force



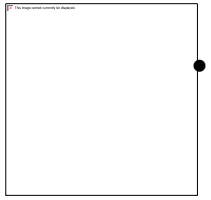
- Develop a **short-term, mid-term, and long-term phased strategic plan** for the efficient allocation of resources to support city capital improvement needs.



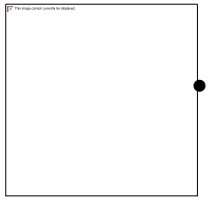
- Establish **criteria for prioritizing city infrastructure needs** based on factors such as urgency, impact, feasibility, alignment with strategic goals and prioritization based on community needs.



- Foster **effective communication and collaboration** with internal and external stakeholders, including business and community groups, industry partners, and the public.



- **Engage with Aurora residents** through a variety of methods to understand their infrastructure needs, preferences, and concerns, and incorporate their input into recommendations.



- **Review funding options** that support sustainable infrastructure development and ongoing capital maintenance.

Build Up Aurora Process – Core Tenets

Strategic Capital Planning

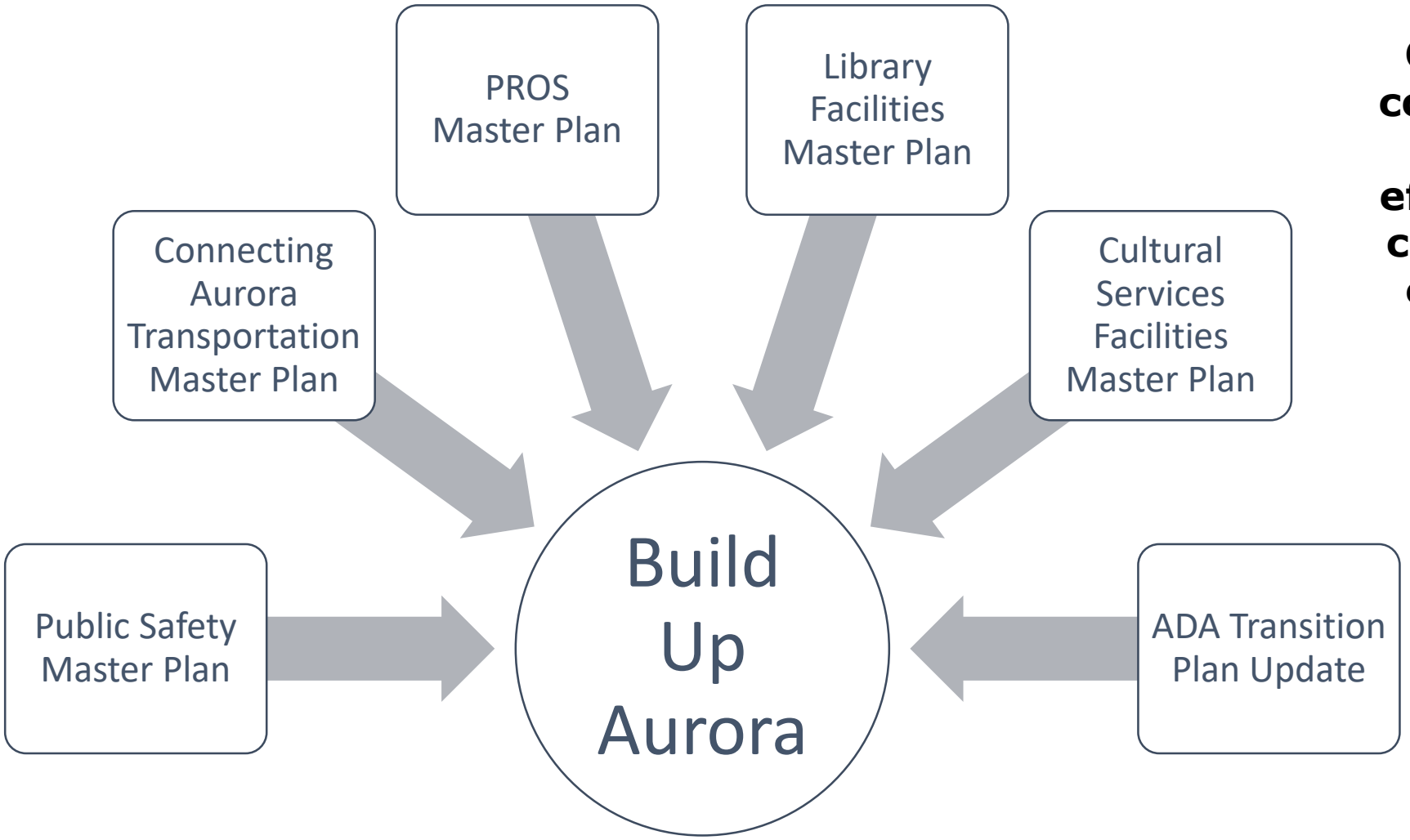
Public Engagement

Transparency

Fiscal Responsibility

- ✓ Incorporated recommendations of capital master planning efforts that included community engagement.
- ✓ Two years of public and stakeholder engagement to understand what capital projects the community cares about most.
- ✓ Review of existing funding sources to understand capacity to fund priority capital needs.
- ✓ Citywide technical project evaluation (scope, schedule, budget)
- ✓ Information shared publicly through each stage of process (EngageAurora.org/BuildUpAurora)

Capital Master Planning Efforts



City has undertaken comprehensive capital master planning efforts to evaluate the city's capital needs to enhance capital and financial planning.

Draft 10-Year Capital Improvement Master Plan

Transportation Infrastructure $596.2M

Parks, Recreation and Open Space $255.7M

Libraries, Arts and Culture $84.0M

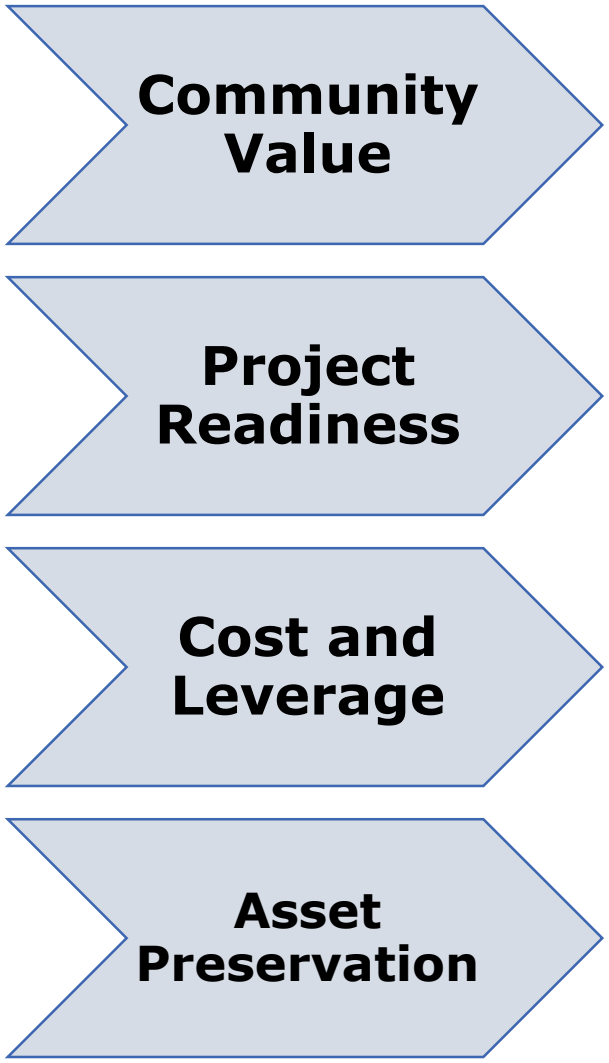
Other City Facilities $246.5M

Public Safety $900M

- **$2.08 billion in capital needs identified in draft 10-Year Capital Improvement Master Plan***
- **Consists of projects that exceed what the city can afford to complete in its annual budget**

**Estimated project cost subject to change. Estimated costs represent total cost (not including land acquisition where applicable) and do not represent phasing options.*

Capital Project Prioritization Framework: Community Informed and Technically Sound



Prioritization of capital project needs help ensure capital resources are invested responsibly, focusing first on projects that:

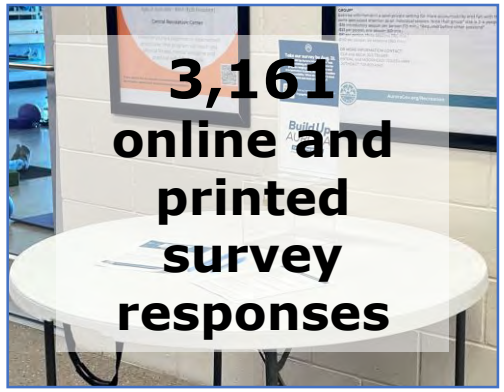
- Deliver the greatest public benefit
- Are ready to move forward
- Address the most critical needs
- Plan thoughtfully for future city needs

2025-26 Public Outreach Overview



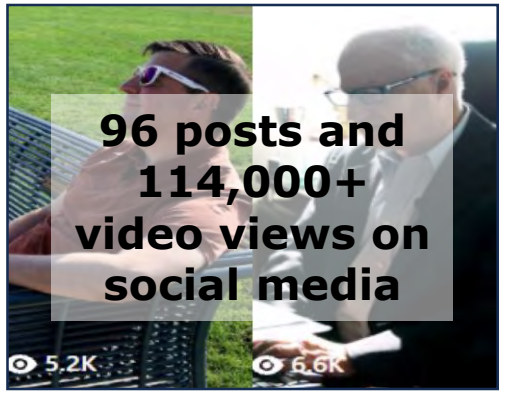














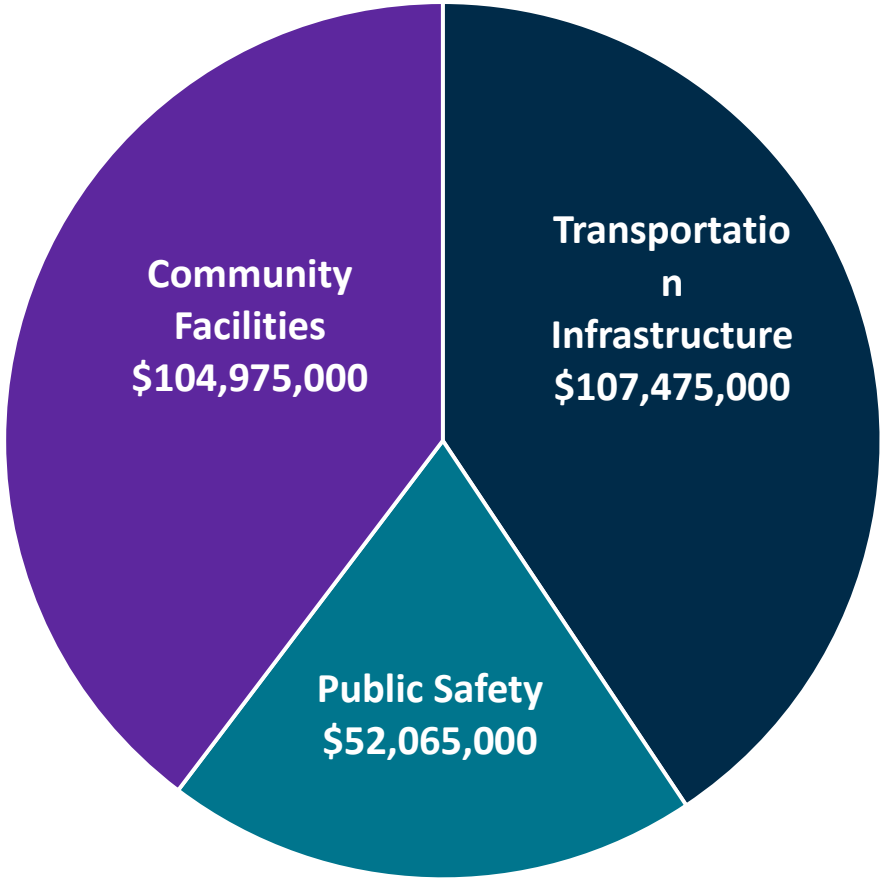


Bond Program Parameters

- Address key infrastructure needs and service gaps valued by the community
- Fund critical projects now to avoid higher future costs
- Maximize existing funding to reduce borrowing needs
- Balance operating costs and affordability of new facilities
- Create a flexible financial plan to meet ongoing capital needs.

Proposed 2026 Bond Program

2026 Bond Proposed Project Totals



- **Total Project Value*: $264,515,000**
- More than **65 distinct projects**
- Provides comprehensive funding approach to address capital improvements and repairs in each purpose.
- Leverages over **$44M** in existing capital funding

Bond Purpose	Amount	Sales and Use Tax Rate
Transportation Infrastructure	$107,475,000	0.132%
Public Safety	$52,065,000	0.064%
Community Facilities	$104,975,000	0.129%
	$264,515,000	**0.325%**

**Includes $7.595M in purpose contingency funding*

Transportation Infrastructure

Project Name	Funding Amount	Ward
Transportation Infrastructure		
Transportation Safety Improvements	$ 25,000,000	All Wards
Gun Club Road (Quincy to Aurora Parkway)	$ 34,000,000	VI
Peoria over Sand Creek Bridge Replacement	$ 37,000,000	I
High Priority Sidewalk Improvements	$ 7,000,000	I, II, III, IV
Aurora Reservoir Transportation Improvements	$ 1,000,000	VI
Purpose Contingency	*$ 3,475,000*	
Transportation Infrastructure Total	**$ 107,475,000**	

Key Project Facts

- **47 distinct capital projects**
- 30 traffic, intersection, and pedestrian safety projects across the city
- 13 high priority missing sidewalks
- Replacement of the city's oldest bridge built in 1966
- New improvements at the Aurora Reservoir to improve access

Public Safety

Project Name	Funding Amount	Ward
Public Safety		
Police Station Facility Capital Improvements	$ 8,500,000	I, II, VI
Aurora 911 Facility Capital Improvements	$ 2,000,000	VI
Fire Station 19 Construction	$ 13,700,000	VI
Fire Station 2 Renovation	$ 8,020,000	I
Fire Station Facility Capital Improvements	$ 8,500,000	IV, V
Fire Station 3 Renovation	$ 10,000,000	I
Purpose Contingency	*$ 1,345,000*	
Public Safety Total	**$ 52,065,000**	

Key Project Facts

- Improvements at all police and fire stations
- Improvements and renovations at the Aurora 911 Tallyns Reach facility
- 2 fire station renovations
- New fire station to address response times in southeast Aurora

Community Facilities

Project Name	Funding Amount	Ward
Community Facilities		
Neighborhood Park Renovations	$ 28,000,000	All Wards
Aurora Center for Active Adults Renovation	$ 5,000,000	III
Recreation Facilities Capital Improvements	$ 3,700,000	I, IV, V, VI
New Northeast Aurora Recreation Center	$ 36,500,000	II
Master Planned Parks Construction	$ 5,000,000	V
Central Library Branch Remodel	$ 4,000,000	III
Mission Viejo Library Branch Remodel	$ 5,000,000	V
New Northeast Aurora Library Branch	$ 15,000,000	II
Purpose Contingency	*$ 2,775,000*	
Community Facilities Total	**$ 104,975,000**	

Key Project Facts

- 7 neighborhood park renovations
- Renovation of the Aurora Center for Active Adults built in 1980
- Construction of Central Community Park (Phase 1)
- 2 library branch renovations
- Construction of a new recreation center and library to serve northeast Aurora

Proposed 2026 Ballot Questions

Total Project Value*: $264,515,000

- More than **65 distinct projects**
- Companion resolution will designate projects and level of funding to be undertaken with proceeds of bonds if authorized by voters
- 0.325% sales and use tax increase recommended (prorated across three categories) to provide financial capacity to issue bonds

Ballot Question/Purpose	Est. Par Amount (Principal)	Total Repayment Cost (Principal + Interest)*	Sales and Use Tax Rate	
Transportation Infrastructure	$107,475,000	$209,733,000	0.132%	*1.3 cents/$10*
Public Safety	$52,065,000	$101,600,000	0.064%	*0.6 cents/$10*
Community Facilities	$104,975,000	$204,870,000	0.129%	*1.3 cents/$10*
Aggregate of Three Questions/Issuances*	**$264,515,000**	**$516,203,000**	**0.325%**	*3.25 cents/$10*

**Estimated repayment cost includes additional capacity to support interest rate volatility*

Build Up AURORA
Care for What We Have
Provide for What We Need

Proposed 2026 Financing Structure

- Debt authorized under the 2026 bond program will be issued over time
  - *Each bond issuance requires approval by City Council*

- Proposed key terms for 2026 bond program:
  - Bonds will be secured by dedicated sales and use tax
  - Allows future bonding capacity without raising taxes (potential 2031/2032 authorization)
  - Max term for bonds and sales and use tax increases not to exceed 30-years
  - Reserves

- Strong credit rating supports favorable financing terms

- Sales and use tax increases are forecasted to exceed annual debt service, with surplus funding purposed to fund:
  - Additional capital improvements and repairs
  - Bond program and project management services

Build Up Aurora
Transportation Infrastructure Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,940,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.132% SALES AND USE TAX (THAT EQUALS 13.2 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR TRANSPORTATION INFRASTRUCTURE NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO CITY TRANSPORTATION INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $108,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $209,733,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- TRAFFIC, INTERSECTION, AND PEDESTRIAN SAFETY IMPROVEMENTS;
- MAJOR BRIDGE REPLACEMENTS;
- ROADWAY IMPROVEMENTS AND EXPANSION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.132% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up Aurora
Public Safety Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $6,270,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.064% SALES AND USE TAX (THAT EQUALS 6.4 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027 AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR PUBLIC SAFETY NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO POLICE, FIRE, AND OTHER PUBLIC SAFETY INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $53,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $101,600,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- FIRE STATION RENOVATIONS AND REMODELS;
- AURORA 911 AND POLICE FACILITIES IMPROVEMENTS;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.064% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora
Community Facilities Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,640,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.129% SALES AND USE TAX (THAT EQUALS 12.9 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO COMMUNITY FACILITIES, INCLUDING WITHOUT LIMITATION LIBRARIES, RECREATION AND COMMUNITY CENTERS;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $105,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $204,870,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- PARK RENOVATIONS AND NEW PARK CONSTRUCTION;
- RECREATION CENTER IMPROVEMENTS AND NEW RECREATION CENTER CONSTRUCTION;
- LIBRARY BRANCH IMPROVEMENTS AND NEW LIBRARY CONSTRUCTION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.129% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up Aurora City Council Direction

- **Does City Council support the referral of three ballot questions to the November 3, 2026 ballot which seeks authorization for the City to increase the sales and use tax rates for 30 years and issue bonds in the amounts as follows:**

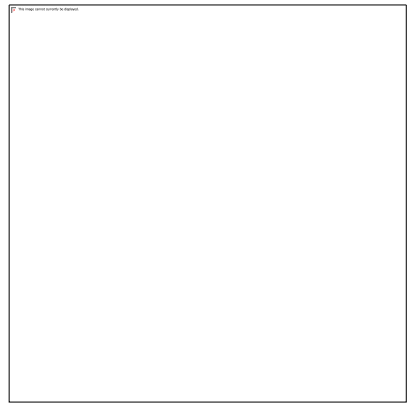
Ballot Question/Purpose	Est. Par Amount (Principal)	Total Repayment Cost (Principal + Interest)	Sales and Use Tax Rate	
Transportation Infrastructure	$107,475,000	$209,733,000	0.132%	*1.3 cents/$10*
Public Safety	$52,065,000	$101,600,000	0.064%	*0.6 cents/$10*
Community Facilities	$104,975,000	$204,870,000	0.129%	*1.3 cents/$10*

- **Does City Council support the approval of the companion resolution outlining the capital projects to be undertaken with bond proceeds in the categories of transportation, public safety, and community facilities?**

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora - Calendar

- If City Council supports recommendation, ballot measures will move forward for referral to the November 2026 ballot
  - Timeline
    - June 8 (First Reading)
    - June 22 (Final Reading)



ORDINANCE NO. 2026-_____

A BILL

FOR AN ORDINANCE SUBMITTING TO A VOTE OF THE REGISTERED ELECTORS OF THE CITY OF AURORA, COLORADO, AT THE GENERAL ELECTION OF NOVEMBER 3, 2026, A QUESTION RELATING TO THE ISSUANCE OF REVENUE BONDS AND INCREASING TAXES FOR THE PURPOSE OF OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO POLICE, FIRE AND OTHER PUBLIC SAFETY INFRASTRUCTURE AND FACILITIES

WHEREAS, the City of Aurora, Colorado, (the "City"), is a home rule municipality, organized and existing under and by virtue of Article XX, Section 6 of the Colorado Constitution, and it has the power to regulate matters of local concern; and

WHEREAS, the City Council (the "Council") unanimously created the Build Up Aurora Infrastructure Task Force (the "Task Force") in 2024 to develop a phased strategic plan for the efficient allocation of resources to support city capital improvement needs; and

WHEREAS, the Task Force engaged with Aurora residents through a variety of methods to understand their capital improvement needs, preferences, and concerns, and incorporate their input into recommendations; and

WHEREAS, after receiving public input and recommendations from the Task Force, the City Council of the City of Aurora, Colorado, has carefully considered the capital improvement needs of the City; and

WHEREAS, the Council recognizes the need to provide for public safety, including without limitation the operation of and repair, maintenance, and improvements to police, fire, and other public safety infrastructure and facilities; and

WHEREAS, because the City does not have sufficient funds in its treasury, the Council finds and determines that it is necessary to issue revenue bonds to finance the costs associated with providing for such needs; and

WHEREAS, the Council further finds and determines that an increase in the City's sales and use tax is required to fund the debt service on the bonds, and that authorization from the voters is necessary to secure additional funding through debt mechanisms available to the City; and

WHEREAS, the Council deems it appropriate to submit the question of issuing such bonds and increasing such taxes to the registered electors of the City at the November 3, 2026, general election; and

WHEREAS, the Council hereby finds that the question to the voters contained in this Ordinance is in the best interest of the City and its citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL· OF THE CITY OF AURORA, COLORADO:

Section 1. The following question shall be submitted to a vote of the registered electors of the City at the general election on November 3, 2026:

DEDICATED SALES TAX FOR PUBLIC SAFETY

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $6,270,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.064% SALES AND USE TAX (THAT EQUALS 6.4 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027 AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR PUBLIC SAFETY NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO POLICE, FIRE, AND OTHER PUBLIC SAFETY INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $53,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $101,600,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- FIRE STATION RENOVATIONS AND REMODELS;
- AURORA 911 AND POLICE FACILITIES IMPROVEMENTS;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.064% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

YES _____ NO _____

Section 2. Pursuant to Article XX, Sections 5 and 6 of the Colorado Constitution, the City Clerk shall publish, with the Clerk's official certification, three (3) times, a week apart, in a newspaper of general circulation within the City, the full text of the ballot issue. The first publication of the ballot issue shall be made together with notice of the date and time of the election.

Section 3. The City Clerk shall secure from each county the votes in favor of, and opposed to the ballot issue, and shall report the same to the City Council within seven (7) days following the election.

Section 4. In the event the ballot issue is approved by a majority of the registered electors voting thereon, the City Clerk shall publish once, in the same newspaper, within ten (10) days following the election the results. At such time, the City Clerk shall also file with the Secretary of State two (2) copies of the ballot issue along with the official tally of the vote for and against, as certified by the City Clerk.

Section 5. The provisions of this ordinance and the question authorized to be submitted hereby are severable. If any portion of this Ordinance or the question shall be judicially determined to be invalid or unenforceable, such determination shall not affect the remaining provisions of such ordinance or question.

Section 6. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 7. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:
PETER A. SCHULTE, CITY ATTORNEY

By: Hanosky Hernandez RLA
HANOSKY HERNANDEZ, Sr. Assistant City Attorney

CITY OF AURORA
Late Submission Approval for Agenda Item

Item Title: Build Up Aurora - Transportation Ballot Language (Ordinance)

Item Initiator: Laura Perry, Deputy City Manager

Staff Source/Legal Source: Laura Perry, Deputy City Manager/Rachel Allen Deputy City Atorney

Outside Speaker: N/A

Strategic Outcome: Well Managed: High Performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

CRITERIA - PLEASE CONSIDER ITEM FOR LATE SUBMISSION FOR THE FOLLOWING REASON:

☐ There is a time-sensitive legal requirement that must be met and cannot be met by a future meeting date

☐ The delay will result in an adverse financial impact to the city

☐ The item is related to a disaster and must be addressed before the next available meeting

COUNCIL MEETING DATES FOR LATE SUBMISSION:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

EXPLANATION: *(Please provide a detailed explanation as to why the item falls into one or more of the above criteria and why it may not be set for a future meeting date.)*

I understand the agenda item will not be added to the agenda without submitting this completed form as an attachment in e-Scribe. The agenda item will not be added to the agenda if the workflow is not completed by the WORKFLOW COMPLETED date indicated on the agenda deadline calendar.

Laura Perry
Agenda Item Initiator Name

Agenda Item Initiator Signature 05/13/26 Date

Laura Perry
Late Submission Approver Name (Council Appointee or DCM)

Late Submission Approver Signature 05/13/26 Date

CITY OF AURORA
Council Agenda Commentary

Item Title: Build Up Aurora - Transportation Ballot Language (Ordinance)
Item Initiator: Laura Perry, Deputy City Manager
Staff Source/Legal Source: Laura Perry, Deputy City Manager/Rachel Allen, Deputy City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 5/18/2026

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): 6/22/2026

Item requires a Public Hearing: ☐ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsor Name: Councilmember Curtis Gardner and Councimember Francoise Bergan
Staff Source: Laura Perry, Deputy City Manager / Rachel Allen, Deputy City Attorney
Estimated time: 5 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session
☐ Approve Item as Proposed at Policy Committee
☒ Approve Item and Move Forward to Regular Meeting
☐ Approve Item as Proposed at Study Session
☐ Information Only
☐ Approve Item as Proposed at Regular Meeting
☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Infrastructure Task Force Ad Hoc Policy Committee

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

Many of Aurora's streets, facilities, and systems built in earlier decades now require significant reinvestment and replacement. The result is a growing gap between what it will cost to maintain, modernize and construct the city's infrastructure and the funding that is currently available.

The city has completed additional capital master plans and facility assessments and have refined project scopes and costs. Detailed capital master planning efforts undertaken over the last three years identifies a focused list of priority projects with preliminary estimated capital costs of about $2 billion.

In 2024, City Council unanimously created the Build Up Aurora Infrastructure Task Force to evaluate these needs and develop a long-range plan for capital investment. Members were appointed by City Council from across the community, including business, economic development, construction, hospitality and tourism, and public safety. The task force's responsibilities included reviewing the updated capital project lists, developing criteria for prioritizing projects based on urgency, risk, and community benefit, recommending a phased approach to capital investment over a ten-year period, considering sustainable funding options that match project scale and timeline, and incorporating public feedback into final recommendations.

In 2025 and 2026 substantial community engagement was undertaken to understand which capital projects the community cares about most. Departments met regularly with the Infrastructure Task Force to review project needs, while at the same time engaging residents to understand their priorities and perspectives. Over the last year, the City hosted over 54 events, received over 5,800 infrastructure ideas, facilited 22 discussions with over 357 participants, and conducted two surveys resulting in over 3,100 online and princted survey responses.

The Infrastructure Task Force has finalized a short-term, mid-term, and long-term recommendation for the efficient allocation of resources to support city capital improvement needs that incorporated community feedback. The Task Force's short-term recommendation is to pursue voter authorization in November for a $264,515,000 bond program and supporting combined sales and use tax rate increase of 0.325% with a 30 year sunset which is allocated by purpose/ballot question as follows:

1. Transportation Infrastructure ($107,475,000);0.132% sales and use tax rate increase
2. Public Safety ($52,065,000);0.064% sales and use tax rate increase
3. Community Facilities ($104,975,000);0.129% sales and use tax rate increase

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The proposed ordinance is for a ballot question to be placed on the November 3, 2026 ballot to seek voter authorization to increase debt by $108,000,000 and increase the sales and use tax rate by 0.132% for 30 years to provide for transportation infrastructure needs, including without limitation the operation of and repair, maintenance, and improvements to city transportation infrastructure and facilities. Planned capital projects to be

funded from bond proceeds include transportation safety improvements, Gun Club Road (Quincy to Aurora Parkway), Peoria over Sand Creek Bridge replacement, high priority sidewalk improvements, and Aurora Reservoir transportation improvements.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☒ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☒ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT

Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

Additional sales and use tax revenue generated from the 0.132% increase is anticipated to be $12,940,000 annually.

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Increased sales and use tax revenues will fund annual debt service for bonds within the repayment costs outlined in the ballot question as well as additional operation, repairs, maintenance and improvements to city transportation infrastructure and facilties. It is also planned that additional revenues will pay for bond and program management expenses to ensure the successful delivery of the bond program.

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

The $264.5 million bond program will result in additional projects to be delivered by city staff with the support of external consultants. In addition to project management needs, the city will also experience an increased workload in budgeting, accounting, plan review, and public improvement inspections.

QUESTIONS FOR COUNCIL

Does City Council approve referring the Transportation Infrastructure ballot question to the November 3, 2026 ballot?

LEGAL COMMENTS

Taxpayer's Bill of Rights requires voter approval of all tax increases and debt obligations that exceed one year. (Colo. Constitution Article X, Sec. 20). Council is seeking approval to increase the sales and use tax rate as well as authorization to incur in indebtedness, therefore Coucil is required to submit this for approval by the voters. Council shall act only by ordinance, resolution or motion. All legislative enactments must be in the form of ordinances; all other actions, except as herein provided, may be in the form of resolutions or motions. (City Charter Section 5-1). (Allen)

Build Up AURORA

Care for What We Have
Provide for What We Need

Build Up Aurora

Sponsors: Councilmember Curtis Gardner
Councilmember Francoise Bergan

Study Session
May 18, 2026



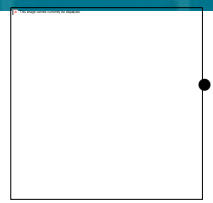
Infrastructure Task Force

Approved unanimously by City Council in July 2024, the Build Up Aurora Infrastructure Task Force looked at long-term solutions for projects ranging from public safety and transportation to parks, libraries, recreation and accessibility, and it will continue to seek community input and support.

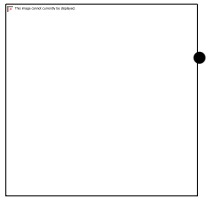
Members

Council Member Curtis Gardner, co-chair
Council Member Françoise Bergan, co-chair
Ray Barnes, former Aurora Fire Rescue Chief
Joel Boyd, Town Center at Aurora
Steve Coffin, Steve Coffin Strategies
Naomi Colwell, Aurora Chamber of Commerce
Rita Connerly, Fairfield and Wood, P.C.
Bruce Dalton, Visit Aurora
Ryan Frazier, Frazier Global
Jeff Knight, Hispanic Contractors of Colorado (HCC)/ JKS Industries
Wendy Mitchell, Aurora Economic Development Council
Jason Wardrip, Colorado Building and Construction Trades Council

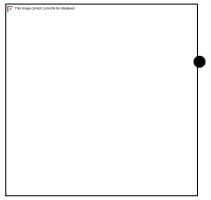
Infrastructure Task Force



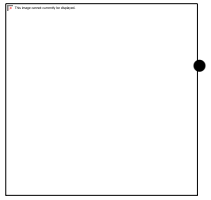
- Develop a **short-term, mid-term, and long-term phased strategic plan** for the efficient allocation of resources to support city capital improvement needs.



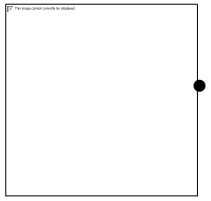
- Establish **criteria for prioritizing city infrastructure needs** based on factors such as urgency, impact, feasibility, alignment with strategic goals and prioritization based on community needs.



- Foster **effective communication and collaboration** with internal and external stakeholders, including business and community groups, industry partners, and the public.



- **Engage with Aurora residents** through a variety of methods to understand their infrastructure needs, preferences, and concerns, and incorporate their input into recommendations.



- **Review funding options** that support sustainable infrastructure development and ongoing capital maintenance.

Build Up Aurora Process – Core Tenets

Strategic Capital Planning

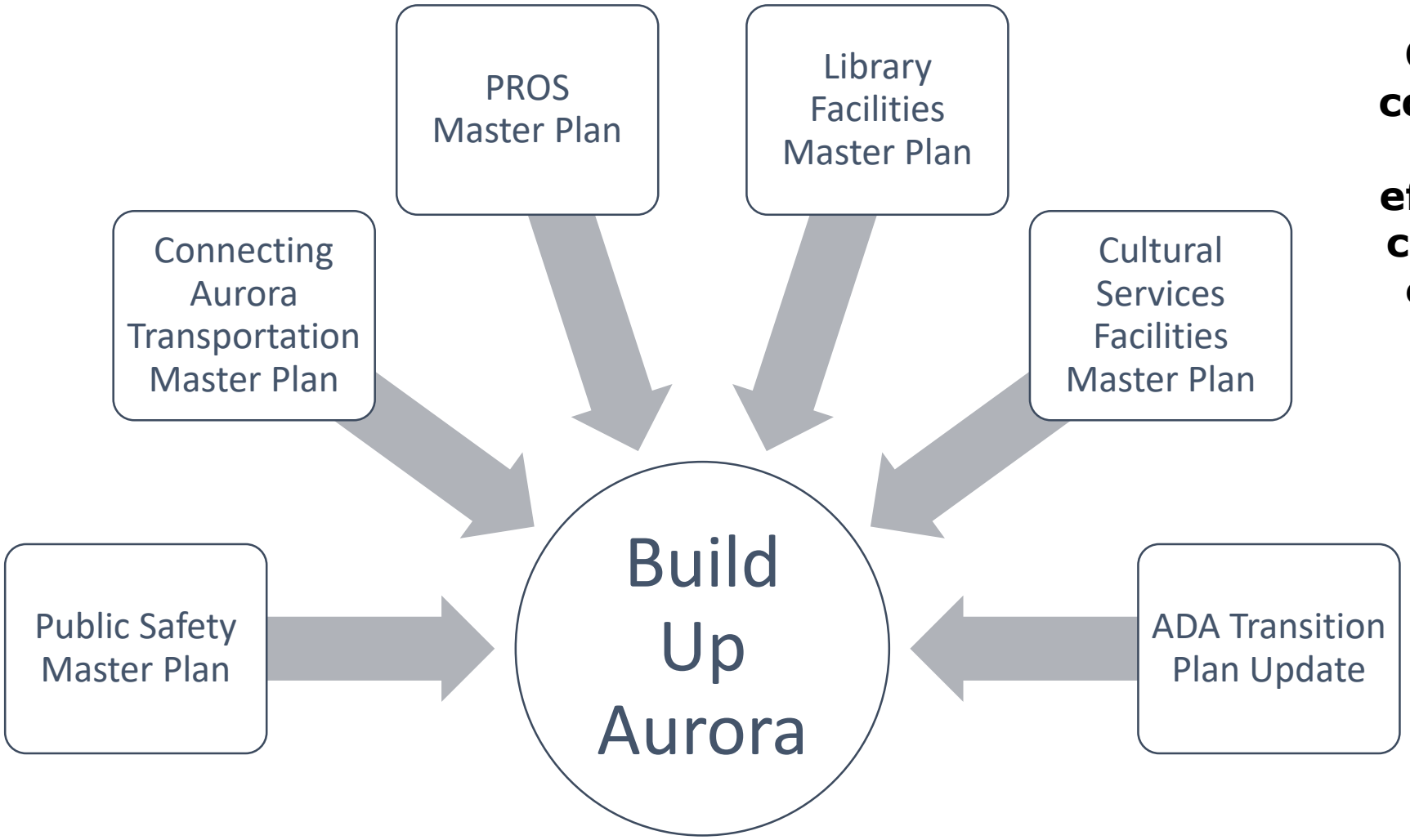
Public Engagement

Transparency

Fiscal Responsibility

- ✓ Incorporated recommendations of capital master planning efforts that included community engagement.
- ✓ Two years of public and stakeholder engagement to understand what capital projects the community cares about most.
- ✓ Review of existing funding sources to understand capacity to fund priority capital needs.
- ✓ Citywide technical project evaluation (scope, schedule, budget)
- ✓ Information shared publicly through each stage of process (EngageAurora.org/BuildUpAurora)

Capital Master Planning Efforts



City has undertaken comprehensive capital master planning efforts to evaluate the city's capital needs to enhance capital and financial planning.

Draft 10-Year Capital Improvement Master Plan

Transportation Infrastructure $596.2M

Parks, Recreation and Open Space $255.7M

Libraries, Arts and Culture $84.0M

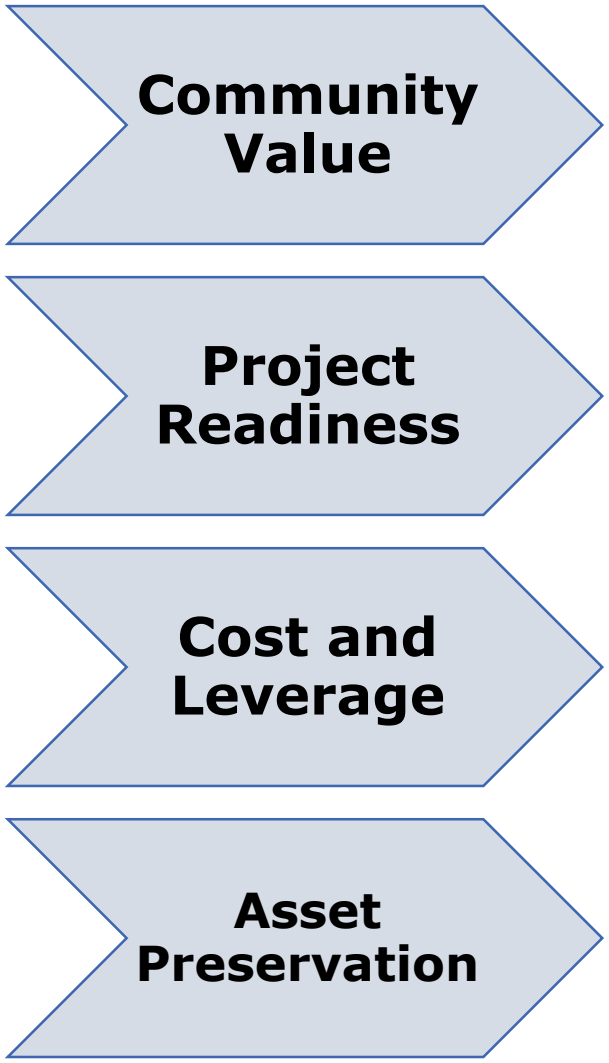
Other City Facilities $246.5M

Public Safety $900M

- **$2.08 billion in capital needs identified in draft 10-Year Capital Improvement Master Plan***
- **Consists of projects that exceed what the city can afford to complete in its annual budget**

**Estimated project cost subject to change. Estimated costs represent total cost (not including land acquisition where applicable) and do not represent phasing options.*

Capital Project Prioritization Framework: Community Informed and Technically Sound



Prioritization of capital project needs help ensure capital resources are invested responsibly, focusing first on projects that:

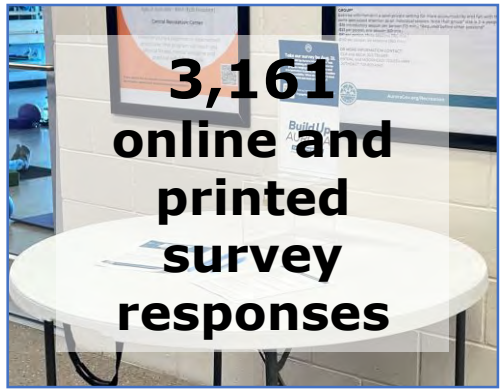
- Deliver the greatest public benefit
- Are ready to move forward
- Address the most critical needs
- Plan thoughtfully for future city needs

2025-26 Public Outreach Overview



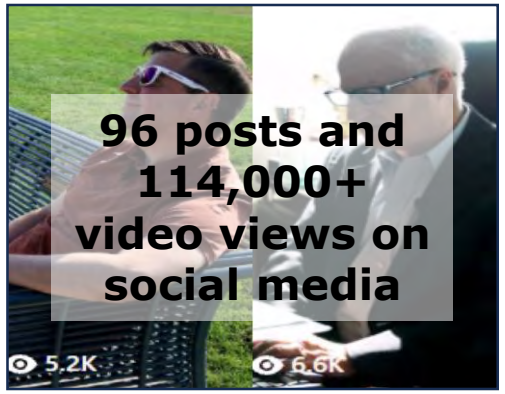














Build Up AURORA
Care for What We Have
Provide for What We Need

2232

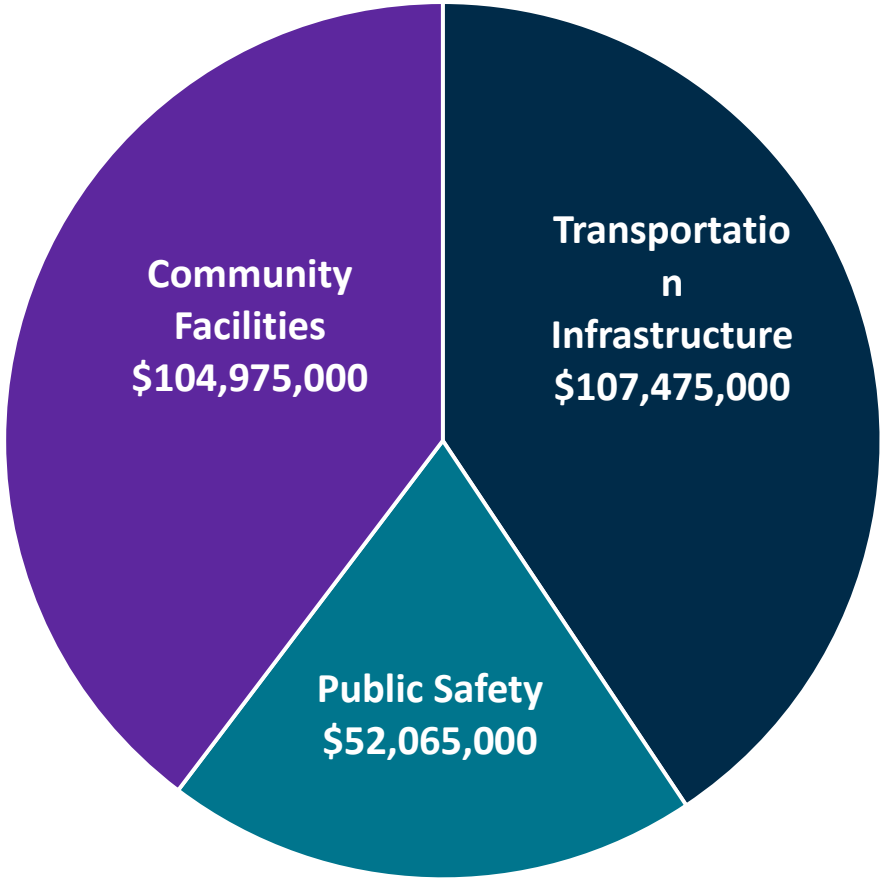


Bond Program Parameters

- Address key infrastructure needs and service gaps valued by the community
- Fund critical projects now to avoid higher future costs
- Maximize existing funding to reduce borrowing needs
- Balance operating costs and affordability of new facilities
- Create a flexible financial plan to meet ongoing capital needs.

Proposed 2026 Bond Program

2026 Bond Proposed Project Totals



- **Total Project Value*: $264,515,000**
- More than **65 distinct projects**
- Provides comprehensive funding approach to address capital improvements and repairs in each purpose.
- Leverages over **$44M** in existing capital funding

Bond Purpose	Amount	Sales and Use Tax Rate
Transportation Infrastructure	$107,475,000	0.132%
Public Safety	$52,065,000	0.064%
Community Facilities	$104,975,000	0.129%
	$264,515,000	**0.325%**

**Includes $7.595M in purpose contingency funding*

Build Up AURORA
Care for What We Have Provide for What We Need

2234

Transportation Infrastructure

Project Name	Funding Amount	Ward
Transportation Infrastructure		
Transportation Safety Improvements	$ 25,000,000	All Wards
Gun Club Road (Quincy to Aurora Parkway)	$ 34,000,000	VI
Peoria over Sand Creek Bridge Replacement	$ 37,000,000	I
High Priority Sidewalk Improvements	$ 7,000,000	I, II, III, IV
Aurora Reservoir Transportation Improvements	$ 1,000,000	VI
Purpose Contingency	*$ 3,475,000*	
Transportation Infrastructure Total	**$ 107,475,000**	

Key Project Facts

- **47 distinct capital projects**
- 30 traffic, intersection, and pedestrian safety projects across the city
- 13 high priority missing sidewalks
- Replacement of the city's oldest bridge built in 1966
- New improvements at the Aurora Reservoir to improve access

Build Up AURORA
Care for What We Have Provide for What We Need

Public Safety

Project Name	Funding Amount	Ward
Public Safety		
Police Station Facility Capital Improvements	$ 8,500,000	I, II, VI
Aurora 911 Facility Capital Improvements	$ 2,000,000	VI
Fire Station 19 Construction	$ 13,700,000	VI
Fire Station 2 Renovation	$ 8,020,000	I
Fire Station Facility Capital Improvements	$ 8,500,000	IV, V
Fire Station 3 Renovation	$ 10,000,000	I
Purpose Contingency	*$ 1,345,000*	
Public Safety Total	**$ 52,065,000**	

Key Project Facts

- Improvements at all police and fire stations
- Improvements and renovations at the Aurora 911 Tallyns Reach facility
- 2 fire station renovations
- New fire station to address response times in southeast Aurora

Community Facilities

Project Name	Funding Amount	Ward
Community Facilities		
Neighborhood Park Renovations	$ 28,000,000	All Wards
Aurora Center for Active Adults Renovation	$ 5,000,000	III
Recreation Facilities Capital Improvements	$ 3,700,000	I, IV, V, VI
New Northeast Aurora Recreation Center	$ 36,500,000	II
Master Planned Parks Construction	$ 5,000,000	V
Central Library Branch Remodel	$ 4,000,000	III
Mission Viejo Library Branch Remodel	$ 5,000,000	V
New Northeast Aurora Library Branch	$ 15,000,000	II
Purpose Contingency	*$ 2,775,000*	
Community Facilities Total	**$ 104,975,000**	

Key Project Facts

- 7 neighborhood park renovations
- Renovation of the Aurora Center for Active Adults built in 1980
- Construction of Central Community Park (Phase 1)
- 2 library branch renovations
- Construction of a new recreation center and library to serve northeast Aurora

Proposed 2026 Ballot Questions

Total Project Value*: $264,515,000

- More than **65 distinct projects**
- Companion resolution will designate projects and level of funding to be undertaken with proceeds of bonds if authorized by voters
- 0.325% sales and use tax increase recommended (prorated across three categories) to provide financial capacity to issue bonds

Ballot Question/Purpose	Est. Par Amount (Principal)	Total Repayment Cost (Principal + Interest)*	Sales and Use Tax Rate	
Transportation Infrastructure	$107,475,000	$209,733,000	0.132%	*1.3 cents/$10*
Public Safety	$52,065,000	$101,600,000	0.064%	*0.6 cents/$10*
Community Facilities	$104,975,000	$204,870,000	0.129%	*1.3 cents/$10*
Aggregate of Three Questions/Issuances*	**$264,515,000**	**$516,203,000**	**0.325%**	*3.25 cents/$10*

**Estimated repayment cost includes additional capacity to support interest rate volatility*

Build Up AURORA
Care for What We Have
Provide for What We Need

Proposed 2026 Financing Structure

- Debt authorized under the 2026 bond program will be issued over time
  - *Each bond issuance requires approval by City Council*

- Proposed key terms for 2026 bond program:
  - Bonds will be secured by dedicated sales and use tax
  - Allows future bonding capacity without raising taxes (potential 2031/2032 authorization)
  - Max term for bonds and sales and use tax increases not to exceed 30-years
  - Reserves

- Strong credit rating supports favorable financing terms

- Sales and use tax increases are forecasted to exceed annual debt service, with surplus funding purposed to fund:
  - Additional capital improvements and repairs
  - Bond program and project management services

Build Up Aurora
Transportation Infrastructure Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,940,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.132% SALES AND USE TAX (THAT EQUALS 13.2 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR TRANSPORTATION INFRASTRUCTURE NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO CITY TRANSPORTATION INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $108,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $209,733,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- TRAFFIC, INTERSECTION, AND PEDESTRIAN SAFETY IMPROVEMENTS;
- MAJOR BRIDGE REPLACEMENTS;
- ROADWAY IMPROVEMENTS AND EXPANSION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.132% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora
Public Safety Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $6,270,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.064% SALES AND USE TAX (THAT EQUALS 6.4 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027 AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR PUBLIC SAFETY NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO POLICE, FIRE, AND OTHER PUBLIC SAFETY INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $53,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $101,600,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- FIRE STATION RENOVATIONS AND REMODELS;
- AURORA 911 AND POLICE FACILITIES IMPROVEMENTS;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.064% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora
Community Facilities Ballot Question

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,640,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.129% SALES AND USE TAX (THAT EQUALS 12.9 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO COMMUNITY FACILITIES, INCLUDING WITHOUT LIMITATION LIBRARIES, RECREATION AND COMMUNITY CENTERS;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $105,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $204,870,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- PARK RENOVATIONS AND NEW PARK CONSTRUCTION;
- RECREATION CENTER IMPROVEMENTS AND NEW RECREATION CENTER CONSTRUCTION;
- LIBRARY BRANCH IMPROVEMENTS AND NEW LIBRARY CONSTRUCTION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.129% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

Build Up Aurora City Council Direction

- **Does City Council support the referral of three ballot questions to the November 3, 2026 ballot which seeks authorization for the City to increase the sales and use tax rates for 30 years and issue bonds in the amounts as follows:**

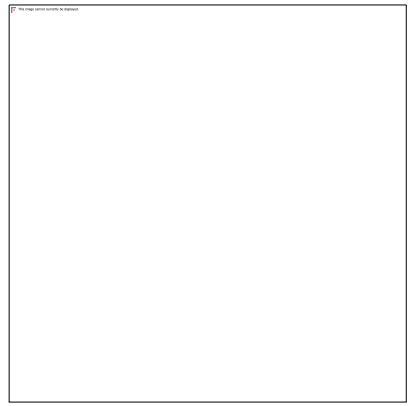
Ballot Question/Purpose	Est. Par Amount (Principal)	Total Repayment Cost (Principal + Interest)	Sales and Use Tax Rate	
Transportation Infrastructure	$107,475,000	$209,733,000	0.132%	*1.3 cents/$10*
Public Safety	$52,065,000	$101,600,000	0.064%	*0.6 cents/$10*
Community Facilities	$104,975,000	$204,870,000	0.129%	*1.3 cents/$10*

- **Does City Council support the approval of the companion resolution outlining the capital projects to be undertaken with bond proceeds in the categories of transportation, public safety, and community facilities?**

Build Up AURORA
Care for What We Have
Provide for What We Need

Build Up Aurora - Calendar

- If City Council supports recommendation, ballot measures will move forward for referral to the November 2026 ballot
  - Timeline
    - June 8 (First Reading)
    - June 22 (Final Reading)



ORDINANCE NO. 2026-_____

A BILL

FOR AN ORDINANCE SUBMITTING TO A VOTE OF THE REGISTERED ELECTORS OF THE CITY OF AURORA, COLORADO, AT THE GENERAL ELECTION OF NOVEMBER 3, 2026, A QUESTION RELATED TO THE ISSUANCE OF REVENUE BONDS AND INCREASING TAXES FOR THE PURPOSE OF OPERATION, REPAIR, MAINTENANCE, AND IMPROVEMENTS TO CITY TRANSPORTATION INFRASTRUCTURE AND FACILITIES

WHEREAS, the City of Aurora, Colorado, (the "City"), is a home rule municipality, organized and existing under and by virtue of Article XX, Section 6 of the Colorado Constitution, and it has the power to regulate matters of local concern; and

WHEREAS, the City Council (the "Council") unanimously created the Build Up Aurora Infrastructure Task Force (the "Task Force") in 2024 to develop a phased strategic plan for the efficient allocation of resources to support city capital improvement needs; and

WHEREAS, the Task Force engaged with Aurora residents through a variety of methods to understand their capital improvement needs, preferences, and concerns, and incorporate their input into recommendations; and

WHEREAS, after receiving public input and recommendations from the Task Force, the City Council of the City of Aurora, Colorado, has carefully considered the capital improvement needs of the City; and

WHEREAS, the Council recognizes the need to provide for transportation infrastructure needs, including without limitation the operation of and repair, maintenance, and improvements to city transportation infrastructure and facilities; and

WHEREAS, because the City does not have sufficient funds in its treasury, the Council finds and determines that it is necessary to issue revenue bonds to finance the costs associated with providing for such needs; and

WHEREAS, the Council further finds and determines that an increase in the City's sales and use tax is required to fund the debt service on the bonds, and that authorization from the voters is necessary to secure additional funding through debt mechanisms available to the City; and

WHEREAS, the Council deems it appropriate to submit the question of issuing such bonds and increasing such taxes to the registered electors of the City at the November 3, 2026, general election; and .

WHEREAS, the Council hereby finds that the question to the voters contained in this Ordinance is in the best interest of the City and its citizens.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL· OF THE CITY OF AURORA, COLORADO:

Section 1. The following question shall be submitted to a vote of the registered electors of the City at the general election on November 3, 2026:

DEDICATED SALES TAX FOR TRANSPORTATION

SHALL CITY OF AURORA TAXES BE INCREASED UP TO $12,940,000 AND AS MAY BE GENERATED ANNUALLY THEREAFTER BY THE IMPOSITION OF A NEW 0.132% SALES AND USE TAX (THAT EQUALS 13.2 CENTS ON EVERY ONE HUNDRED DOLLAR PURCHASE) FOR A PERIOD BEGINNING ON JANUARY 1, 2027, AND ENDING ON DECEMBER 31, 2057, TO PROVIDE FOR TRANSPORTATION INFRASTRUCTURE NEEDS, INCLUDING WITHOUT LIMITATION THE OPERATION OF AND REPAIRS, MAINTENANCE, AND IMPROVEMENTS TO CITY TRANSPORTATION INFRASTRUCTURE AND FACILITIES;

AND SHALL CITY OF AURORA DEBT BE INCREASED BY AN AMOUNT NOT TO EXCEED $108,000,000 WITH A MAXIMUM REPAYMENT COST OF UP TO $209,733,000 TO ACCOMPLISH THE PURPOSES STATED ABOVE, INCLUDING BUT NOT LIMITED TO:

- TRAFFIC, INTERSECTION, AND PEDESTRIAN SAFETY IMPROVEMENTS;
- MAJOR BRIDGE REPLACEMENTS;
- ROADWAY IMPROVEMENTS AND EXPANSION;

SUCH DEBT TO CONSIST OF REVENUE BONDS WHICH SHALL BEAR INTEREST, MATURE, BE SUBJECT TO REDEMPTION, WITH OR WITHOUT PREMIUM, AND BE ISSUED, DATED AND SOLD (AT, ABOVE OR BELOW PAR) IN SUCH MANNER AND CONTAINING SUCH OTHER TERMS, NOT INCONSISTENT HEREWITH, AS THE CITY COUNCIL MAY DETERMINE; SHALL THE CITY OF AURORA BE AUTHORIZED TO PAY SUCH BONDS FROM, AND TO SECURE SUCH PAYMENT BY A PLEDGE OF, THE NEW 0.132% SALES AND USE TAX AND OTHER LEGALLY AVAILABLE FUNDS;

AND SHALL THE CITY OF AURORA BE ENTITLED TO COLLECT, RETAIN, AND SPEND THE FULL REVENUES FROM SUCH TAX INCREASE AND THE PROCEEDS OF ANY INVESTMENT THEREOF NOTWITHSTANDING ANY LIMITATION IN THE STATE CONSTITUTION, STATE LAW OR THE CITY HOME RULE CHARTER?

YES _____ NO _____

Section 2. Pursuant to Article XX, Sections 5 and 6 of the Colorado Constitution, the City Clerk shall publish, with the Clerk's official certification, three (3) times, a week apart, in a newspaper of general circulation within the City, the full text of the ballot issue. The first publication of the ballot issue shall be made together with notice of the date and time of the election.

Section 3. The City Clerk shall secure from each county the votes in favor of, and opposed to the ballot issue, and shall report the same to the City Council within seven (7) days following the election.

Section 4. In the event the ballot issue is approved by a majority of the registered electors voting thereon, the City Clerk shall publish once, in the same newspaper, within ten (10) days following the election the results. At such time, the City Clerk shall also file with the Secretary of State two (2) copies of the ballot issue along with the official tally of the vote for and against, as certified by the City Clerk.

Section 5. The provisions of this ordinance and the question authorized to be submitted hereby are severable. If any portion of this Ordinance or the question shall be judicially determined to be invalid or unenforceable, such determination shall not affect the remaining provisions of such ordinance or question.

Section 6. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 7. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:
PETER A. SCHULTE, CITY ATTORNEY

By: Hanosky Hernandez RLA
HANOSKY HERNANDEZ, Sr. Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Aurora Multimodal Access Improvements Project – Property Acquisitions
Item Initiator: Kurt Muehlemeyer
Staff Source/Legal Source: Kurt Muehlemeyer, Director of Public Works / Hector Reynoso, Real Property and Survey Services Manager / Michelle Gardner, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

2026-31 AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTEREST NECESSARY FOR THE AURORA MULTIMODAL ACCESS IMPROVEMENTS PROJECT
Kurt Muehlemeyer, Director, Public Works / Michelle Gardner, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The City of Aurora ("Aurora") is advancing with construction of the Aurora Multimodal Access Improvements Project ("Project") as depicted on the attached maps. Havana Street is a vital commercial, residential, and commuter corridor that connects the City of Aurora to its surrounding communities and the eastern part of the metropolitan area. To continue serving the transportation needs of Aurora's rapidly growing population, the Havana Corridor Study was completed in 2021 to identify the areas that are most in need of these improvements. To safely construct this new multi-use path, acquisition of certain property interests from 94 property owners is necessary.

In 2025, the Project land acquisition plans were approved by CDOT and Aurora's Real Property & Survey Services Division ("RPSS") issued the requisite Notice of Intent to Acquire ("NOIA"), made offers and initiated negotiations with all affected property owners in accordance with C.R.S. Title 38, Article 1 (Section 38-1-101 et seq.). C.R.S. Title 38, Article 1 sets forth the uniform policy for fair and equitable treatment of property owners during the acquisition of real property interests and includes a provision of residential/business relocation assistance, if necessary. Appraisal reports have been completed by an independent state certified appraiser and were used as the basis for the fair market value offering to the property owner(s) of the specific land interests to be acquired. Aurora has also paid for landowner's independent appraisals in accordance with C.R.S. 38-1-121.

The Project requires the acquisition of 153 temporary construction easements and 16 permanent easements from the 94 property owners. The properties are located along Havana St., located in Adams & Arapahoe County as legally described in Exhibit A and depicted on the attachments. Presently, the City has acquired the necessary property rights from approximately 40 property owners. To avoid incurring additional construction costs due to acquisition delays, City staff is requesting Council authorize an ordinance allowing eminent domain, if it becomes necessary to use, to meet the Project's schedule. City staff would utilize the legal services of Don Ostrander, outside counsel, to file any court action, such as petitions for immediate possession. The authorization of the use of eminent domain by Council will allow the City to obtain possession of the property interests needed and will ensure that property acquisitions do not delay the Project's construction schedule. Condemnation is always used as a last resort when negotiations between the condemning authority and the property owner regarding valuation of the property have reached an impasse. As part of the condemnation process and in the event City staff negotiations fail, obtaining immediate possession will allow the Project to proceed on schedule. The attached Exhibit B is an overview of the eminent domain process for informational purposes.

City staff will continue using best efforts to acquire the real property interests needed by further negotiating with the property owners. City staff recommends the passage of an ordinance authorizing the use of eminent domain for the acquisition of the necessary land interests to avoid delays in the Project schedule. If Council authorizes the ordinance and it becomes necessary to act beyond obtaining immediate possession, City staff will update Council.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☒ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

Funding will come from the Aurora Multimodal Access Improvments Project

The estimated cost for the permanent and temporary easements = $248,000
Estimated maximum legal fess = $100,000
Grand total = $348,000

Org No.: 49658

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does Council approve the ordinance authorizing the use of eminent domain, pursuant to Aurora City Code Section 10-10, in order to acquire the necessary property interests for the construction of the Aurora Multimodal Access Improvements Project?

LEGAL COMMENTS

Council has the legal authority and power to act by ordinance to use eminent domain pursuant to Section 10-10 of the Aurora Charter, Article XX Sections 1 and 6 of the State Constitution, C.R.S. Section 38-1-101 C.R.S., et seq. (Michelle Gardner)

ORDINANCE NO. 2026-31

AN ORDINANCE AUTHORIZING THE CITY OF AURORA, COLORADO, TO EXERCISE THE POWER OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR THE AURORA MULTIMODAL ACCESS IMPROVEMENTS PROJECT

WHEREAS, the City of Aurora is a Colorado municipal corporation and home rule city ("City") of the Counties of Adams, Arapahoe, and Douglas of the State of Colorado and it has the legal authority and power of eminent domain per Article XX Sections 1 and 6 of the State Constitution, Section 10-10 of the City's Home Rule Charter, C.R.S. 38-1-101 et seq.; and

WHEREAS, the City of Aurora, through its Public Works Department, requires construction of the Aurora Multimodal Access Improvements Project ("Project"); and

WHEREAS, the primary objective of the Project is to improve the multi-use path and access along Havana Street in Adams & Arapahoe County within the City; and

WHEREAS, as part of the Project, acquisition of 153 temporary construction easements and 16 permanent easements from 94 property owners are needed to make the Project improvements; and

WHEREAS, the City has determined it necessary to acquire the easement interests identified in this Ordinance for the construction of the Project, and that acquisition of these easement interests serves the public purpose by providing greater health, safety, and welfare; and

WHEREAS, the City has determined that these easement interests are necessary for the Project and said interests and their purported landowners are as described in the attached Exhibit A ("Properties").

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. That the City Council hereby finds and determines that it is in the interest of the health, safety, and general welfare of the public, and serves a necessary public purpose, to acquire real property interests in the Properties described in Exhibit A for the construction of the Project and hereby declares a public need and necessity for the same.

Section 2. The Real Property Services Division, through its staff, agents, or consultants, is authorized to engage in good faith negotiations for acquisition of the interests in the Properties, as a precondition to initiating proceedings in eminent domain. Eminent domain will only be used if good faith negotiations are unsuccessful. If the interests in the Properties cannot be obtained voluntarily, the City is authorized to commence condemnation proceedings to acquire the Properties and prosecute the proceedings to their conclusion.

Section 3. The City Council hereby authorizes itself to exercise the power of eminent domain for the purpose of acquiring interests in the Properties. The City is authorized to exercise the power of eminent domain pursuant to Section 10-10 of the City Charter in the manner provided by Article I of Title 38, Colorado Revised Statutes. The City is authorized to employ all necessary persons for this purpose, including special condemnation counsel, if necessary, and appraisers, surveyors, engineers, and other experts.

Section 4. The City Council has determined there is an immediate public need and necessity to acquire the Properties for the City of Aurora to proceed with the Project. To ensure timely possession of or title to the Properties, it may be necessary for the City to obtain immediate possession of the Properties.

Section 5. That the City Council hereby authorizes the expenditure of that amount of money which is determined by an appropriate tribunal to constitute just compensation necessary for the acquisition of the interests in the Properties. The City Council hereby authorizes the City's Director of Finance to pay all awards, legal expenses, court costs, and any other expenses of eminent domain lawfully found to be just compensation, as determined by a court of competent jurisdiction.

Section 6. The City or its staff, designee, agents, or representatives shall have the authority to amend the legal descriptions of and the interests sought in the Properties or to add additional properties as deemed necessary in the course of acquiring the Properties for the Project, and any such amendments shall be included in the definition of the Properties contained herein.

Section 7. That, nothing contained in this ordinance shall be construed as precluding or preventing negotiations by the City Attorney, or duly authorized representatives, from purchasing interests in the Properties at private sale, nor shall anything herein be construed as preventing the City of Aurora, upon the acquisition of said interests in the Properties, from terminating the eminent domain proceedings.

Section 8. That, pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this ordinance shall be by reference, utilizing the ordinance title. Copies of this ordinance are available at the office of the City Clerk.

INTRODUCED, READ, AND ORDERED PUBLISHED this _____ day of _____, 2026.

PASSED AND ORDERED PUBLISHED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, City Attorney

RLA
Michelle Gardner
_____
MICHELLE GARDNER, Sr. Assistant City Attorney

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-1
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 1, Walgreens at Aurora Subdivision Filing No. 1, the plat of said subdivision being recorded on August 18, 1995, at Rec. No. 1995030099455 (C0099455) in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SW corner of said Section (from whence the W 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N07°45’35”E, a distance of 249.80 feet to a point on the westerly line of said Lot 1, said point being the **Point of Beginning**;

Thence coincident with the easterly line of a sidewalk easement dedicated by the plat of said subdivision the following two (2) courses:

1. Thence N34°36'03"E, a distance of 17.48 feet;
2. Thence N00°17'41"W, a distance of 37.68 feet;

Thence S10°39'17"E, a distance of 38.39 feet;

Thence S21°38'33"W, a distance of 11.30 feet;

Thence S00°17'41"E, a distance of 8.07 feet;

Thence S89°42'19"W, a distance of 9.68 feet;

Thence S00°17'41"E, a distance of 92.44 feet;

Thence N89°42'19"E, a distance of 5.00 feet;

Thence S00°17'41"E, a distance of 65.00 feet;

Thence S89°42'19"W, a distance of 5.00 feet;

Thence S00°17'41"E, a distance of 22.35 feet to a point on the westerly line of said Lot 1, said point also being a point of non-tangent curvature;

(continued)

Thence coincident with said westerly line the following two (2) courses:

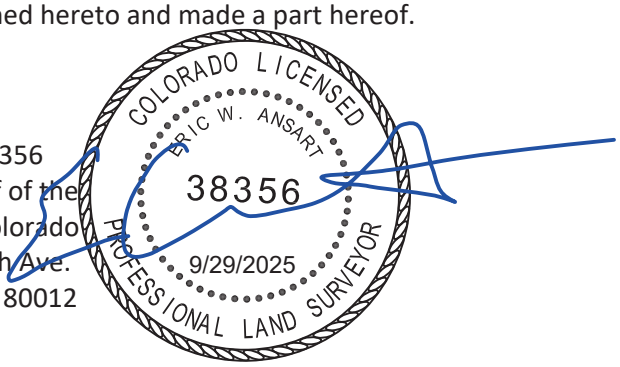
1. Thence along said curve to the right (whose chord bears N14°28'25"W, a distance of 12.25 feet) having a radius of 25.00 feet, and a central angle of 28°21'27", an arc distance of 12.37 feet to a point of tangency;
2. Thence N00°17'41"W, a distance of 172.22 feet to the **Point of Beginning**.

The above-described parcel containing 1,170 square feet (0.027 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

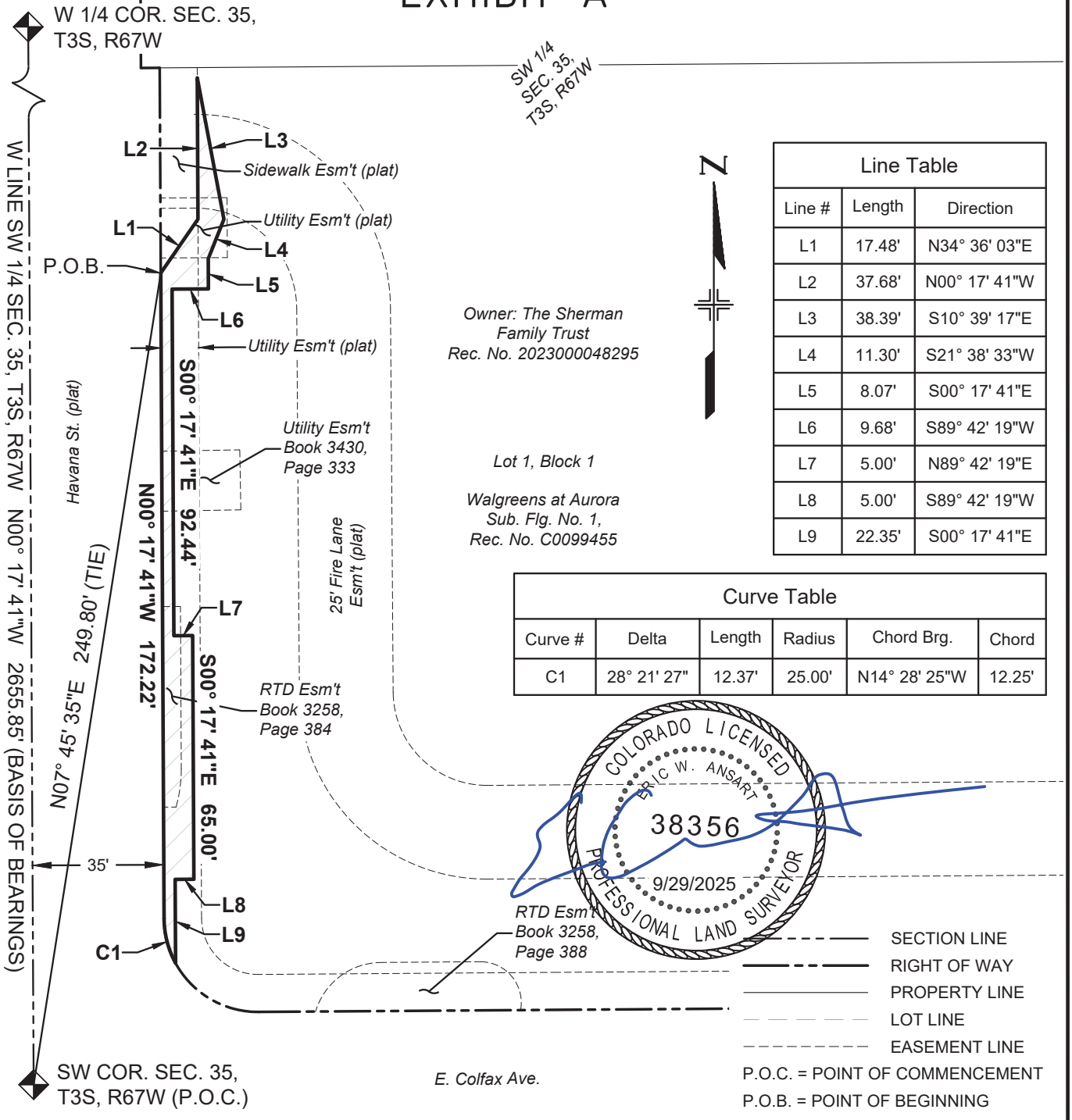
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



Line Table		
Line #	Length	Direction
L1	17.48'	N34° 36' 03"E
L2	37.68'	N00° 17' 41"W
L3	38.39'	S10° 39' 17"E
L4	11.30'	S21° 38' 33"W
L5	8.07'	S00° 17' 41"E
L6	9.68'	S89° 42' 19"W
L7	5.00'	N89° 42' 19"E
L8	5.00'	S89° 42' 19"W
L9	22.35'	S00° 17' 41"E

Curve Table					
Curve #	Delta	Length	Radius	Chord Brg.	Chord
C1	28° 21' 27"	12.37'	25.00'	N14° 28' 25"W	12.25'

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 1,170 SQUARE FEET (0.027 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-1
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-2
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 1, Karen Park – Second Addition, the plat of said subdivision being recorded on December 8, 1964, at Rec. No. 746565 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SW corner of said Section (from whence the W 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N05°22’38”E, a distance of 303.55 feet to a point on the westerly line of said Lot 1, said point being the **Point of Beginning**;

Thence N00°17'41"W, coincident with said westerly line, a distance of 107.48 feet;

Thence S80°02'34"E, a distance of 14.74 feet;

Thence S00°17'41"E, a distance of 104.83 feet;

Thence S89°36'07"W, a distance of 14.50 feet to the **Point of Beginning**.

The above-described parcel containing 1,539 square feet (0.035 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

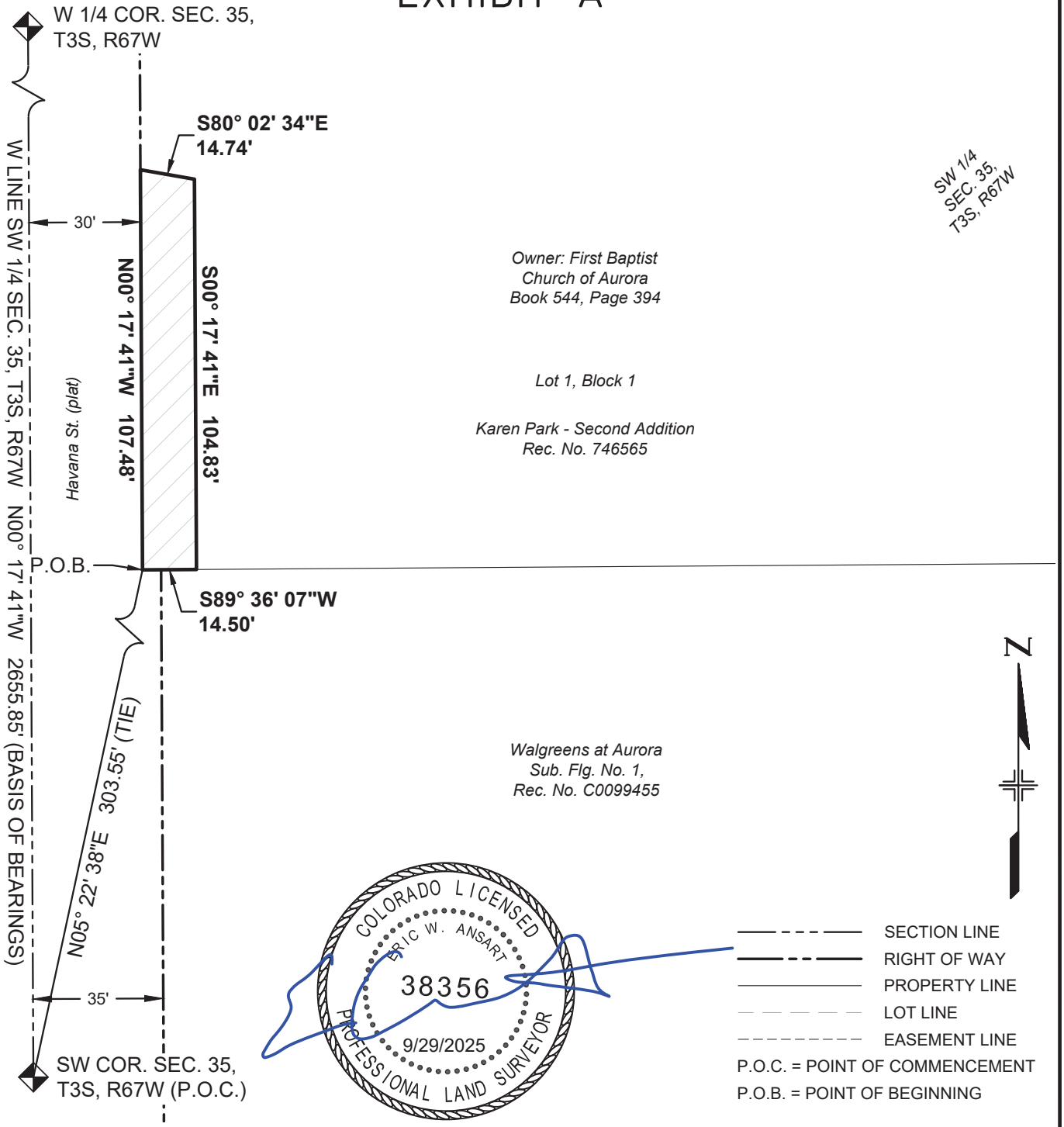


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 1,539 SQUARE FEET (0.035 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-2
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-2A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 1, Karen Park – Second Addition, the plat of said subdivision being recorded on December 8, 1964, at Rec. No. 746565 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SW corner of said Section (from whence the W 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N03°19’51”E, a distance of 474.41 feet to a point on the westerly line of said Lot 1, said point being the **Point of Beginning**;

Thence N00°17'41"W, coincident with said westerly line, a distance of 28.66 feet;

Thence N89°42'19"E, a distance of 3.00 feet;

Thence S00°17'41"E, a distance of 28.66 feet;

Thence S89°42'19"W, a distance of 3.00 feet to the **Point of Beginning**.

The above-described parcel containing 86 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

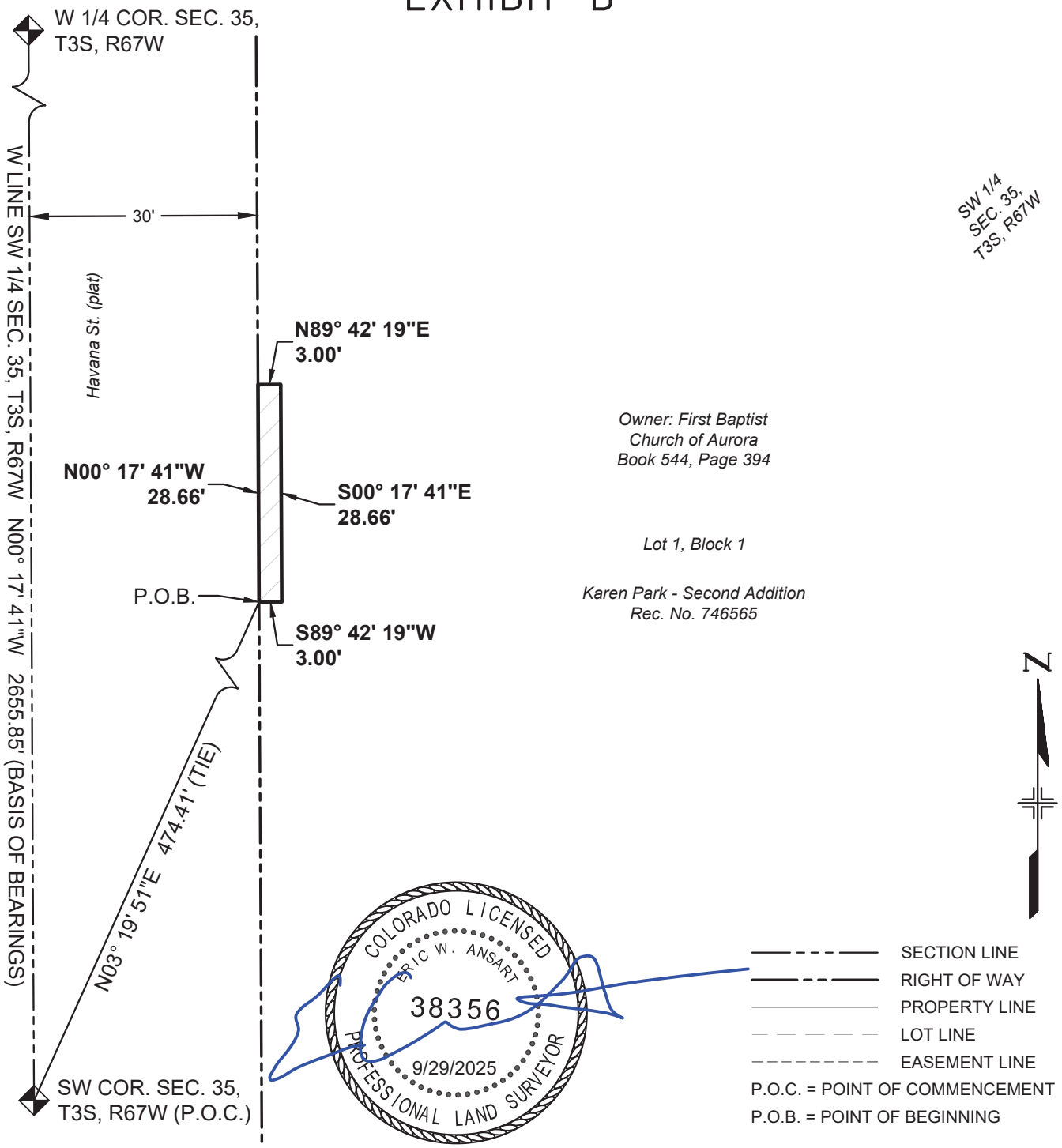


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 86 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-2A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-2B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 3, Karen Park, the plat of said subdivision being recorded on April 13, 1950, at Rec. No. 356680 in the office of the Adams County Clerk and Recorder, and also being a part of Lot 1, Block 1, Karen Park – Second Addition, the plat of said subdivision being recorded on December 8, 1964, at Rec. No. 746565 in said office, being more particularly described as follows:

Commencing at the SW corner of said Section (from whence the W 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N02°49’11”E, a distance of 552.14 feet to a point on the westerly line of said Block 1, said point being the **Point of Beginning**;

Thence N00°17'41"W, coincident with the westerly line of said Block 1 and the westerly line of said Block 3, a distance of 24.87 feet;

Thence N89°42'19"E, a distance of 12.50 feet;

Thence S00°17'41"E, a distance of 15.33 feet;

Thence S89°42'19"W, a distance of 7.50 feet;

Thence S00°17'41"E, a distance of 9.53 feet;

Thence S89°42'19"W, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 239 square feet (0.006 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

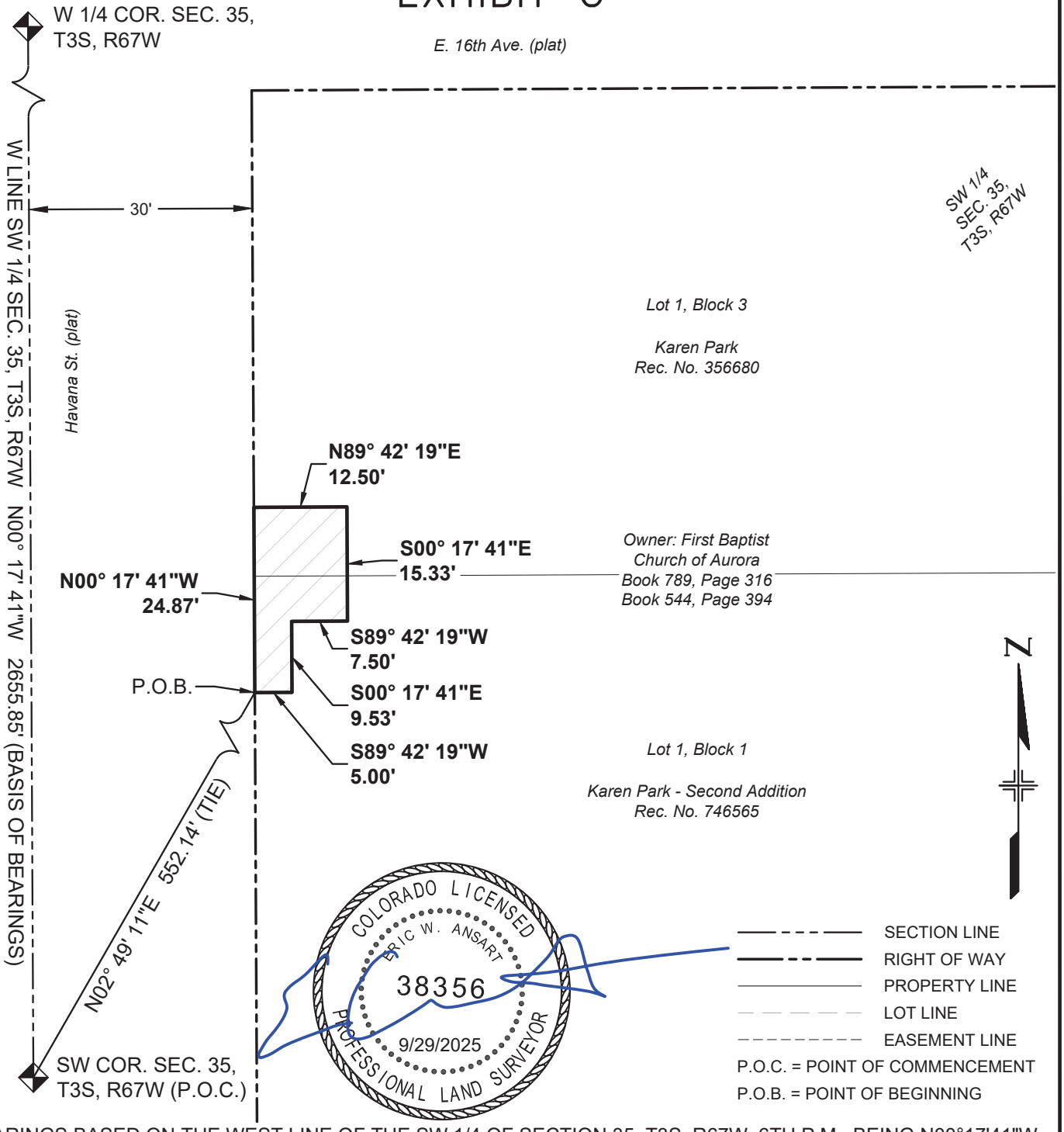


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 239 SQUARE FEET (0.006 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-2B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-3
DATE: SEPT. 29, 2025

A permanent easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 29, through 32, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N10°57’37”W, a distance of 203.63 feet to a point on the southerly line of that parcel of land described in that Quit Claim Deed recorded on May 11, 2017, at Rec. No. 2017000040912 in said office, said point being the **Point of Beginning**;

Thence N03°00'46"E, a distance of 4.70 feet;

Thence N14°19'21"E, a distance of 13.46 feet;

Thence N75°40'39"W, a distance of 3.00 feet;

Thence N14°19'21"E, a distance of 6.00 feet;

Thence S75°40'39"E, a distance of 3.00 feet;

Thence N14°19'21"E, a distance of 0.93 feet;

Thence N03°00'46"E, a distance of 33.31 feet;

Thence N86°59'14"W, a distance of 3.00 feet;

Thence N03°00'46"E, a distance of 6.00 feet;

Thence S86°59'14"E, a distance of 3.00 feet to a point on the easterly line of said parcel;

Thence coincident with the easterly and southerly lines of said parcel the following two (2) courses:

1. Thence S00°17'41"E, a distance of 63.67 feet;
2. Thence S89°38'08"W, a distance of 7.69 feet to the **Point of Beginning**.

The above-described parcel containing 211 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and the relocation and maintenance of adjacent utilities.

(continued)

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

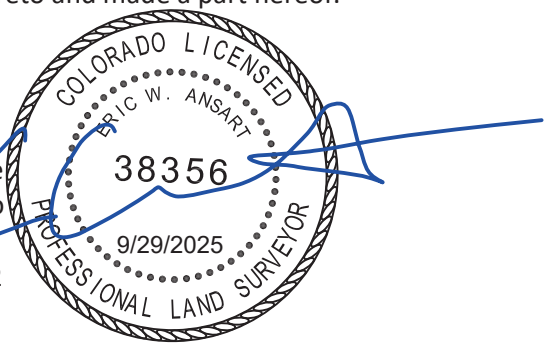
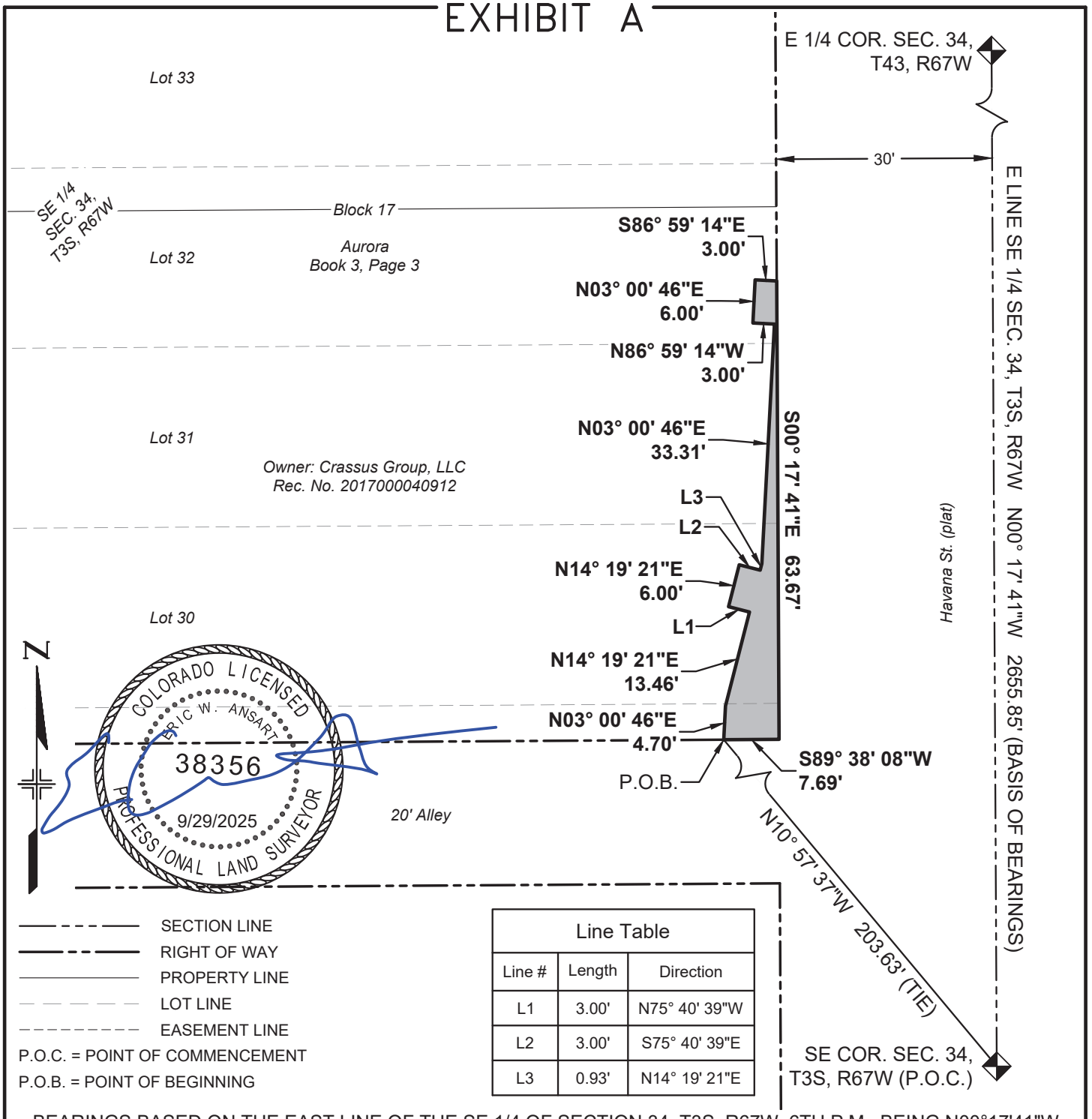


ILLUSTRATION FOR

EXHIBIT A



SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

Line Table		
Line #	Length	Direction
L1	3.00'	N75° 40' 39"W
L2	3.00'	S75° 40' 39"E
L3	0.93'	N14° 19' 21"E

BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 211 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-3
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-3
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 29, and 30, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N10°57’37”W, a distance of 203.63 feet to a point on the southerly line of that parcel of land described in that Quit Claim Deed recorded on May 11, 2017, at Rec. No. 2017000040912 in said office, said point being the **Point of Beginning**;

Thence S89°38'08"W, coincident with said southerly line, a distance of 8.01 feet;

Thence N03°00'46"E, a distance of 7.63 feet;

Thence S89°51'11"E, a distance of 5.49 feet;

Thence N14°19'21"E, a distance of 11.28 feet;

Thence S75°40'39"E, a distance of 3.00 feet;

Thence S14°19'21"W, a distance of 13.46 feet;

Thence S03°00'46"W, a distance of 4.70 feet to the **Point of Beginning**.

The above-described parcel containing 94 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

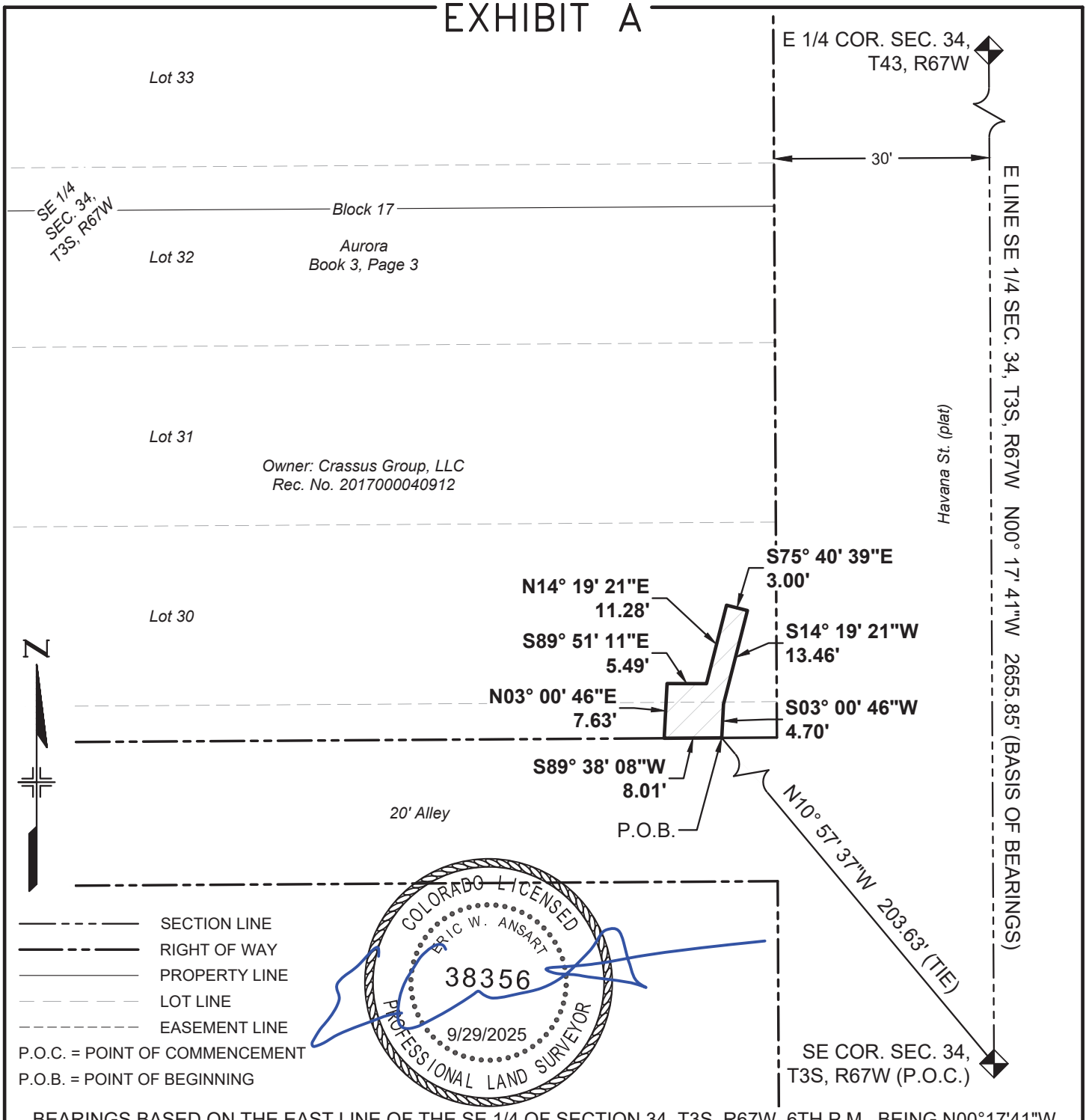


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 94 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-3
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-3A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 30, 31 and 32, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N09°37’28”W, a distance of 236.52 feet to the **Point of Beginning**;

Thence N00°25'29"W, a distance of 10.00 feet;

Thence N89°34'31"E, a distance of 4.18 feet;

Thence N03°00'46"E, a distance of 14.60 feet;

Thence S86°59'14"E, a distance of 3.00 feet;

Thence S03°00'46"W, a distance of 33.31 feet;

Thence S14°19'21"W, a distance of 0.93 feet;

Thence N75°40'39"W, a distance of 3.00 feet;

Thence N14°19'21"E, a distance of 0.64 feet;

Thence N03°00'46"E, a distance of 8.40 feet;

Thence S89°34'31"W, a distance of 3.58 feet to the **Point of Beginning**.

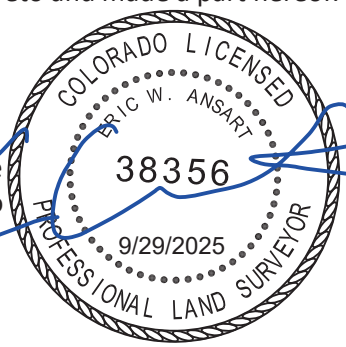
The above-described parcel containing 141 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

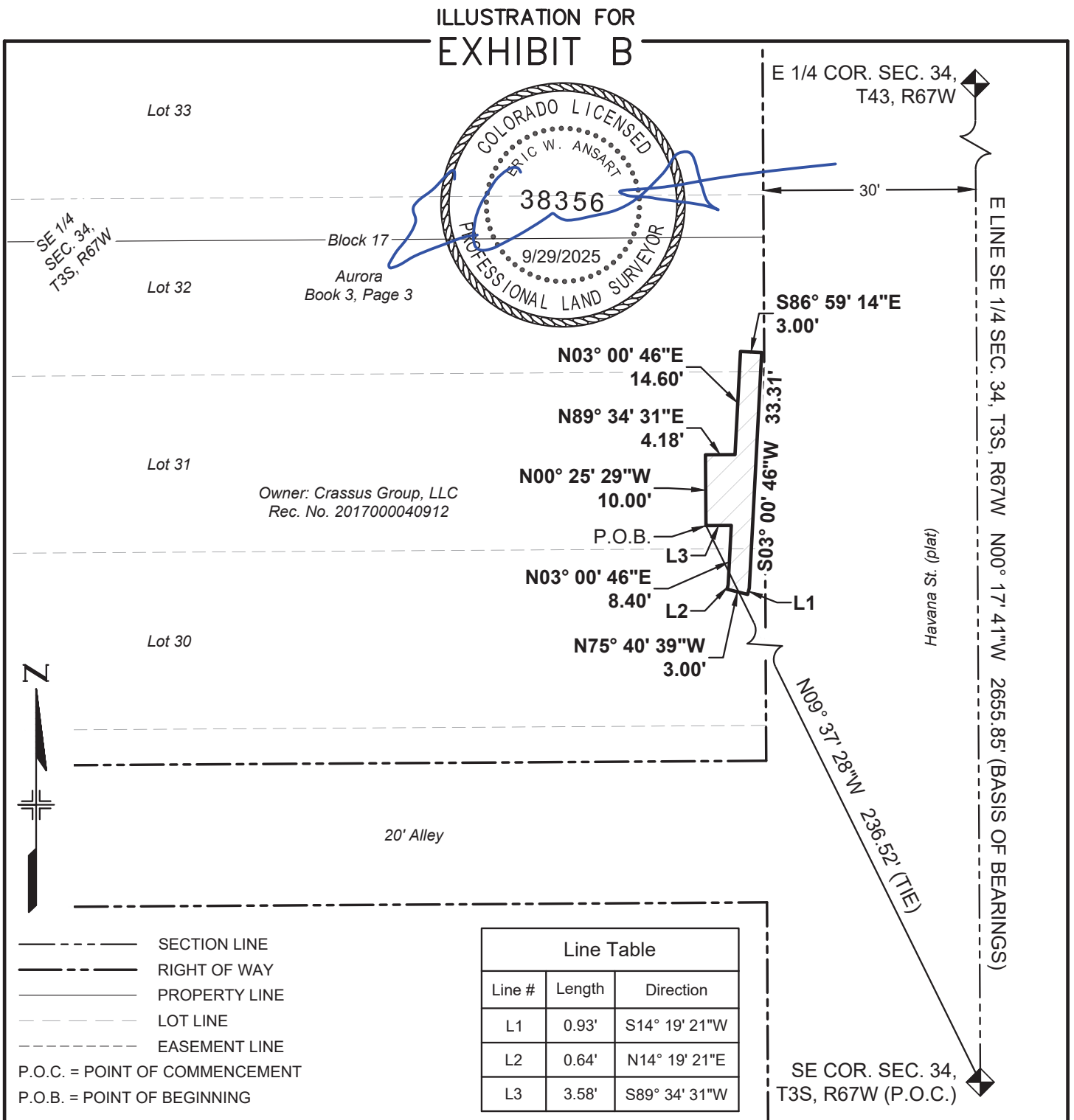
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT B



Line Table		
Line #	Length	Direction
L1	0.93'	S14° 19' 21"W
L2	0.64'	N14° 19' 21"E
L3	3.58'	S89° 34' 31"W

BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 141 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-3A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-3B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 32, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N06°32’27”W, a distance of 275.74 feet to the northeasterly corner of that parcel of land described in that Quit Claim Deed recorded on May 11, 2017, at Rec. No. 2017000040912 in said office, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said parcel, a distance of 10.32 feet;

Thence N86°59'14"W, a distance of 3.00 feet;

Thence N03°00'46"E, a distance of 10.16 feet to a point on the northerly line of said parcel;

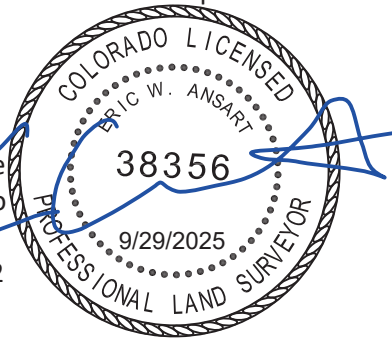
Thence N89°38'47"E, coincident with said northerly line, a distance of 2.41 feet to the **Point of Beginning**.

The above-described parcel containing 28 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

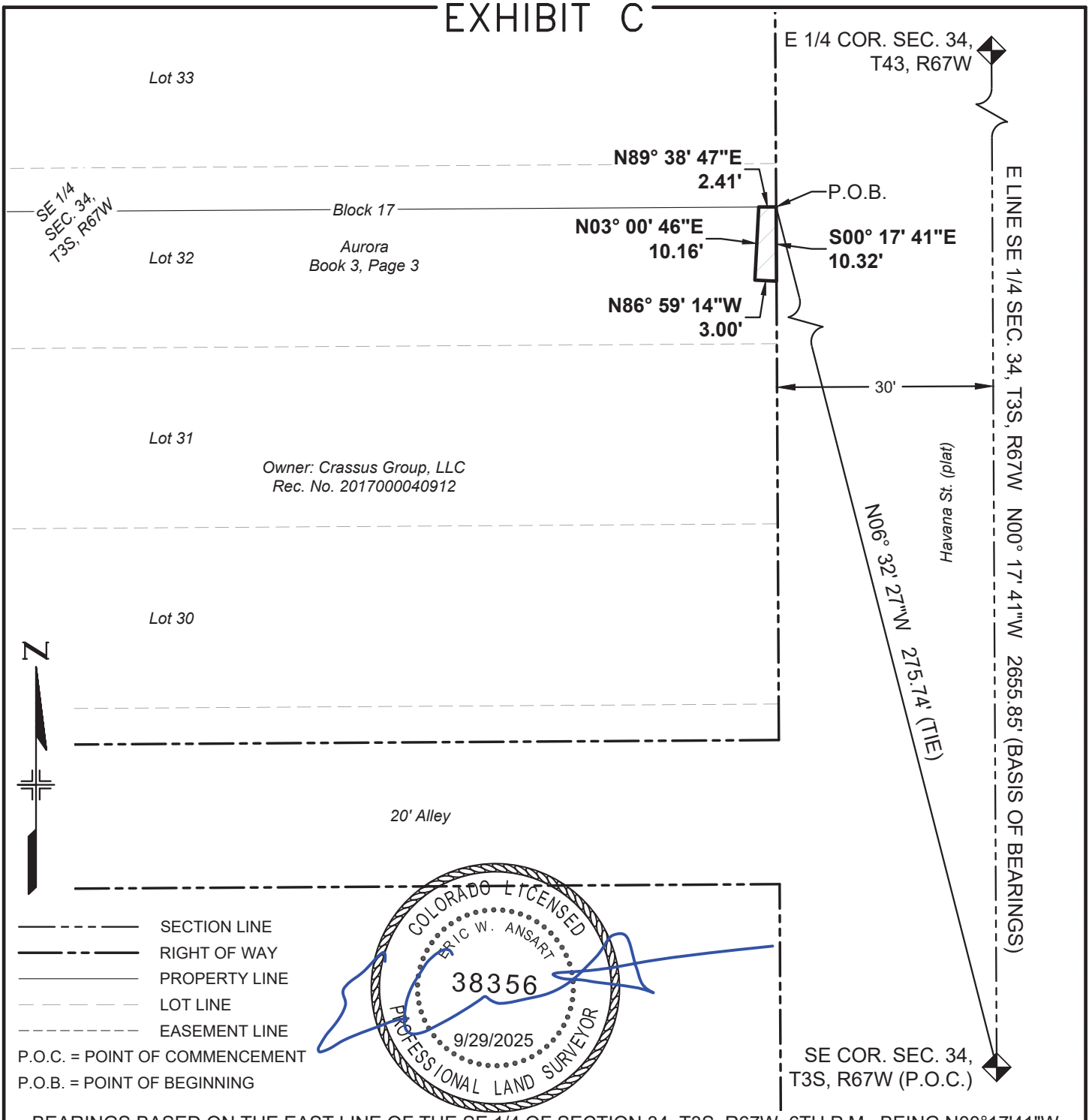


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 28 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-3B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-4
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 32, 33, and 34, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N05°41’07”W, a distance of 319.35 feet to the northeasterly corner of that parcel of land described in that Quit Claim Deed recorded on October 28, 2024, at Rec. No. 2024000059731 in said office, said corner being the **Point of Beginning**;

Thence coincident with the easterly and southerly lines of said parcel the following two (2) courses:

1. Thence S00°17'41"E, a distance of 43.83 feet;
2. Thence S89°38'47"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 43.83 feet to a point on the northerly line of said parcel;

Thence N89°38'47"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 241 square feet (0.006 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

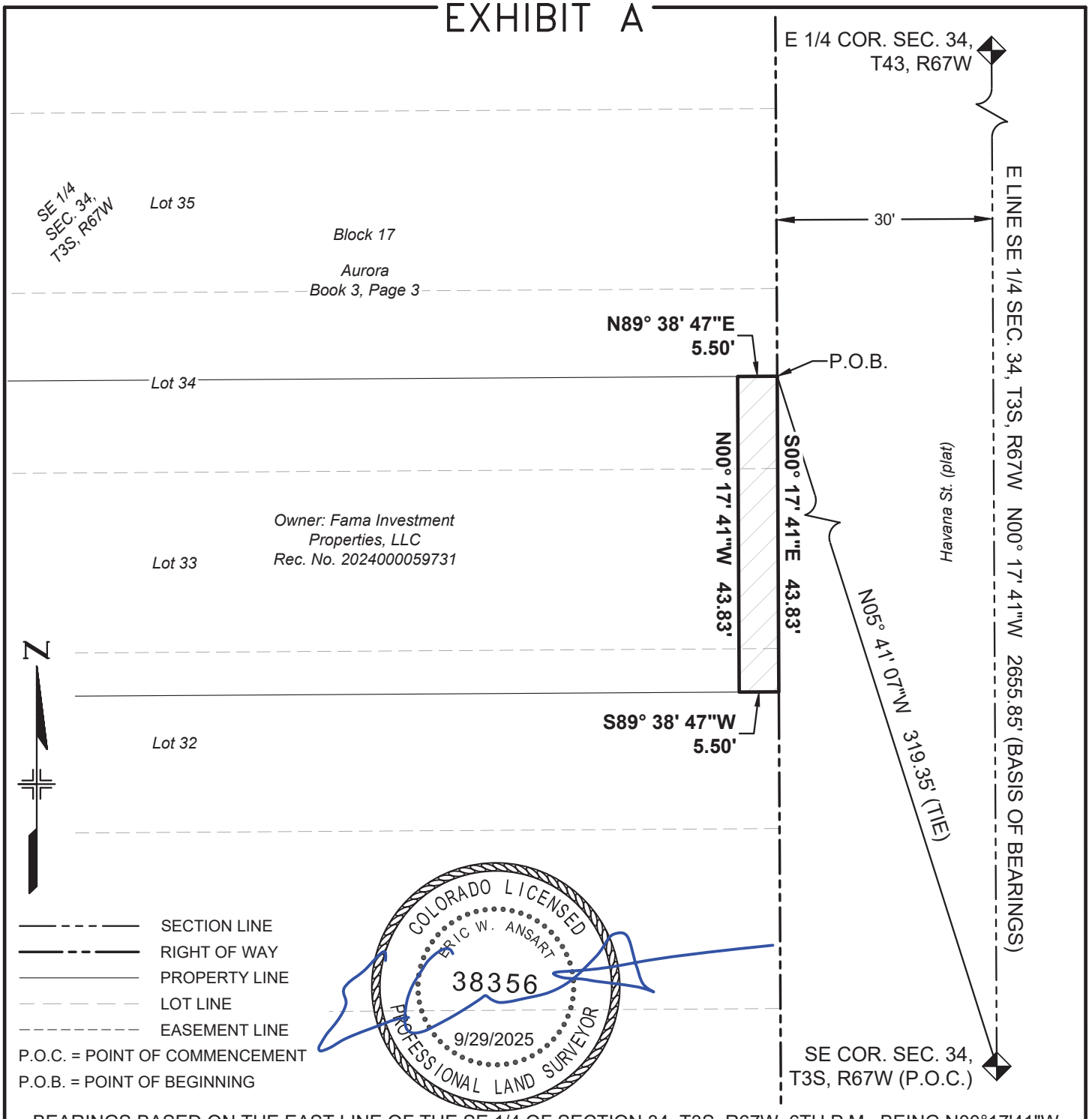


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 241 SQUARE FEET (0.006 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-4
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-5
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 34, 35, and 36, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N05°41’07”W, a distance of 319.35 feet to the southeasterly corner of that parcel of land described in that Warranty Deed recorded on September 26, 2019, at Rec. No. 2019000080860 in said office, said corner being the **Point of Beginning**;

Thence S89°38'47"W, coincident with the southerly line of said parcel, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 36.39 feet;

Thence N89°42'19"E, a distance of 3.50 feet;

Thence N00°17'41"W, a distance of 13.71 feet to a point on the northerly line of said parcel;

Thence coincident with the northerly and easterly lines of said parcel the following two (2) courses:

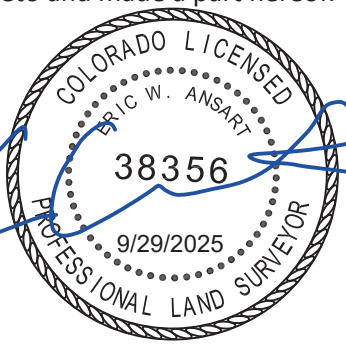
1. Thence N89°38'47"E, a distance of 2.00 feet;
2. Thence S00°17'41"E, a distance of 50.09 feet to the **Point of Beginning**.

The above-described parcel containing 228 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

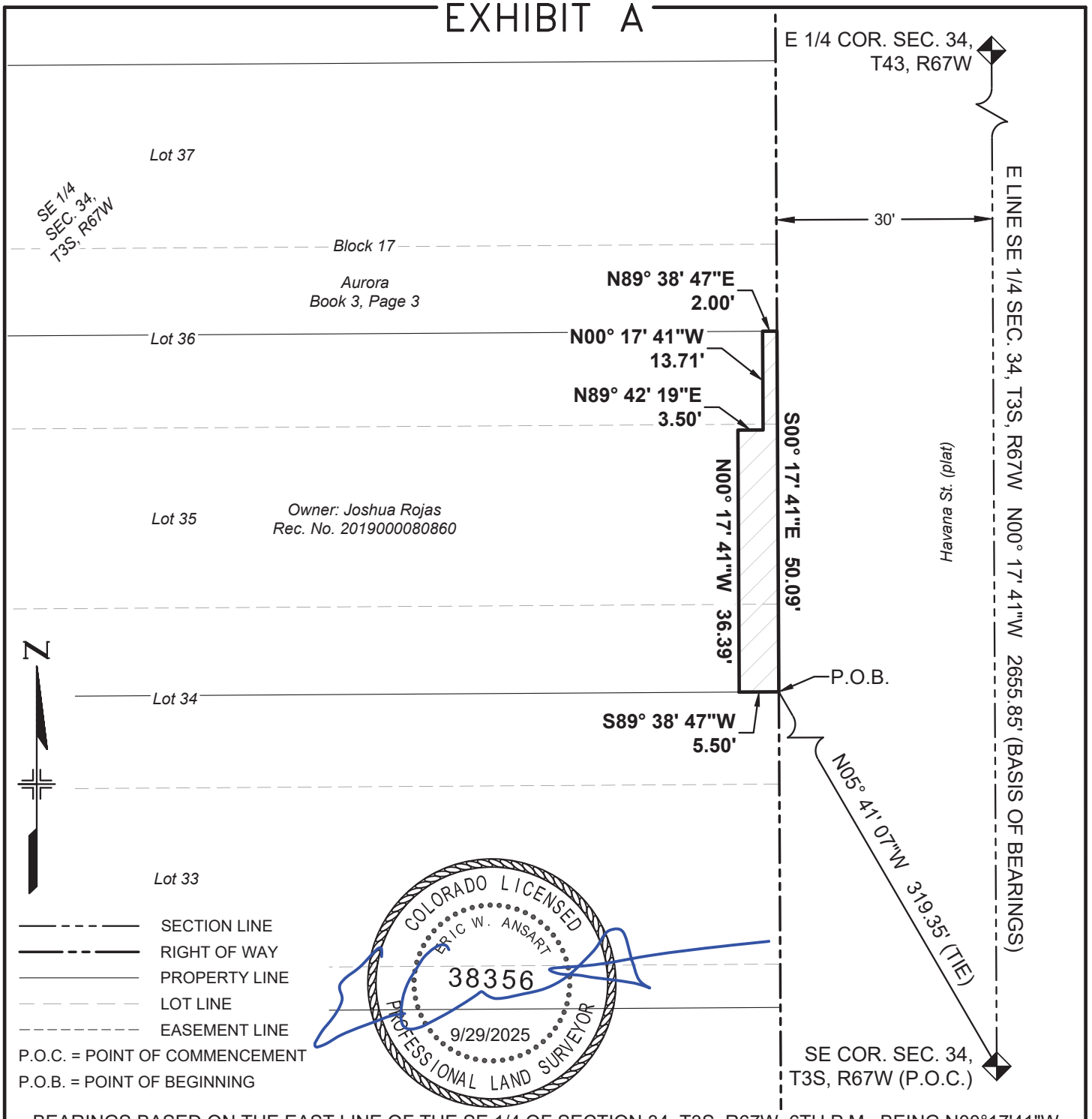


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 228 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-5
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-6
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 36 and 37, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N04°57’18”W, a distance of 369.25 feet to the southeasterly corner of that parcel of land described in that Quit Claim Deed recorded on September 26, 2019, at Rec. No. 2014000019225 in said office, said corner being the **Point of Beginning**;

Thence S89°38'47"W, coincident with the southerly line of said parcel, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 25.75 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on the easterly line of said parcel;

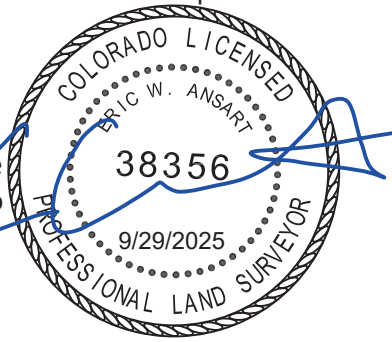
Thence S00°17'41"E, coincident with said easterly line, a distance of 25.75 feet to the **Point of Beginning**.

The above-described parcel containing 142 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

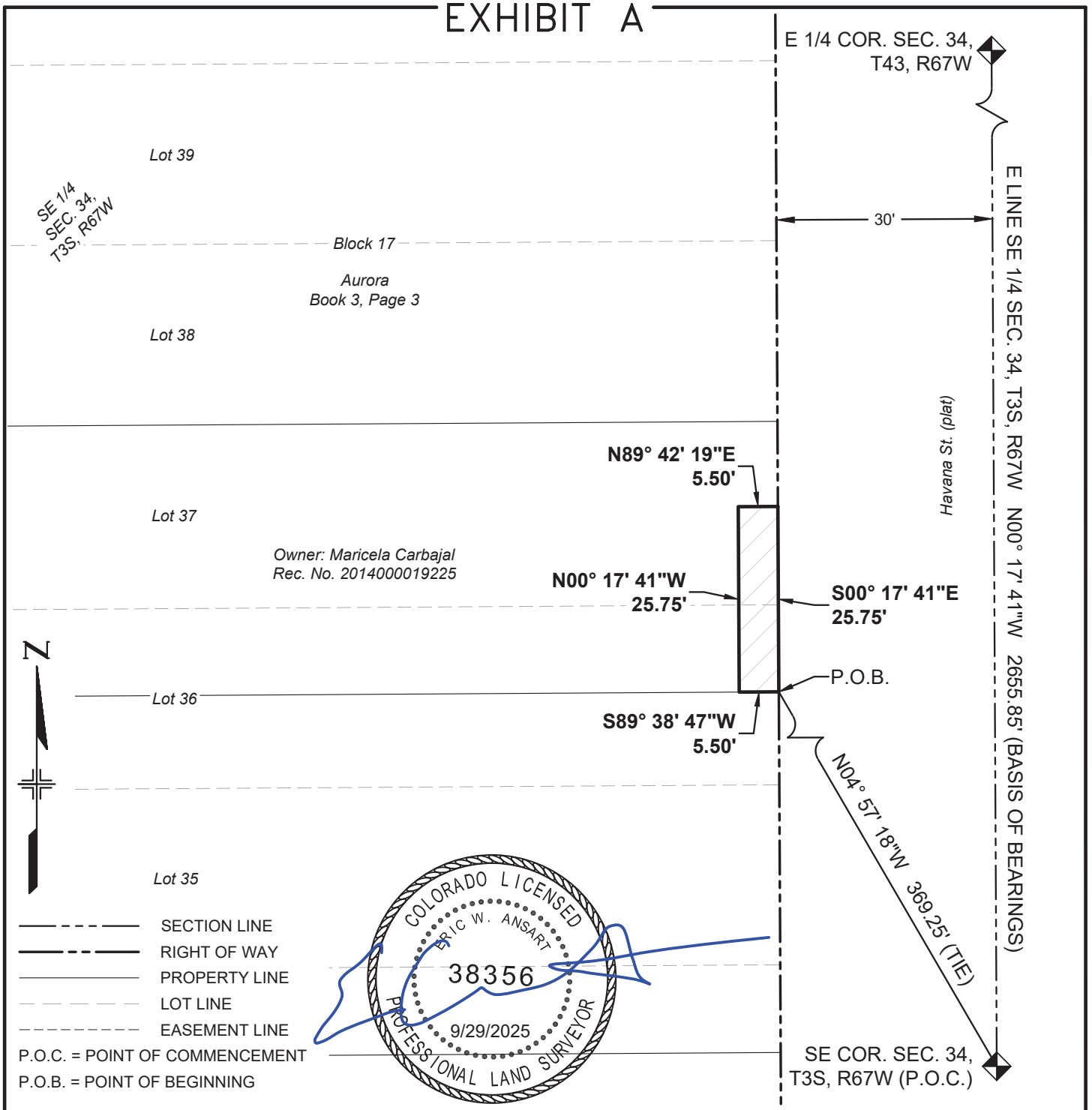


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 142 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-6
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-7
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 38, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N04°31’30”W, a distance of 406.71 feet to the southeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S89°38'47"W, coincident with the southerly line of said lot, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 7.99 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on the easterly line of said lot;

Thence S00°17'41"E, coincident with said easterly line, a distance of 7.98 feet to the **Point of Beginning**.

The above-described parcel containing 44 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

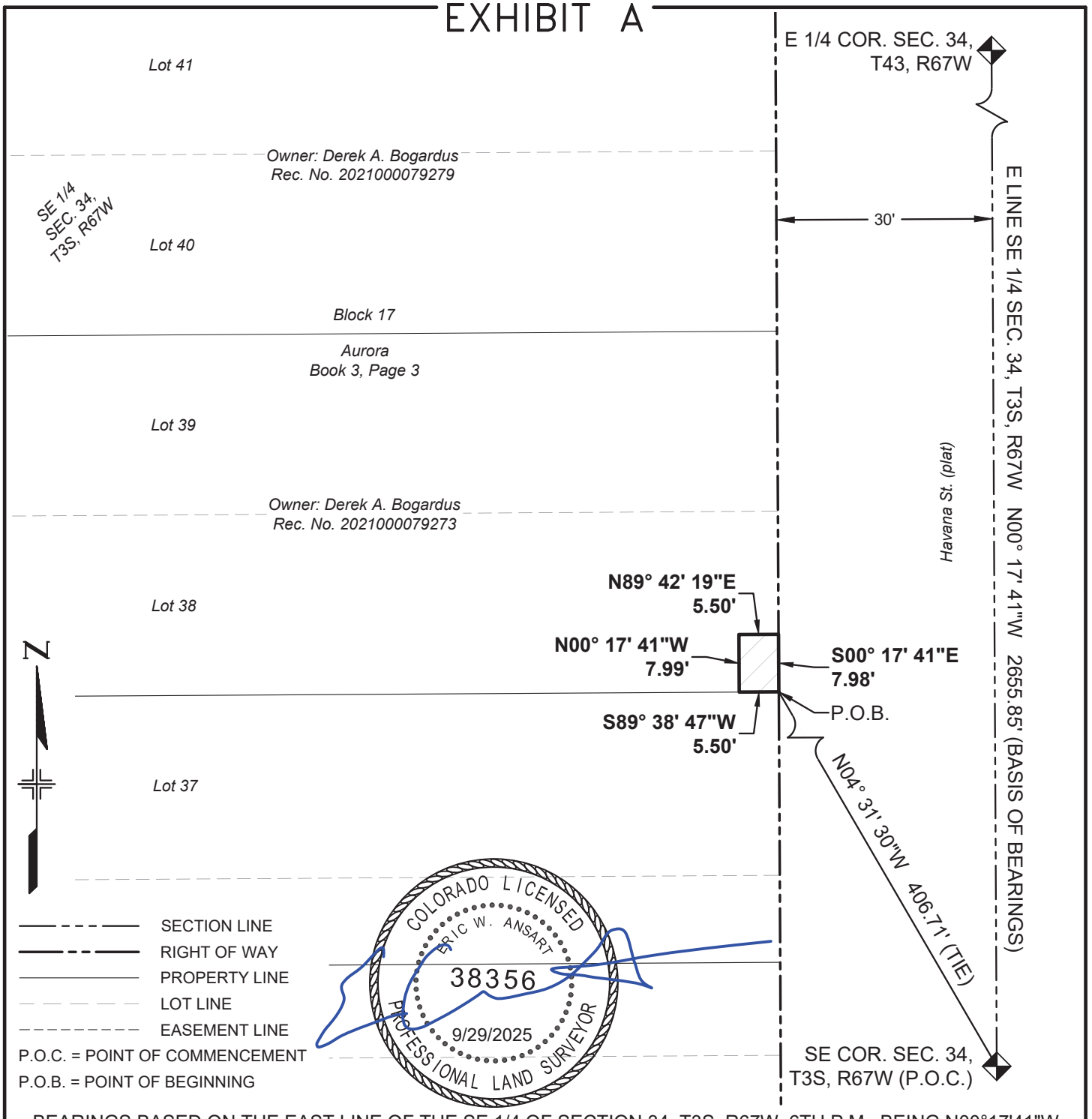


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 44 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-7
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-7A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 39, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N04°09’29”W, a distance of 445.27 feet to a point on the easterly line of said lot, said point being the **Point of Beginning**;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on said easterly line;

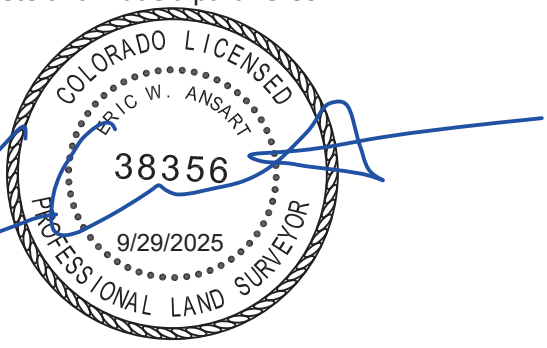
Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

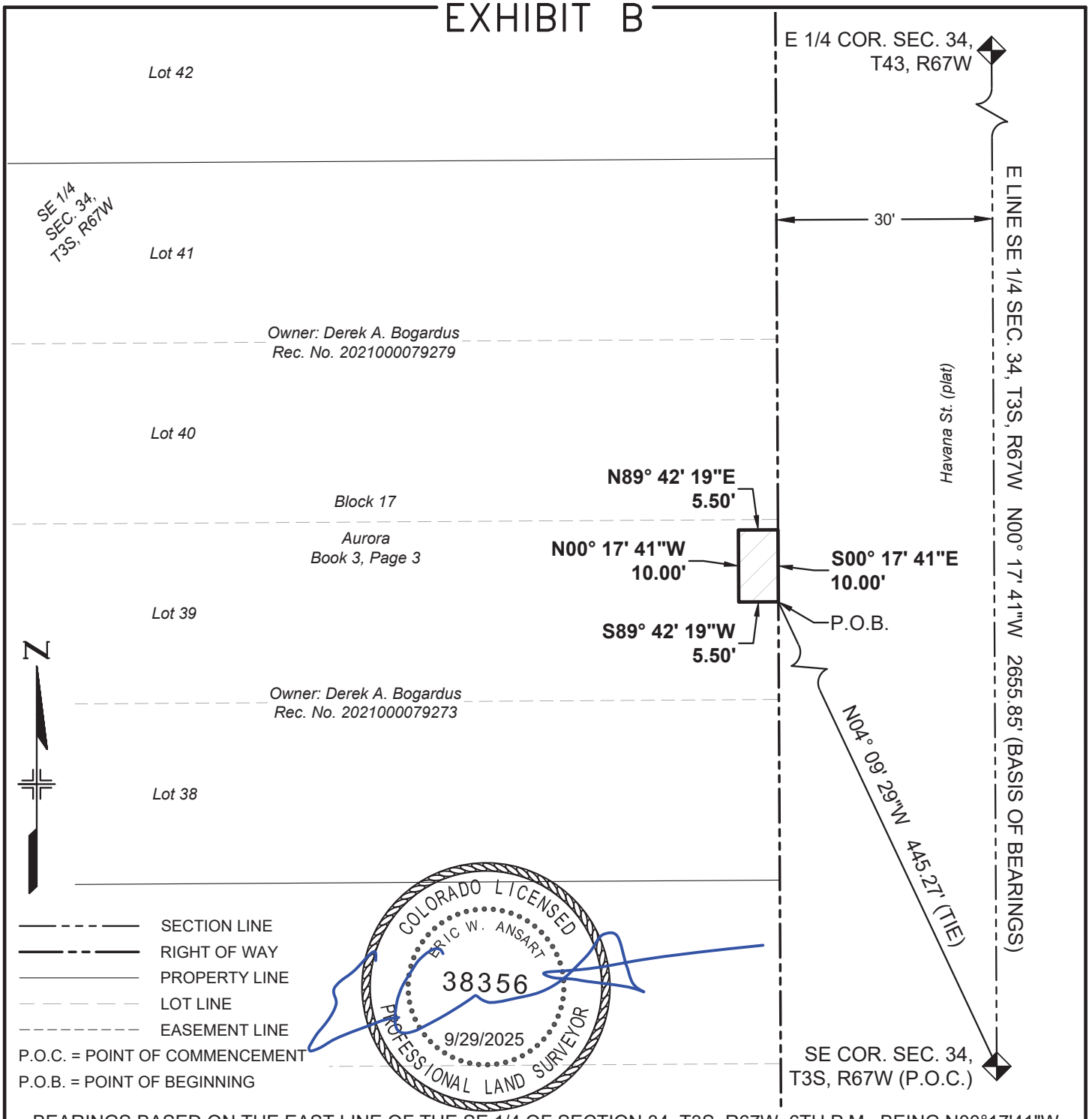


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-7A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-7B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 40, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N04°02’52”W, a distance of 458.33 feet to a point on the easterly line of said lot, said point being the **Point of Beginning**;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on said easterly line;

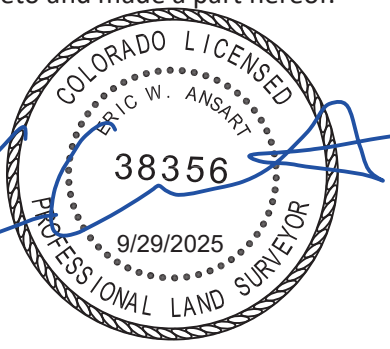
Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

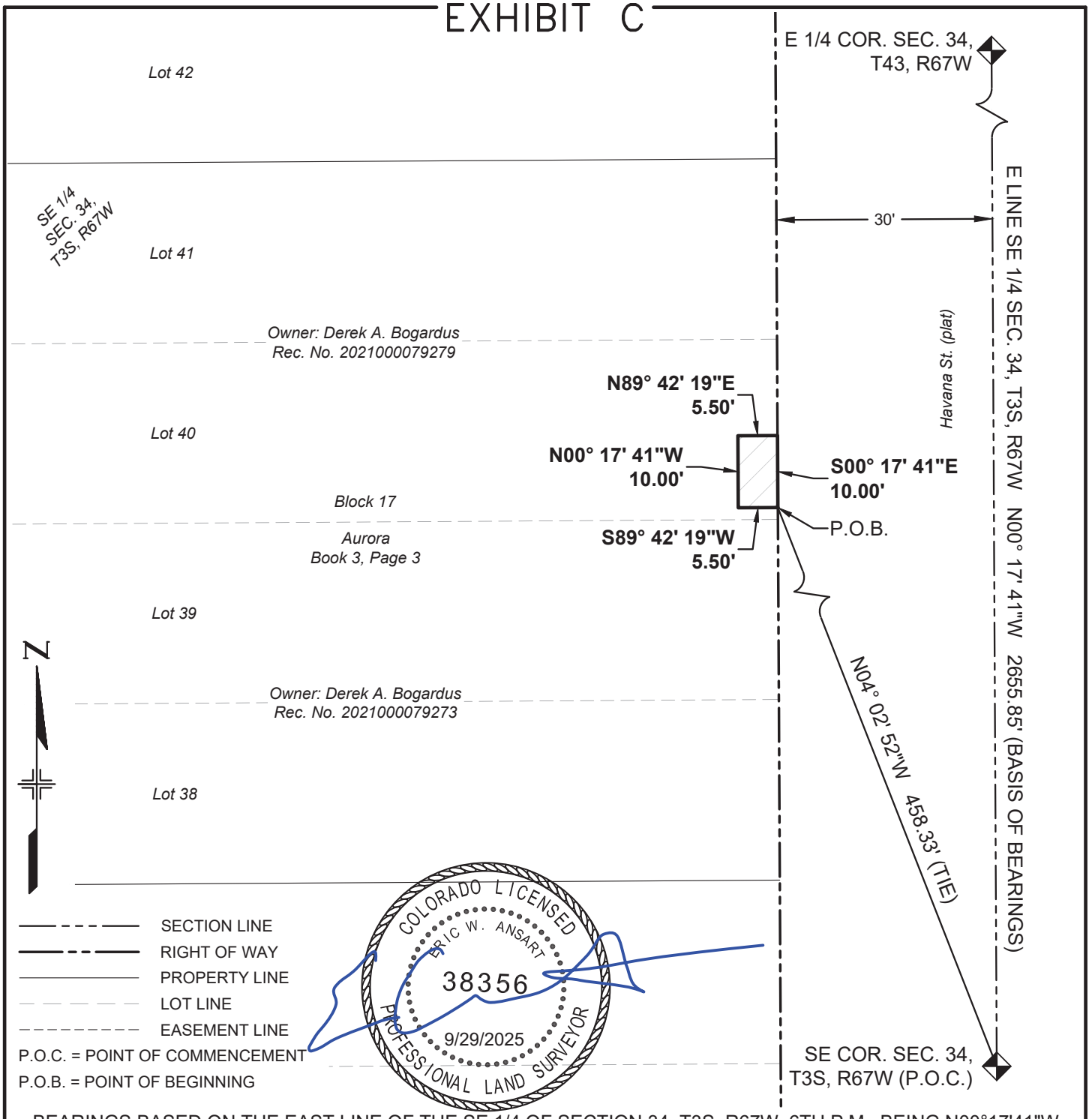


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-7B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT D

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-7C
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 41, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N03°41’21”W, a distance of 506.68 feet to the northeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 6.98 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 6.98 feet to a point on the northerly line of said lot;

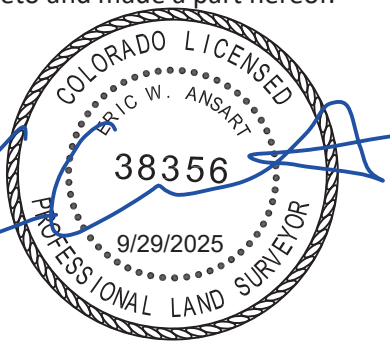
Thence N89°38'47"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 38 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

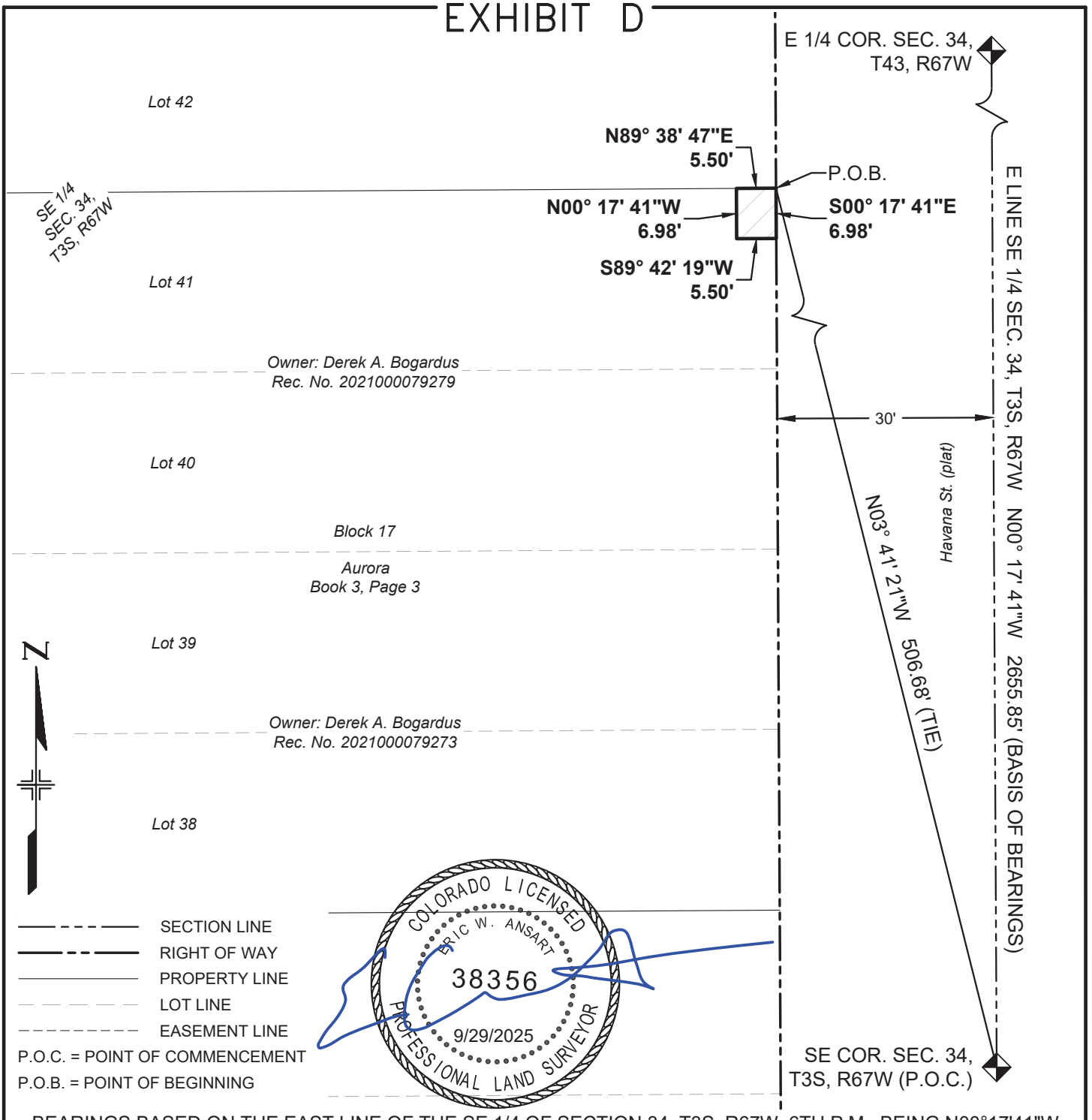


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT D



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 38 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-7C
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-8
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 1, S.M. Woo Subdivision Filing No. 1, the plat of said subdivision being recorded on February 25, 1985, at Rec. No. B0557117 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N03°41’21”W, a distance of 506.68 feet to the southeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S89°38'47"W, coincident with the southerly line of said lot, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 11.77 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on the easterly line of said lot;

Thence S00°17'41"E, coincident with said easterly line, a distance of 11.76 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

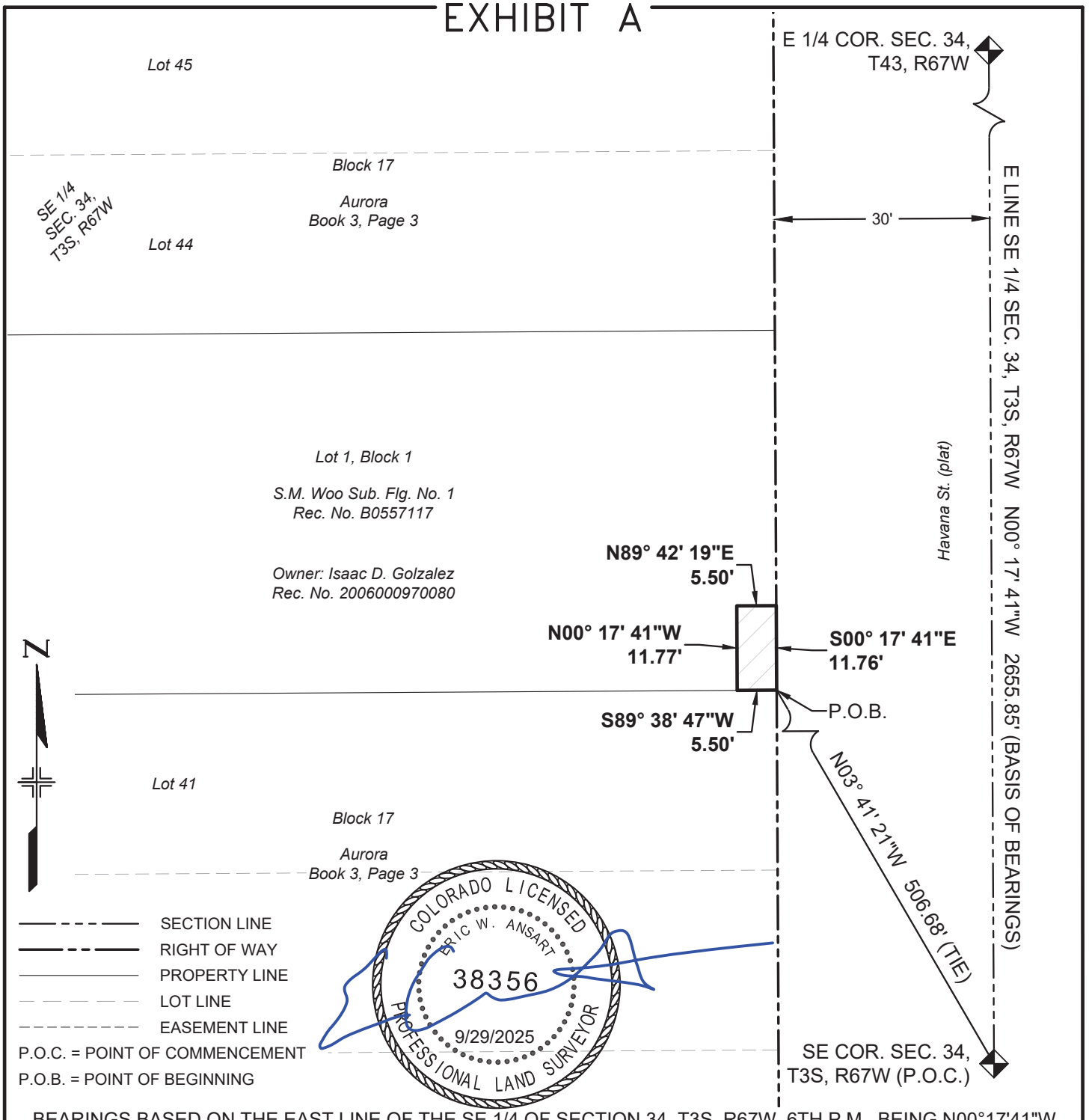


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-8
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-8A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 1, S.M. Woo Subdivision Filing No. 1, the plat of said subdivision being recorded on February 25, 1985, at Rec. No. B0557117 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N03°23’02”W, a distance of 556.70 feet to the northeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 7.02 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 7.01 feet to a point on the northerly line of said lot;

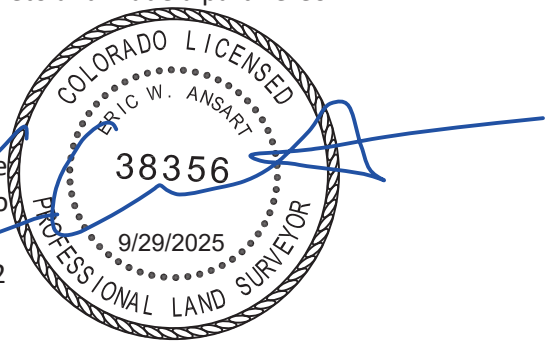
Thence N89°39'03"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 39 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

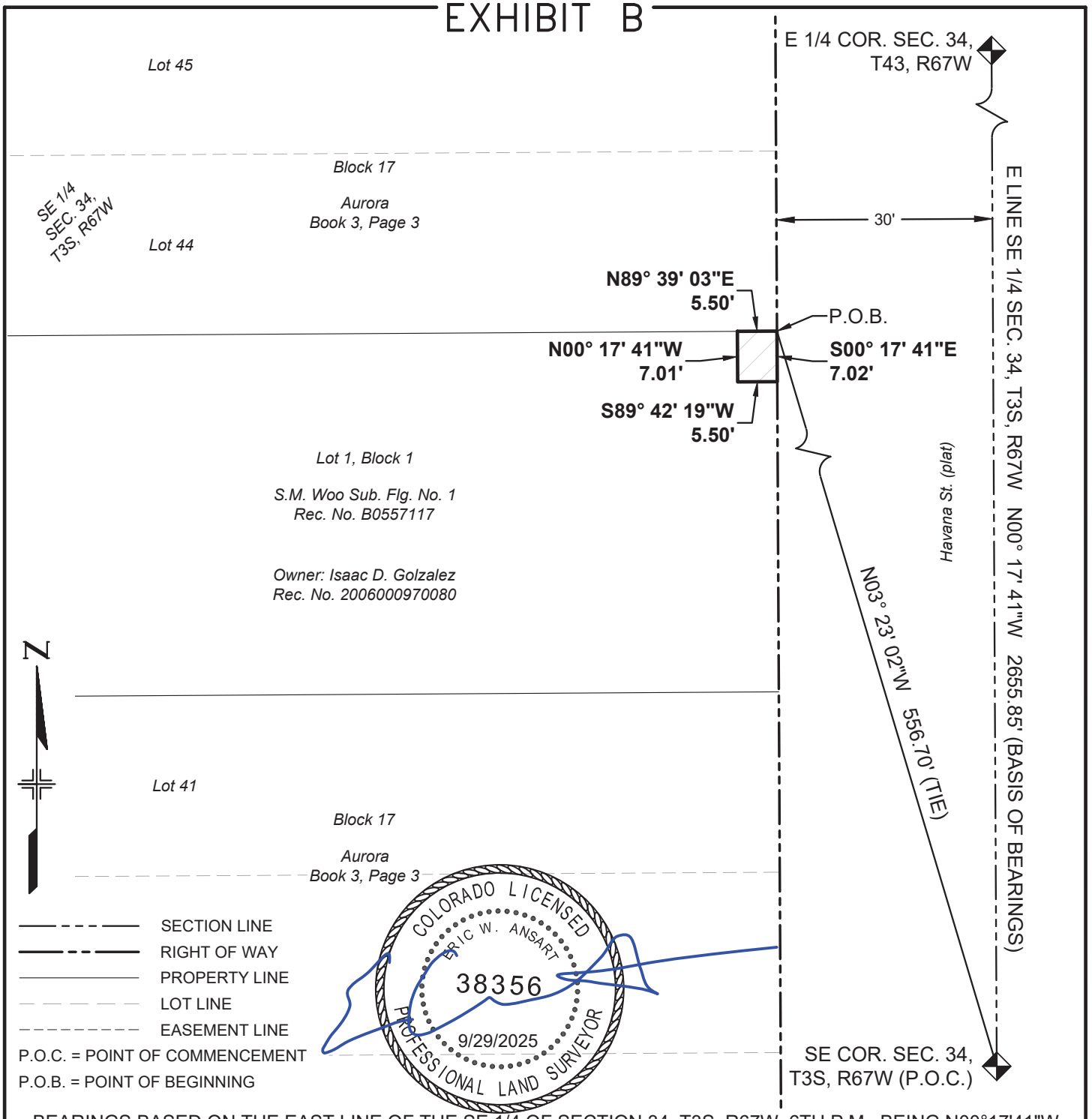


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 39 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-8A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-9
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 44, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N03°23’02”W, a distance of 556.70 feet to the southeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S89°39'03"W, coincident with the southerly line of said lot, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 2.99 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on the easterly line of said lot;

Thence S00°17'41"E, coincident with said easterly line, a distance of 2.98 feet to the **Point of Beginning**.

The above-described parcel containing 16 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

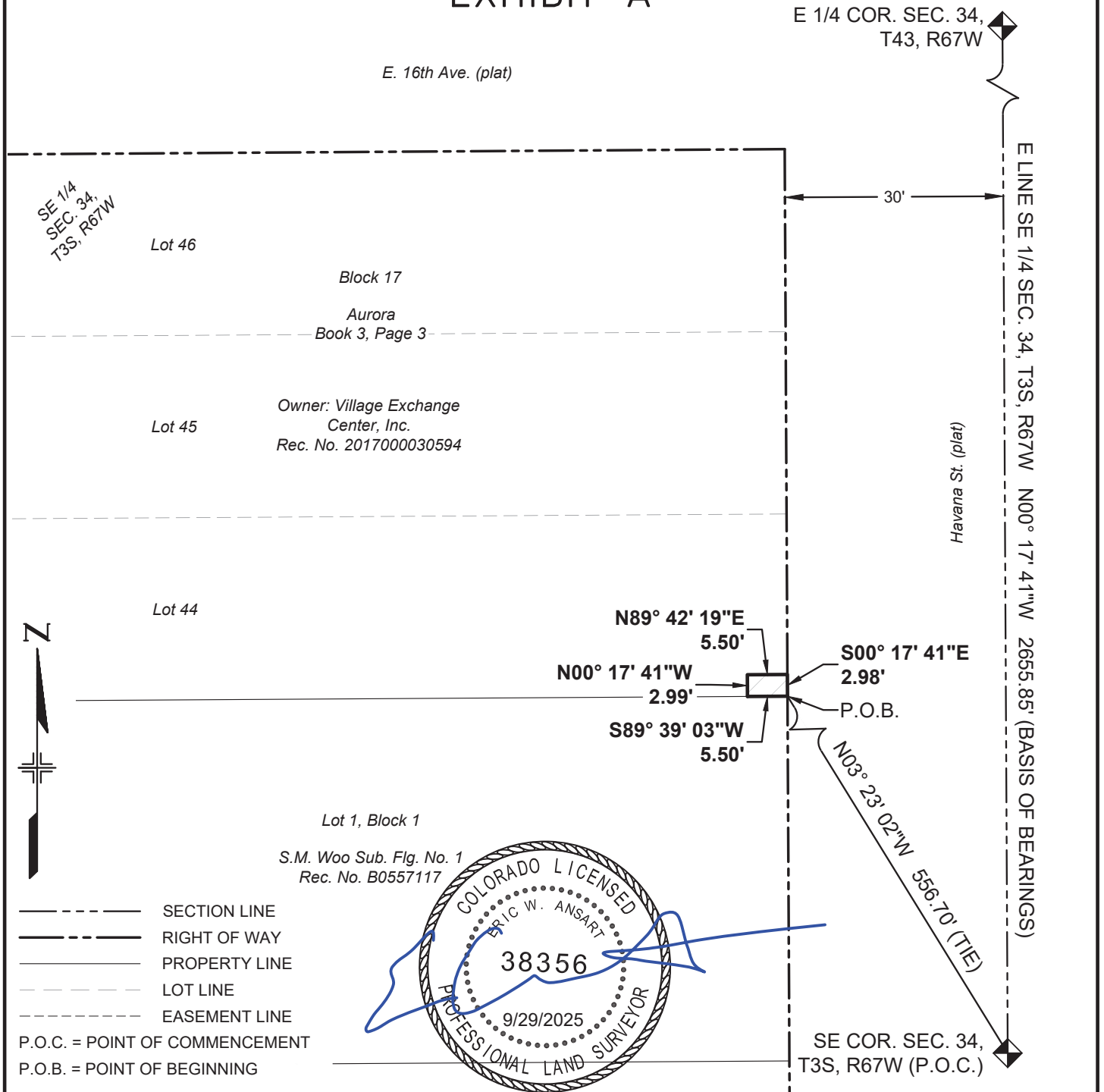
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 16 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-9
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-9A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 44 & 45, Block 17, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N03°19’25”W, a distance of 567.79 feet to a point on the easterly line of said block, said point being the **Point of Beginning**;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 28.00 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on the easterly line of said block;

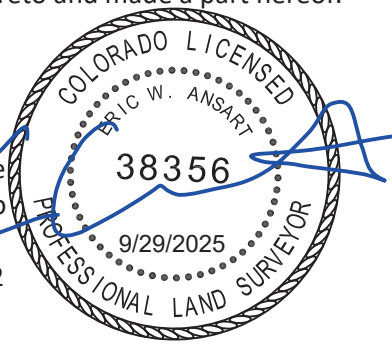
Thence S00°17'41"E, coincident with said easterly line, a distance of 28.00 feet to the **Point of Beginning**.

The above-described parcel containing 154 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

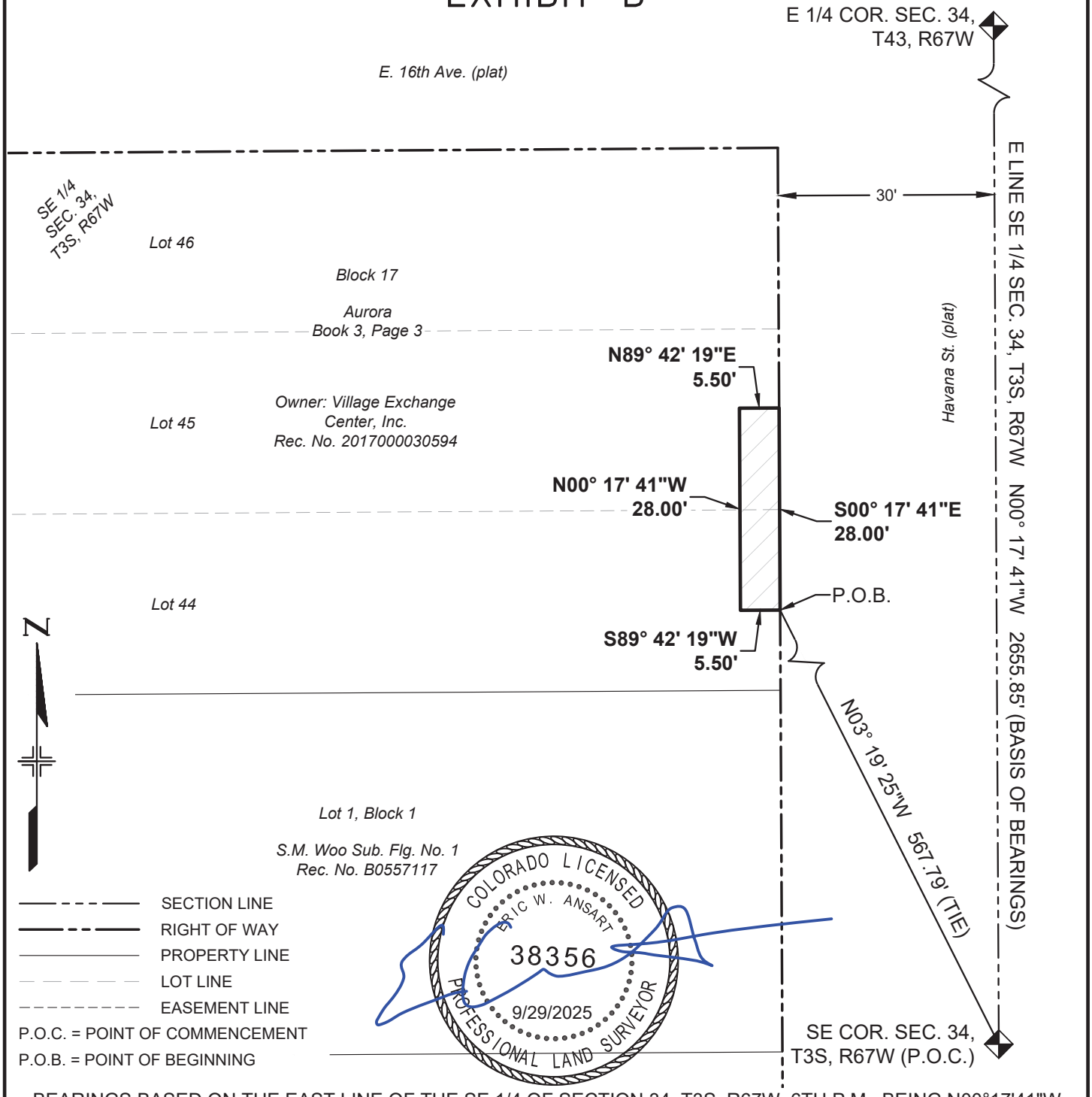
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 154 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-9A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-9B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 27, 28, & 29, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N02°35’22”W, a distance of 749.27 feet to a point on the easterly line of said block, said point being the **Point of Beginning**;

Thence S89°42'19"W, a distance of 2.00 feet;

Thence N00°17'41"W, a distance of 49.40 feet;

Thence S89°42'19"W, a distance of 4.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to a point on the easterly line of said block;

Thence S00°17'41"E, coincident with said easterly line, a distance of 59.40 feet to the **Point of Beginning**.

The above-described parcel containing 164 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

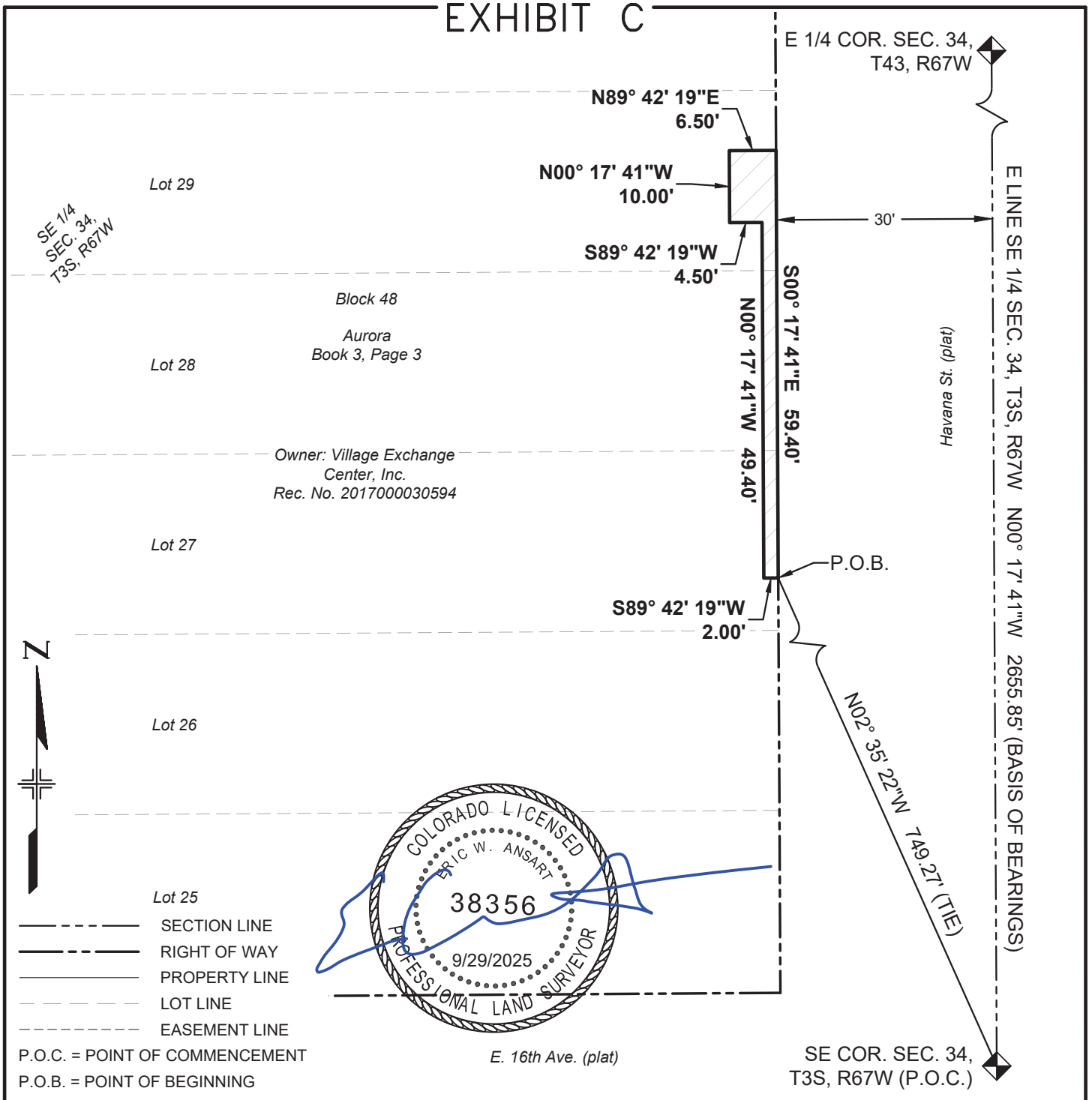


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 164 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-9B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT D

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-9C
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 30, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N02°20’12”W, a distance of 842.02 feet to the northeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 3.39 feet;

Thence S89°42'19"W, a distance of 7.50 feet;

Thence N00°17'41"W, a distance of 3.38 feet to a point on the northerly line of said lot;

Thence N89°36'54"E, coincident with said northerly line, a distance of 7.50 feet to the **Point of Beginning**.

The above-described parcel containing 25 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

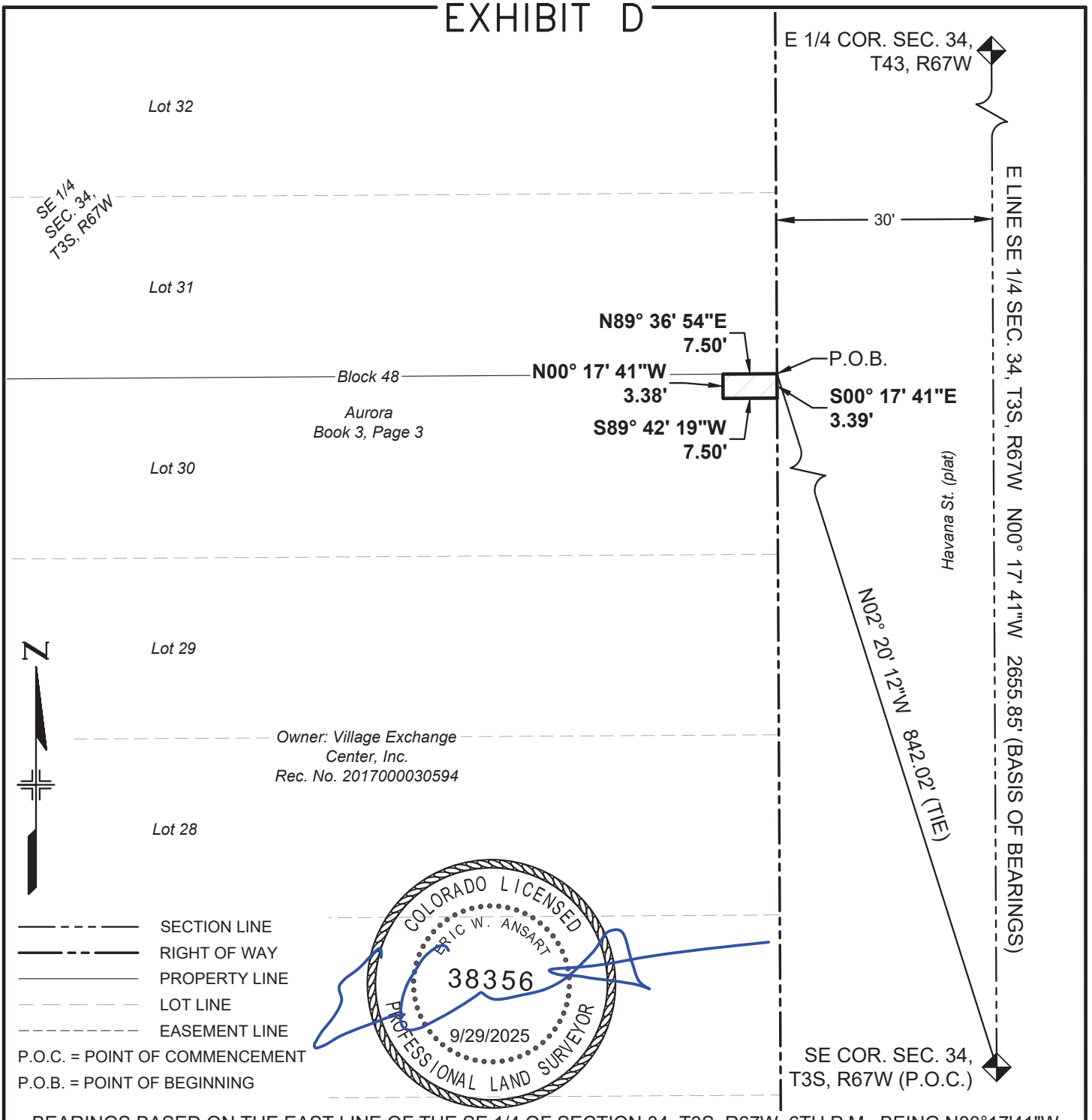


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT D



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 25 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-9C
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-10
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 31, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N02°20’12”W, a distance of 842.02 feet to the southeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S89°36'54"W, coincident with the southerly line of said lot, a distance of 7.50 feet;

Thence N00°17'41"W, a distance of 14.74 feet;

Thence N89°42'19"E, a distance of 7.50 feet to a point on the easterly line of said lot;

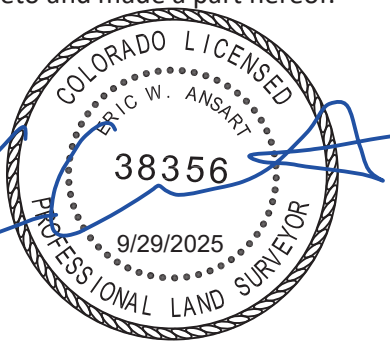
Thence S00°17'41"E, coincident with said easterly line, a distance of 14.73 feet to the **Point of Beginning**.

The above-described parcel containing 110 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

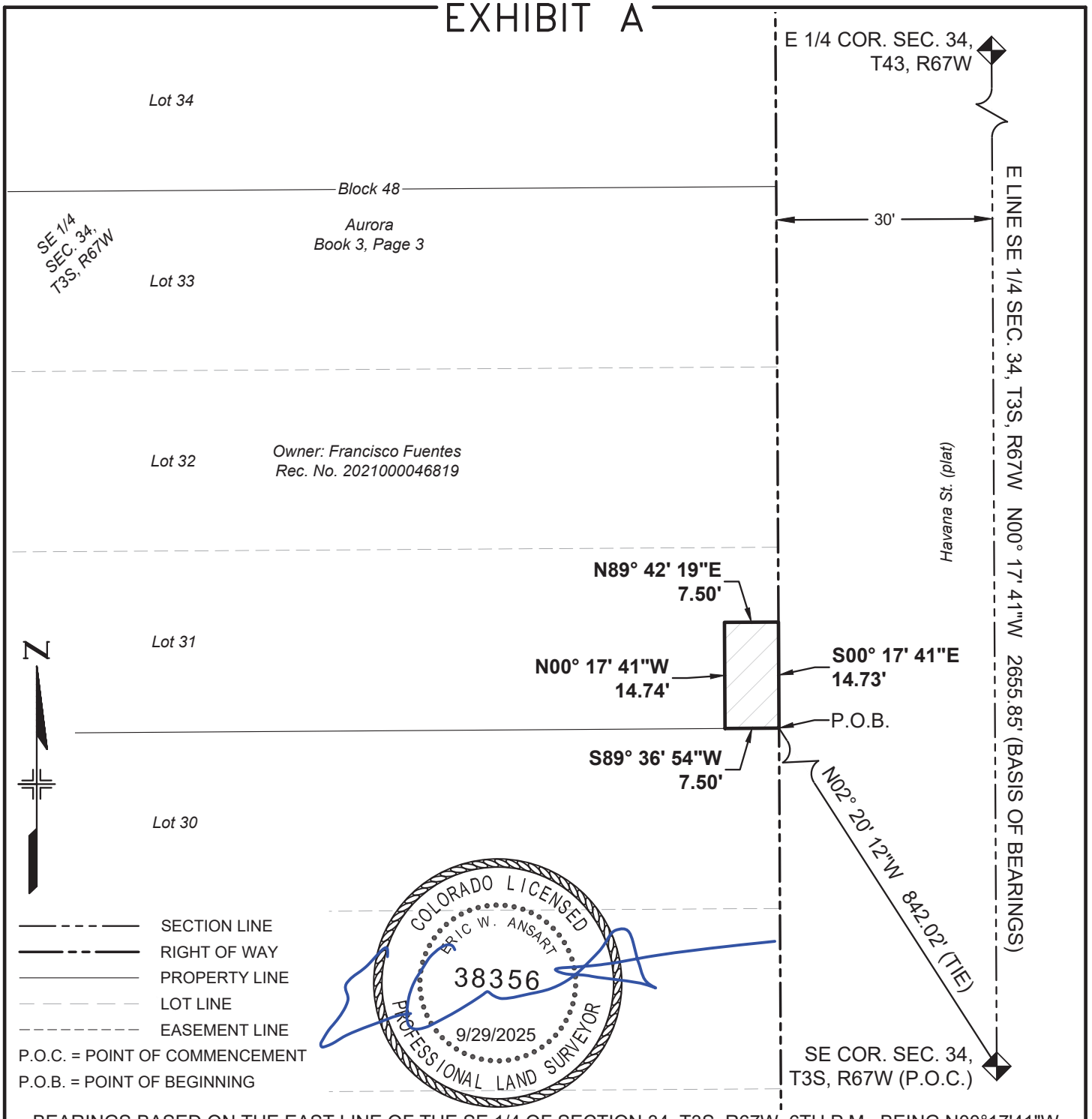


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 110 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-10
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-10A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 32, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N02°16’05”W, a distance of 871.20 feet to a point on the easterly line of said lot, said point being the **Point of Beginning**;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to a point on said easterly line;

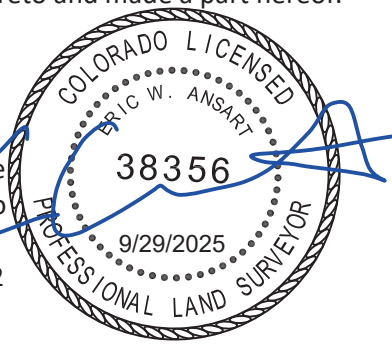
Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

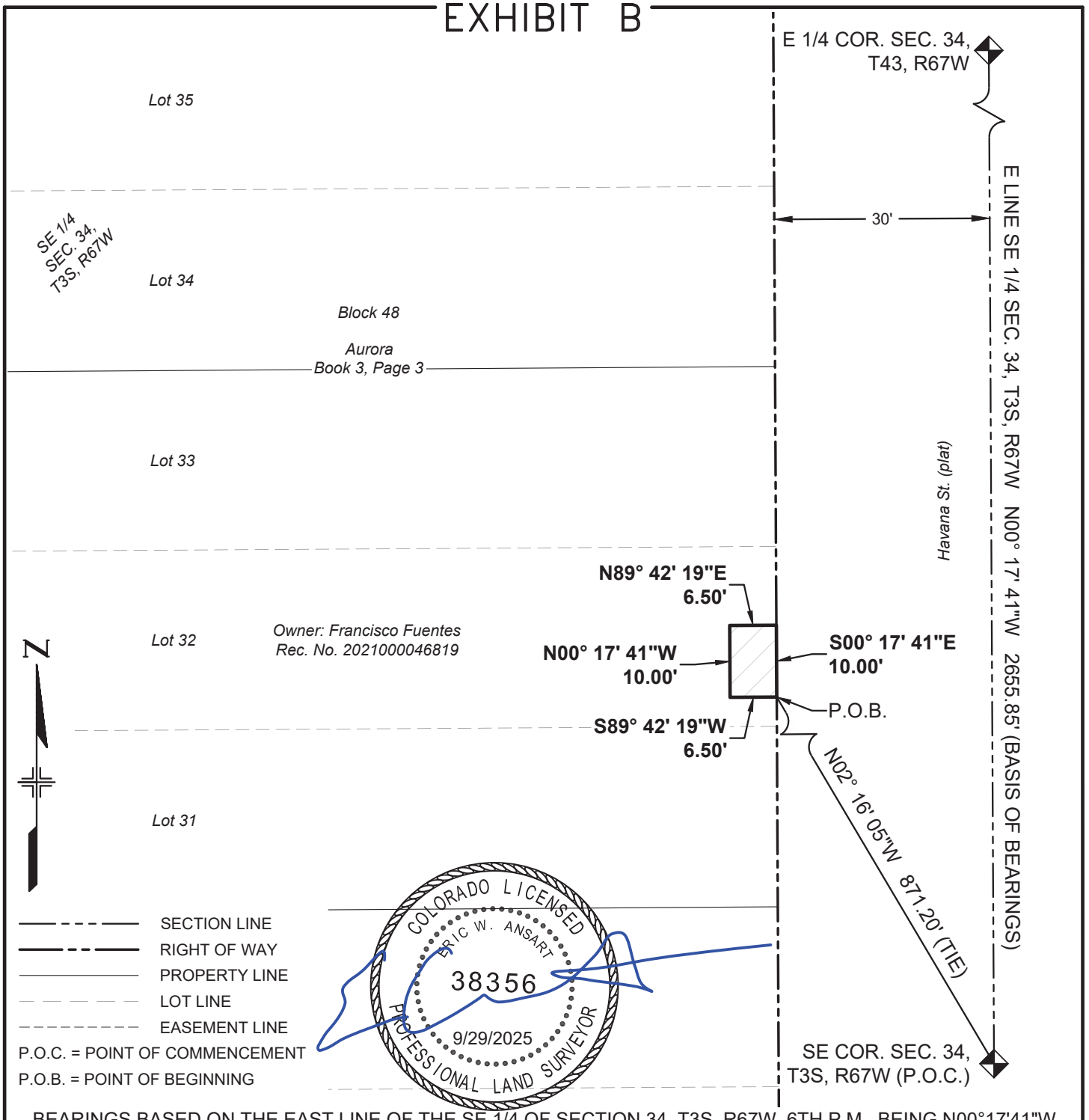


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-10A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-10B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 33, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N02°10’09”W, a distance of 917.20 feet to the northeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 16.84 feet;

Thence S89°42'19"W, a distance of 8.50 feet;

Thence N00°17'41"W, a distance of 16.83 feet to a point on the northerly line of said lot;

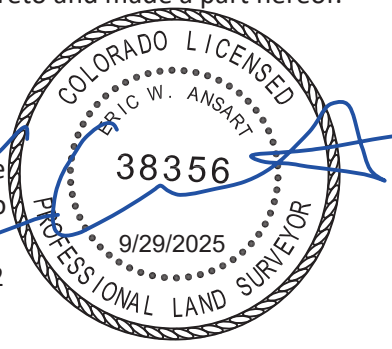
Thence N89°36'54"E, coincident with said northerly line, a distance of 8.50 feet to the **Point of Beginning**.

The above-described parcel containing 143 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

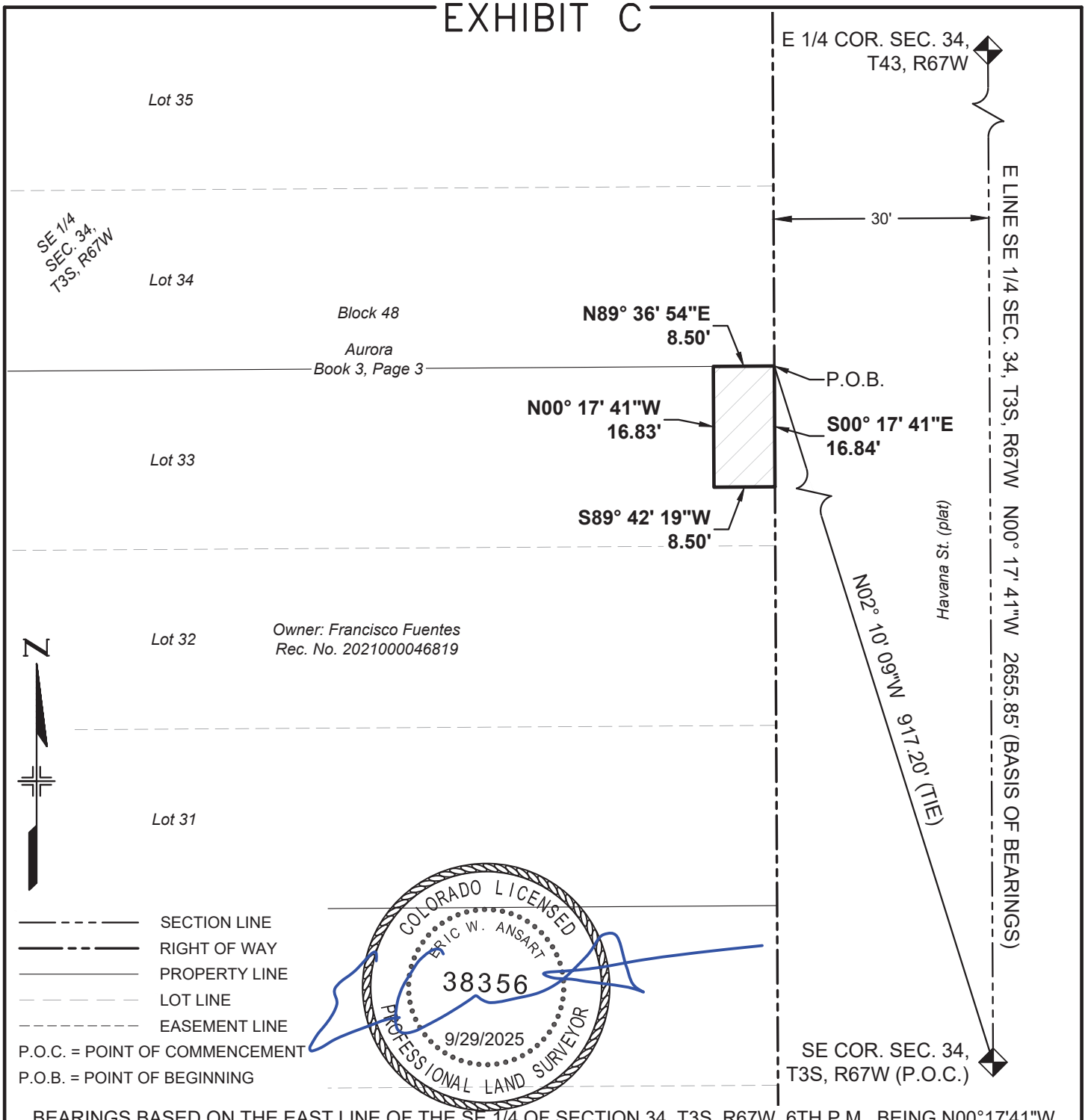


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 143 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-10B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-11
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 34, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N02°10’09”W, a distance of 917.20 feet to the southeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S89°36'54"W, coincident with the southerly line of said lot, a distance of 8.50 feet;

Thence N00°17'41"W, a distance of 20.52 feet;

Thence N89°42'19"E, a distance of 8.50 feet to a point on the easterly line of said lot;

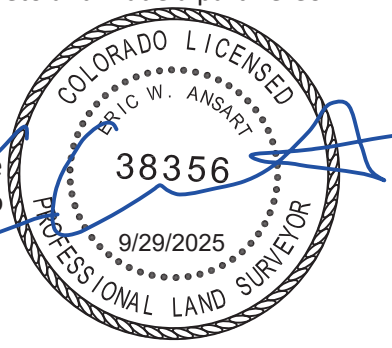
Thence S00°17'41"E, coincident with said easterly line, a distance of 20.50 feet to the **Point of Beginning**.

The above-described parcel containing 174 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

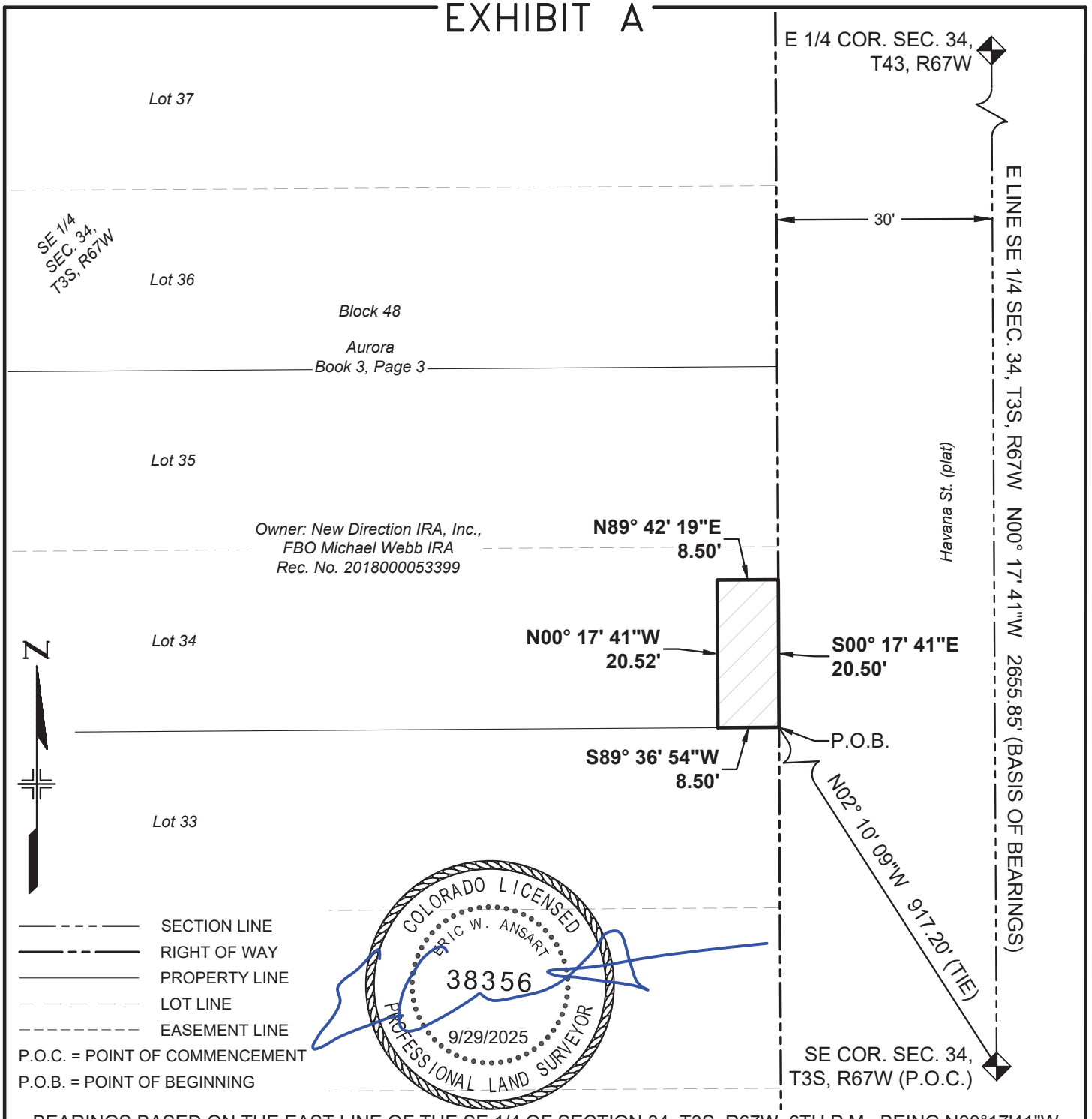


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 174 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-11
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-12
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 39 & 40, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N01°54’31”W, a distance of 1065.30 feet to a point on the easterly line of said block, said point being the **Point of Beginning**;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to a point on the easterly line of said block;

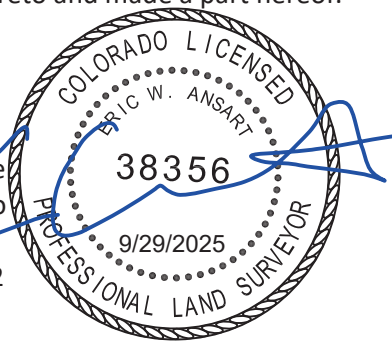
Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

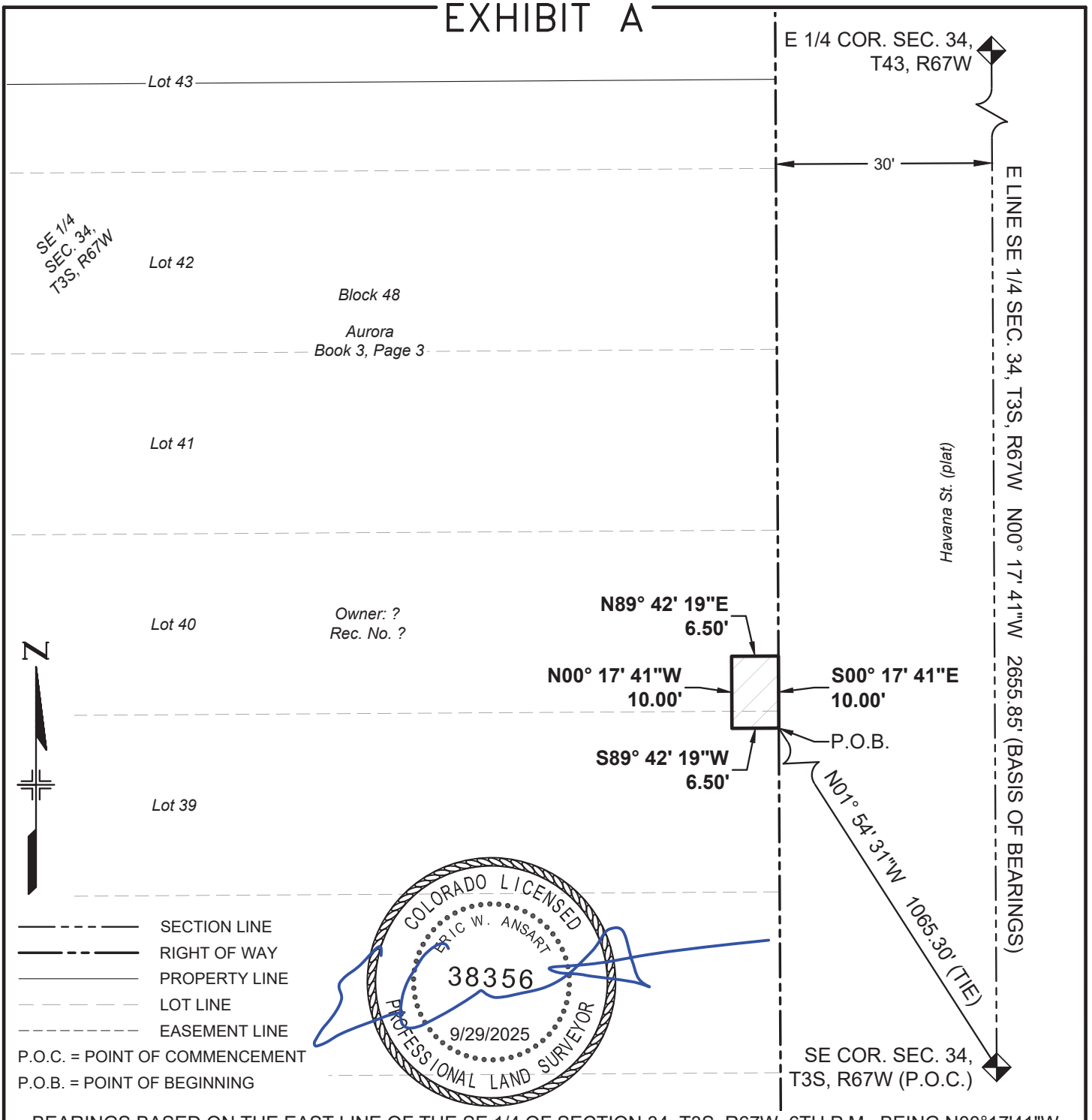


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-12
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-12A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 41 & 42, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N01°50’15”W, a distance of 1114.38 feet to a point on the easterly line of said block, said point being the **Point of Beginning**;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 22.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to a point on the easterly line of said block;

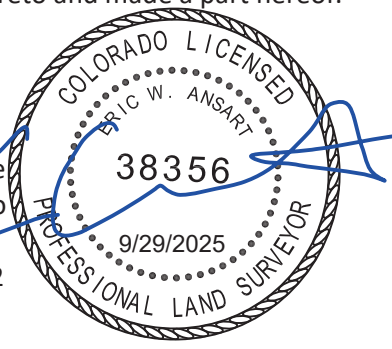
Thence S00°17'41"E, coincident with said easterly line, a distance of 22.00 feet to the **Point of Beginning**.

The above-described parcel containing 143 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

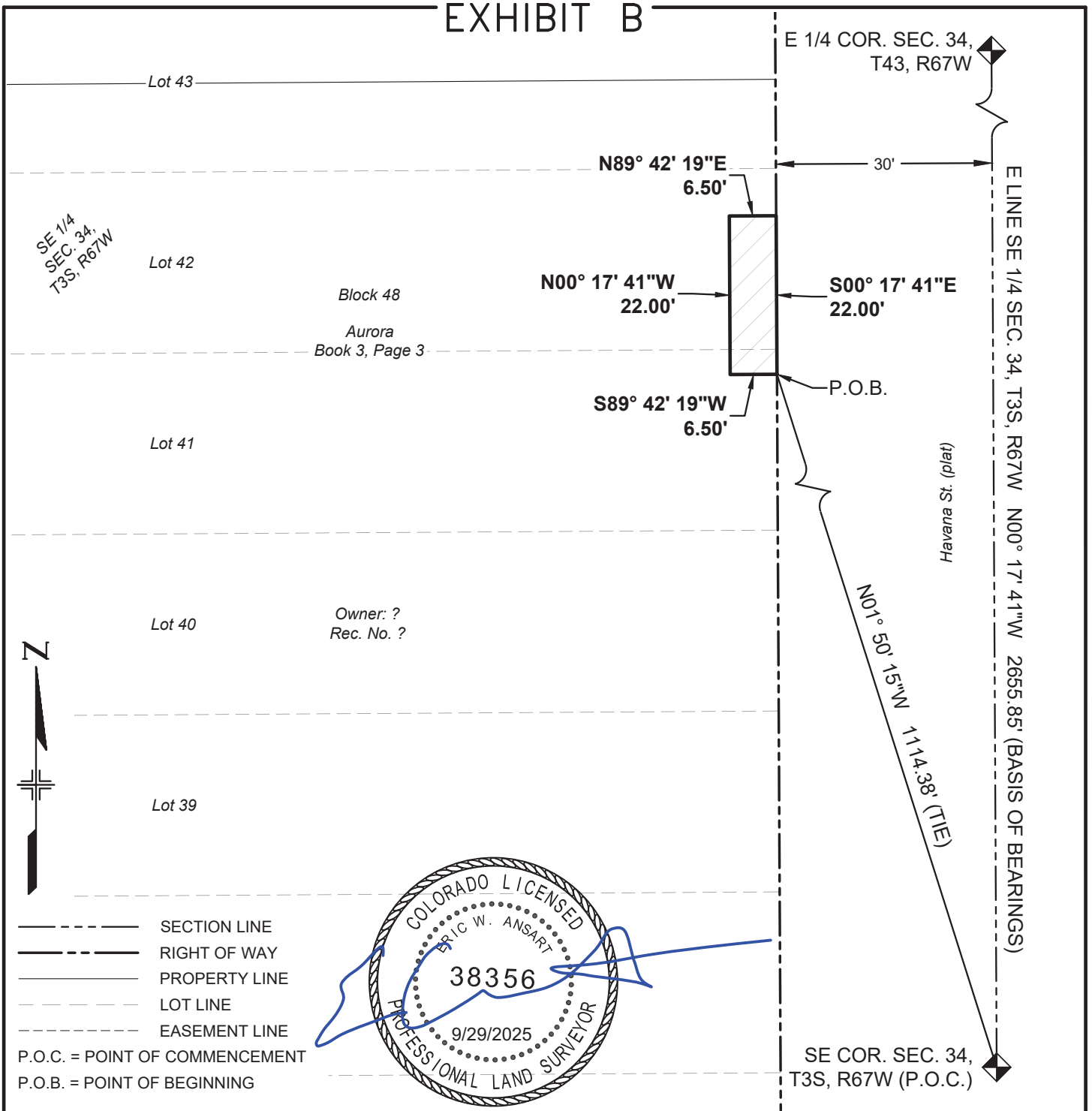


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 143 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-12A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-13
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 43 through 48, Block 48, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the SE corner of said Section (from whence the E 1/4 corner of said section bears N00°17’41”W, a distance of 2655.85 feet);

Thence N01°46’58”W, a distance of 1155.30 feet to the southeasterly corner of that parcel of land described as Parcel 3 in that Warranty Deed recorded on August 15, 2017, at Rec. No. 2017000070759 in said office, said corner being the **Point of Beginning**;

Thence S89°36'54"W, coincident with the southerly line of said parcel, a distance of 2.00 feet;

Thence N00°17'41"W, a distance of 116.24 feet;

Thence N89°42'19"E, a distance of 2.00 feet to a point on the easterly line of said parcel;

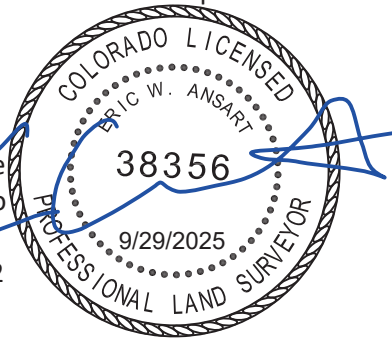
Thence S00°17'41"E, coincident with said easterly line, a distance of 116.24 feet to the **Point of Beginning**.

The above-described parcel containing 232 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being N00°17’41”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

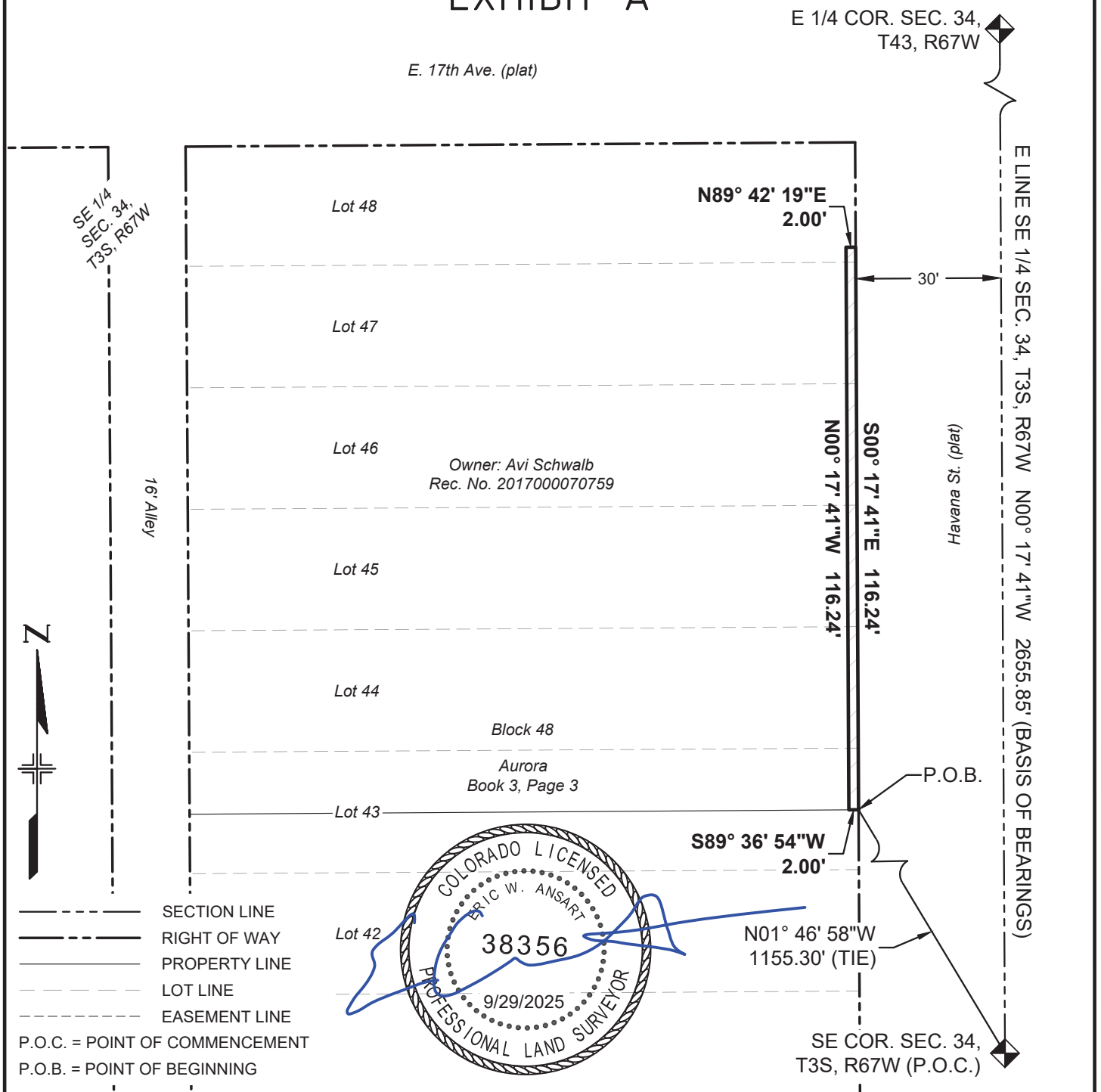
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 232 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-13
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-14
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 11, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°42’45”E, a distance of 1212.59 feet to a point on the westerly line of said Lot 11, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 2.00 feet;

Thence S00°17'41"E, a distance of 18.04 feet;

Thence N89°42'19"E, a distance of 3.50 feet;

Thence S00°17'41"E, a distance of 19.33 feet;

Thence S89°42'19"W, a distance of 5.50 feet to a point on the westerly line of said Lot 11;

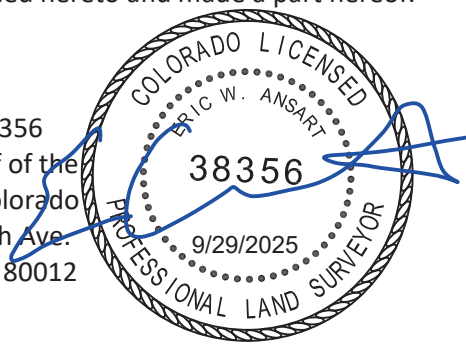
Thence N00°17'41"W, coincident with said westerly line, a distance of 37.38 feet to the **Point of Beginning**.

The above-described parcel containing 142 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

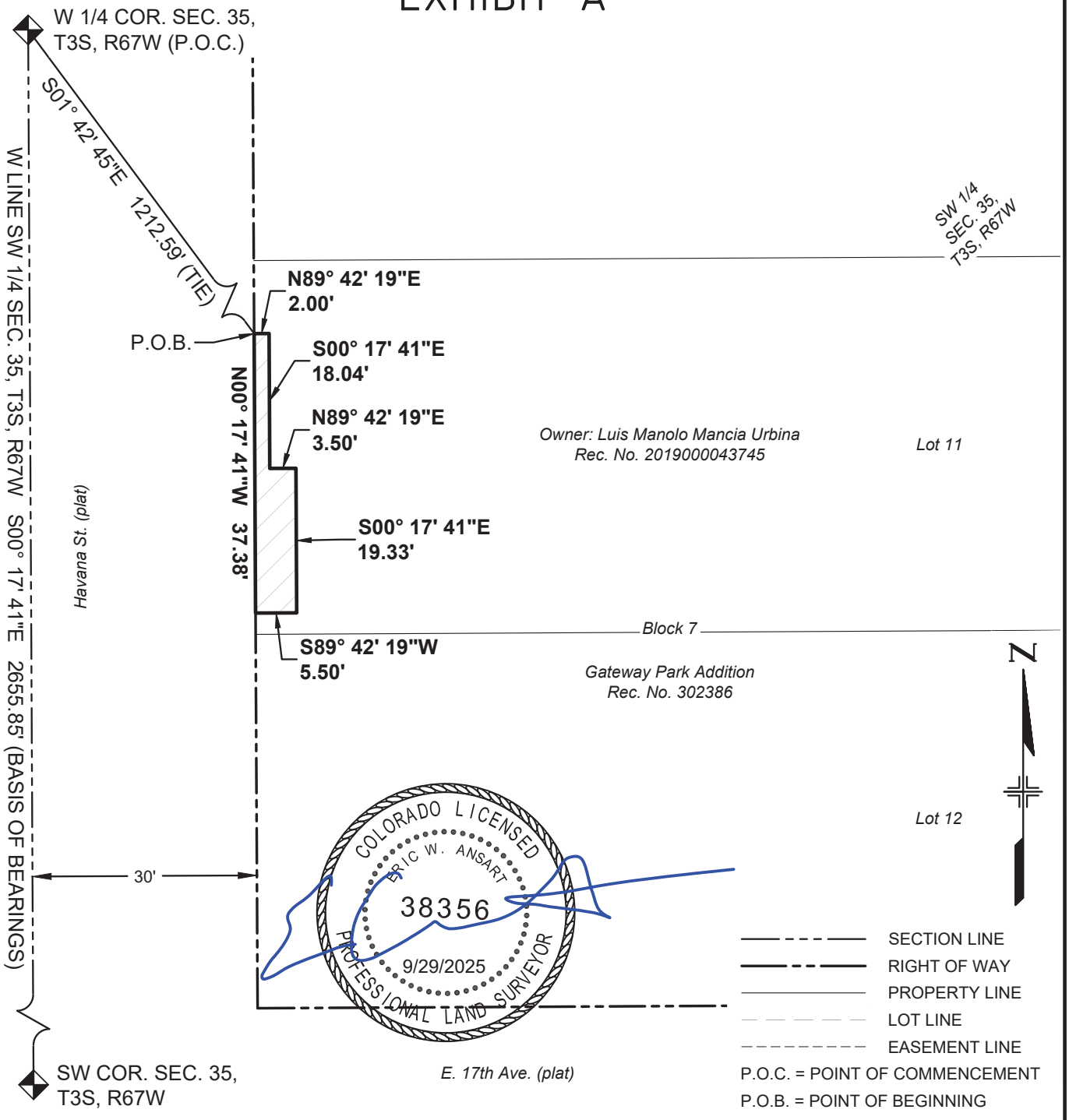


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 142 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO		
DRAWN BY: EWA	**SCALE:** NONE	PARCEL NUMBER TE-14
CHECKED BY: DMR	DATE: 7/11/2025	JOB NUMBER: 23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-15
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 10, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°44’59”E, a distance of 1181.54 feet to a point on the westerly line of said Lot 10, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet to a point on the westerly line of said Lot 10;

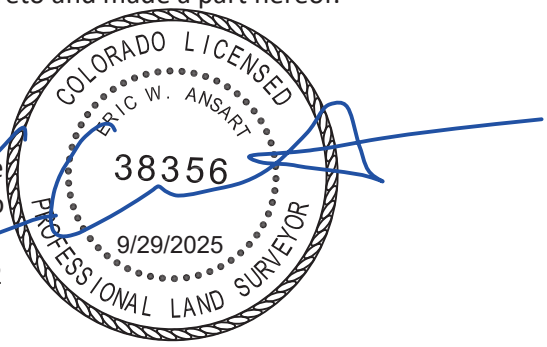
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

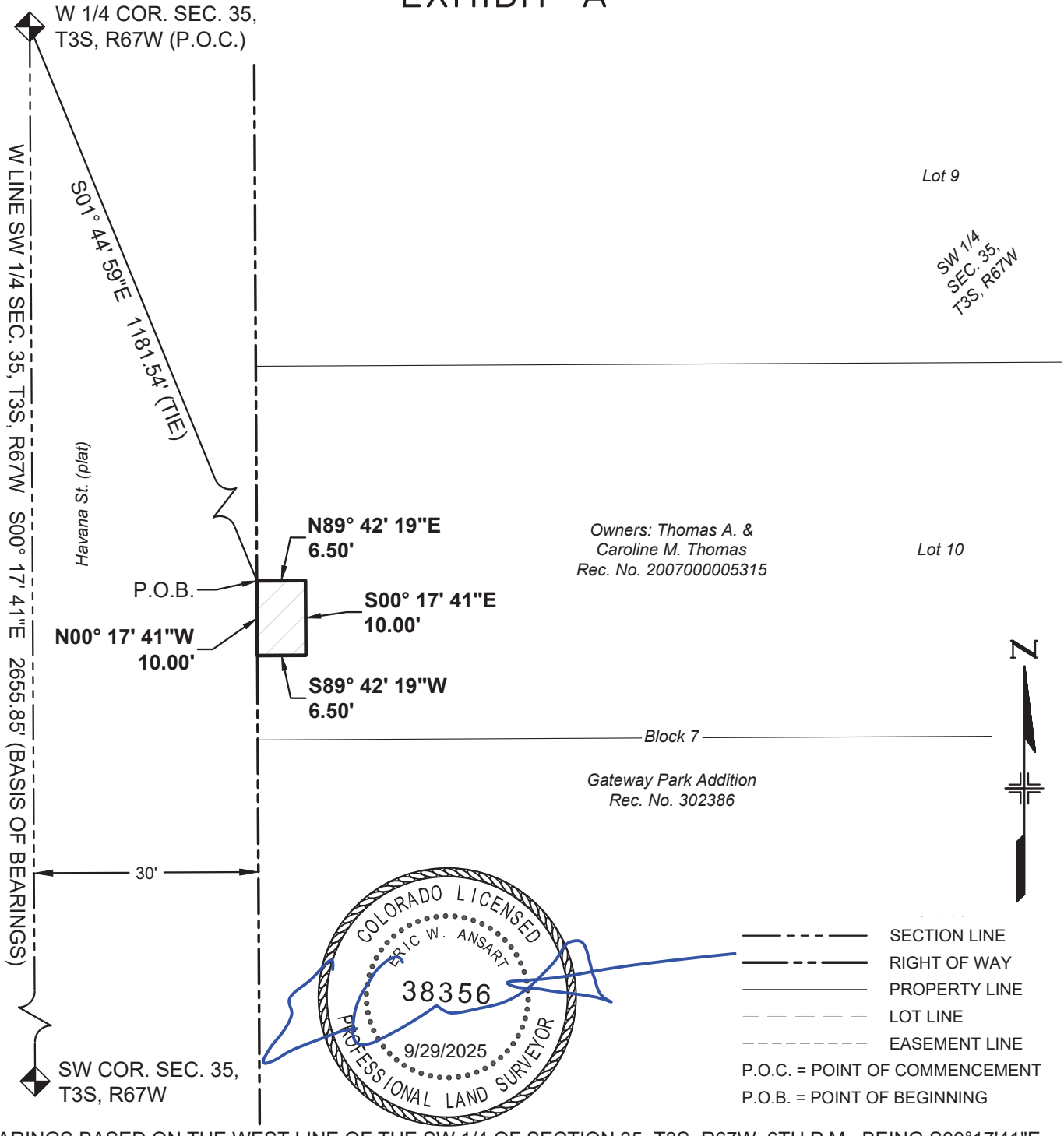


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-15
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-15A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 10, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°47’02”E, a distance of 1154.44 feet to a point on the westerly line of said Lot 10, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 18.00 feet;

Thence S89°42'19"W, a distance of 5.50 feet to a point on the westerly line of said Lot 10;

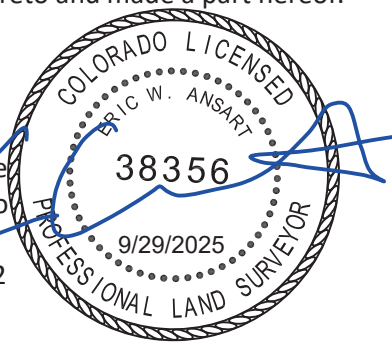
Thence N00°17'41"W, coincident with said westerly line, a distance of 18.00 feet to the **Point of Beginning**.

The above-described parcel containing 99 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

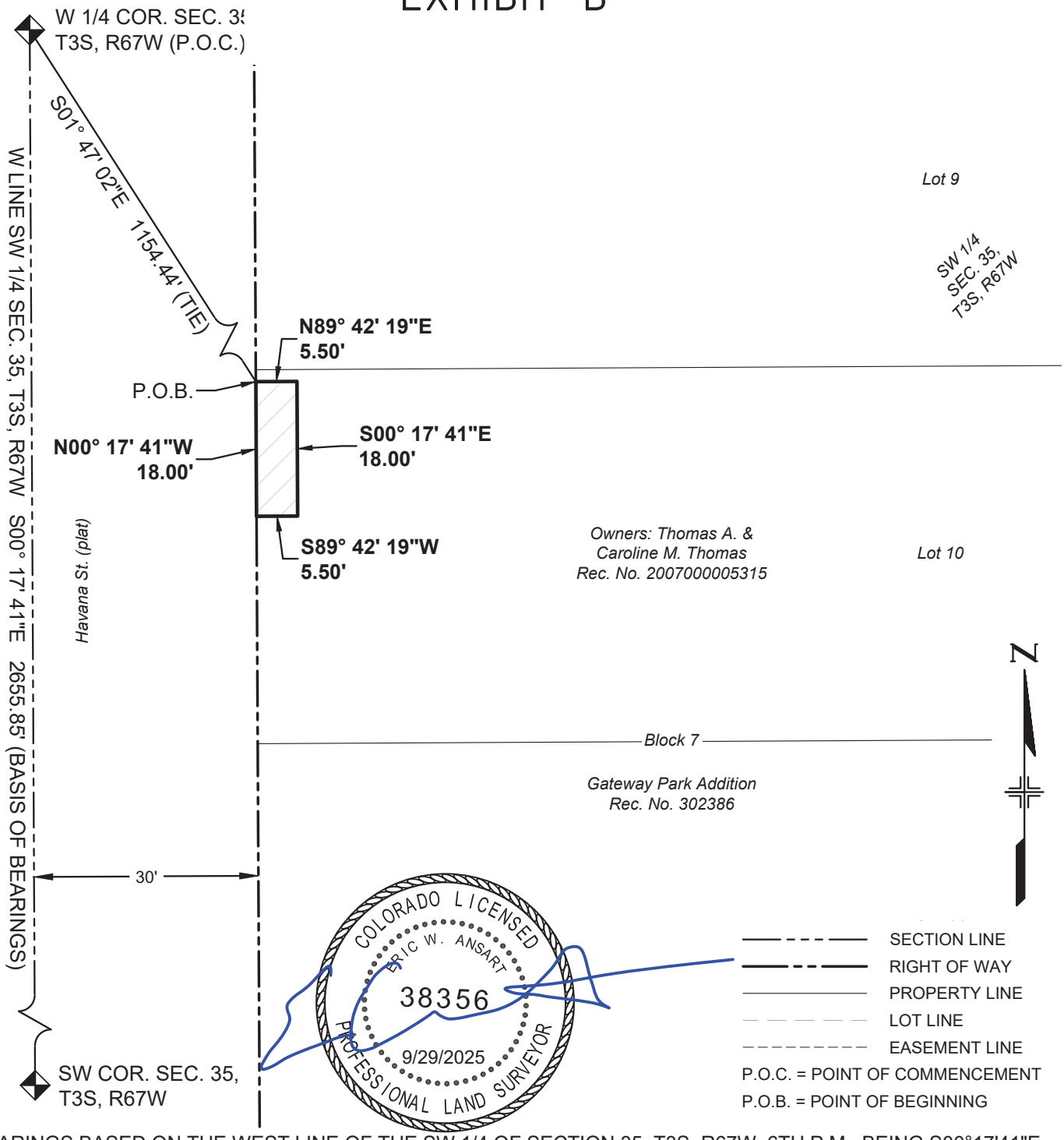


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 99 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-15A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-16
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 9, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°49’09”E, a distance of 1127.70 feet to a point on the westerly line of said Lot 9, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 13.18 feet;

Thence S89°42'19"W, a distance of 6.50 feet to a point on the westerly line of said Lot 9;

Thence N00°17'41"W, coincident with said westerly line, a distance of 13.18 feet to the **Point of Beginning**.

The above-described parcel containing 86 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

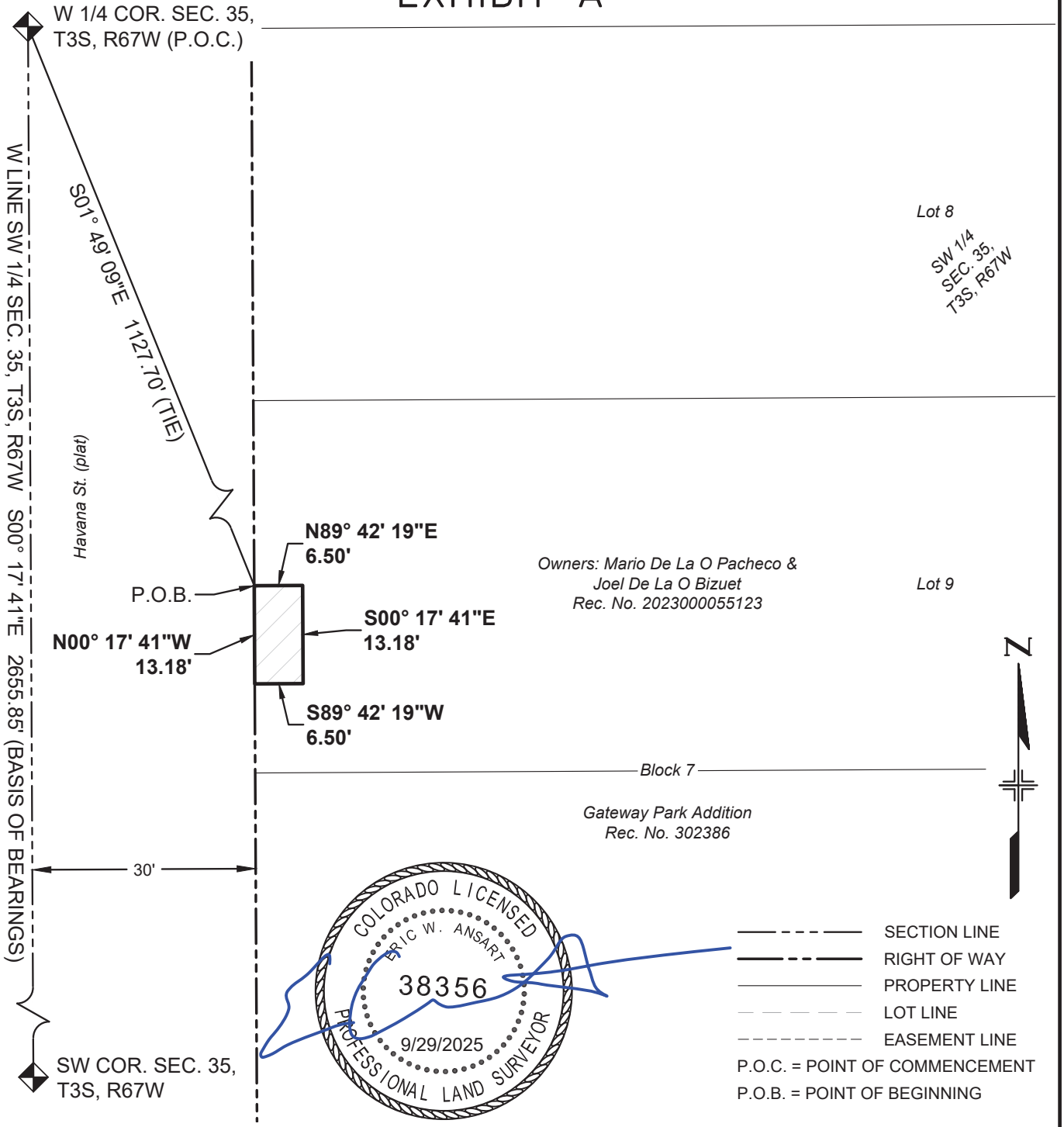


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 86 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-16
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-16A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 9, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°51’01”E, a distance of 1105.18 feet to a point on the westerly line of said Lot 9, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 18.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet to a point on the westerly line of said Lot 9;

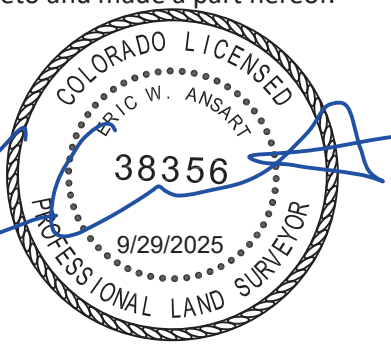
Thence N00°17'41"W, coincident with said westerly line, a distance of 18.00 feet to the **Point of Beginning**.

The above-described parcel containing 117 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

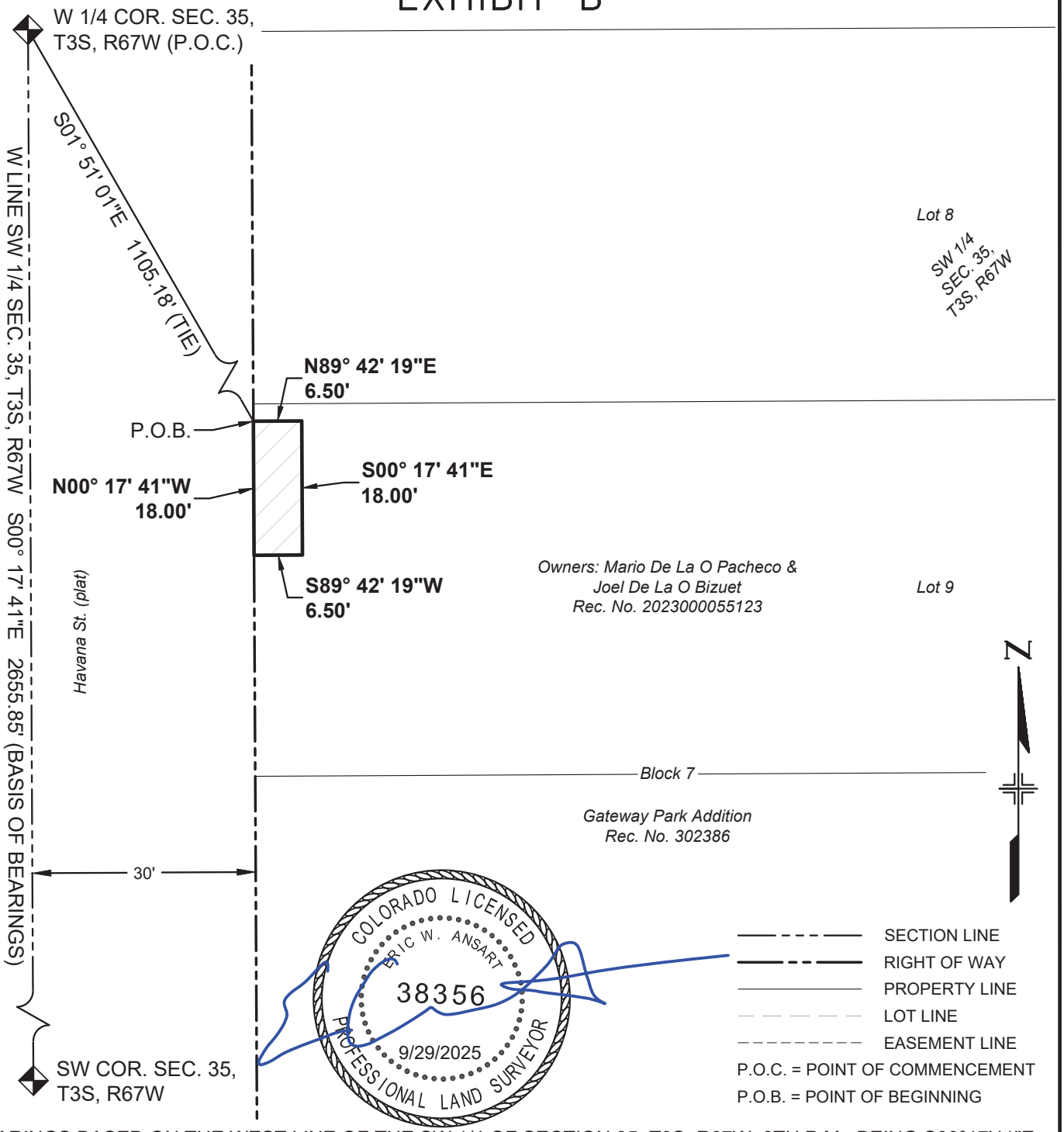


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 117 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-16A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-17
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 8, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°53’26”E, a distance of 1077.29 feet to a point on the westerly line of said Lot 8, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 25.58 feet to a point on the southerly line of said Lot 8;

Thence coincident with the southerly and westerly lines of said Lot 8 the following two (2) courses:

1. Thence S89°42'19"W, a distance of 6.50 feet;
2. Thence N00°17'41"W, a distance of 25.58 feet to the **Point of Beginning**.

The above-described parcel containing 166 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

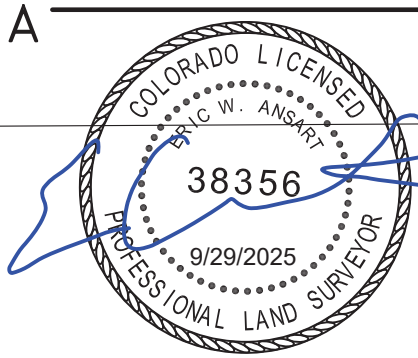


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



W 1/4 COR. SEC. 35, T3S, R67W (P.O.C.)

W LINE SW 1/4 SEC. 35, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

S01° 53' 26"E 1077.29' (TIE)

Havana St. (plat)

N89° 42' 19"E 6.50'

P.O.B.

N00° 17' 41"W 25.58'

S00° 17' 41"E 25.58'

S89° 42' 19"W 6.50'

30'

SW COR. SEC. 35, T3S, R67W

Lot 7

SW 1/4 SEC. 35, T3S, R67W

Owner: Roberto Perez
Book 6335, Page 100

Lot 8

Block 7

Gateway Park Addition
Rec. No. 302386

N

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 166 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-17
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-18
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 7, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°00’16”E, a distance of 1005.46 feet to a point on the westerly line of said Lot 7, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 12.50 feet;

Thence S00°17'41"E, a distance of 18.00 feet;

Thence S89°42'19"W, a distance of 10.50 feet;

Thence S00°17'41"E, a distance of 29.44 feet to a point on the southerly line of said Lot 7;

Thence coincident with the southerly and westerly lines of said Lot 7 the following two (2) courses:

1. Thence S89°42'19"W, a distance of 2.00 feet;
2. Thence N00°17'41"W, a distance of 47.44 feet to the **Point of Beginning**.

The above-described parcel containing 284 square feet (0.006 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

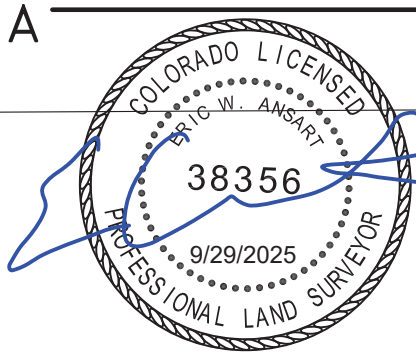


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



W 1/4 COR. SEC. 35, T3S, R67W (P.O.C.)

S02° 00' 16"E 1005.46' (TIE)

W LINE SW 1/4 SEC. 35, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

N89° 42' 19"E 12.50'

P.O.B.

S00° 17' 41"E 18.00'

N00° 17' 41"W 47.44'

S89° 42' 19"W 10.50'

S00° 17' 41"E 29.44'

S89° 42' 19"W 2.00'

30'

SW COR. SEC. 35, T3S, R67W

Havana St. (plat)

Lot 6

SW 1/4 SEC. 35, T3S, R67W

Owner: Skylar Peterson
Rec. No. 2023000036318

Lot 7

Block 7

Gateway Park Addition
Rec. No. 302386

N

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 284 SQUARE FEET (0.006 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-18
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-19
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 6, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°05’56”E, a distance of 952.92 feet to the northwesterly corner of said Lot 6, said corner being the **Point of Beginning**;

Thence N89°42'19"E, Thence coincident with the northerly line of said lot, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 19.65 feet;

Thence S89°42'19"W, a distance of 3.50 feet;

Thence S00°17'41"E, a distance of 9.27 feet;

Thence N89°42'19"E, a distance of 3.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 3.50 feet;

Thence S00°17'41"E, a distance of 11.08 feet to a point on the southerly line of said Lot 6;

Thence coincident with the southerly and westerly lines of said Lot 6 the following two (2) courses:

1. Thence S89°42'19"W, a distance of 2.00 feet;
2. Thence N00°17'41"W, a distance of 50.00 feet to the **Point of Beginning**.

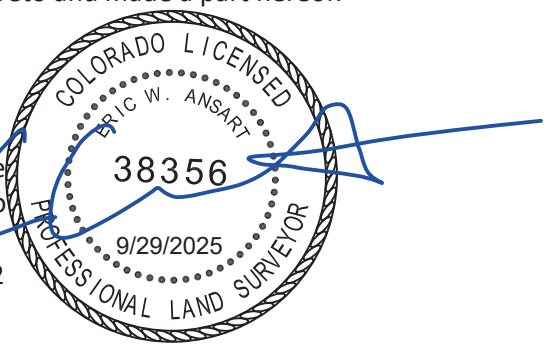
The above-described parcel containing 204 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

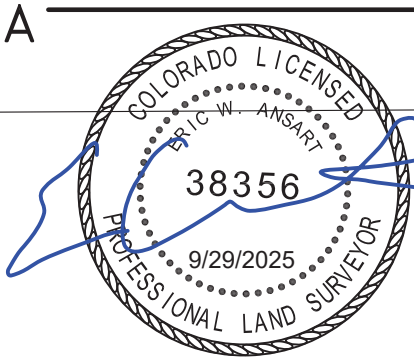
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



W 1/4 COR. SEC. 35, T3S, R67W (P.O.C.)

S02° 05' 56"E 952.92' (TIE)

W LINE SW 1/4 SEC. 35, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

N89° 42' 19"E
5.50'

P.O.B.

S00° 17' 41"E
19.65'

L1
L2
L3

N00° 17' 41"W 50.00'

S00° 17' 41"E
10.00'

S89° 42' 19"W
3.50'

S00° 17' 41"E
11.08'

S89° 42' 19"W
2.00'

30'

SW COR. SEC. 35, T3S, R67W

Havana St. (plat)

Owner: DWF VI ATLAS SFR - CO, LLC
Rec. No. 2022000006928

Lot 5

Lot 6

SW 1/4 SEC. 35, T3S, R67W

Block 7

Gateway Park Addition
Rec. No. 302386

N

Line Table		
Line #	Length	Direction
L1	3.50'	S89° 42' 19"W
L2	9.27'	S00° 17' 41"E
L3	3.50'	N89° 42' 19"E

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E
THE ABOVE DESCRIBED PARCEL CONTAINS 204 SQUARE FEET (0.005 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-19
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-20
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 5, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°05’56”E, a distance of 952.92 feet to the southwesterly corner of said Lot 5, said corner being the **Point of Beginning**;

Thence coincident with the westerly and northerly lines of said lot the following two (2) courses:

1. Thence N00°17'41"W, a distance of 50.00 feet;
2. Thence N89°42'19"E, a distance of 2.00 feet;

Thence S00°17'41"E, a distance of 29.70 feet;

Thence N89°42'19"E, a distance of 3.50 feet;

Thence S00°17'41"E, a distance of 20.30 feet to a point on the southerly line of said Lot 5;

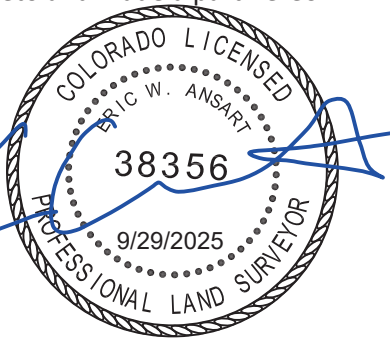
Thence S89°42'19"W, coincident with said southerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 171 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

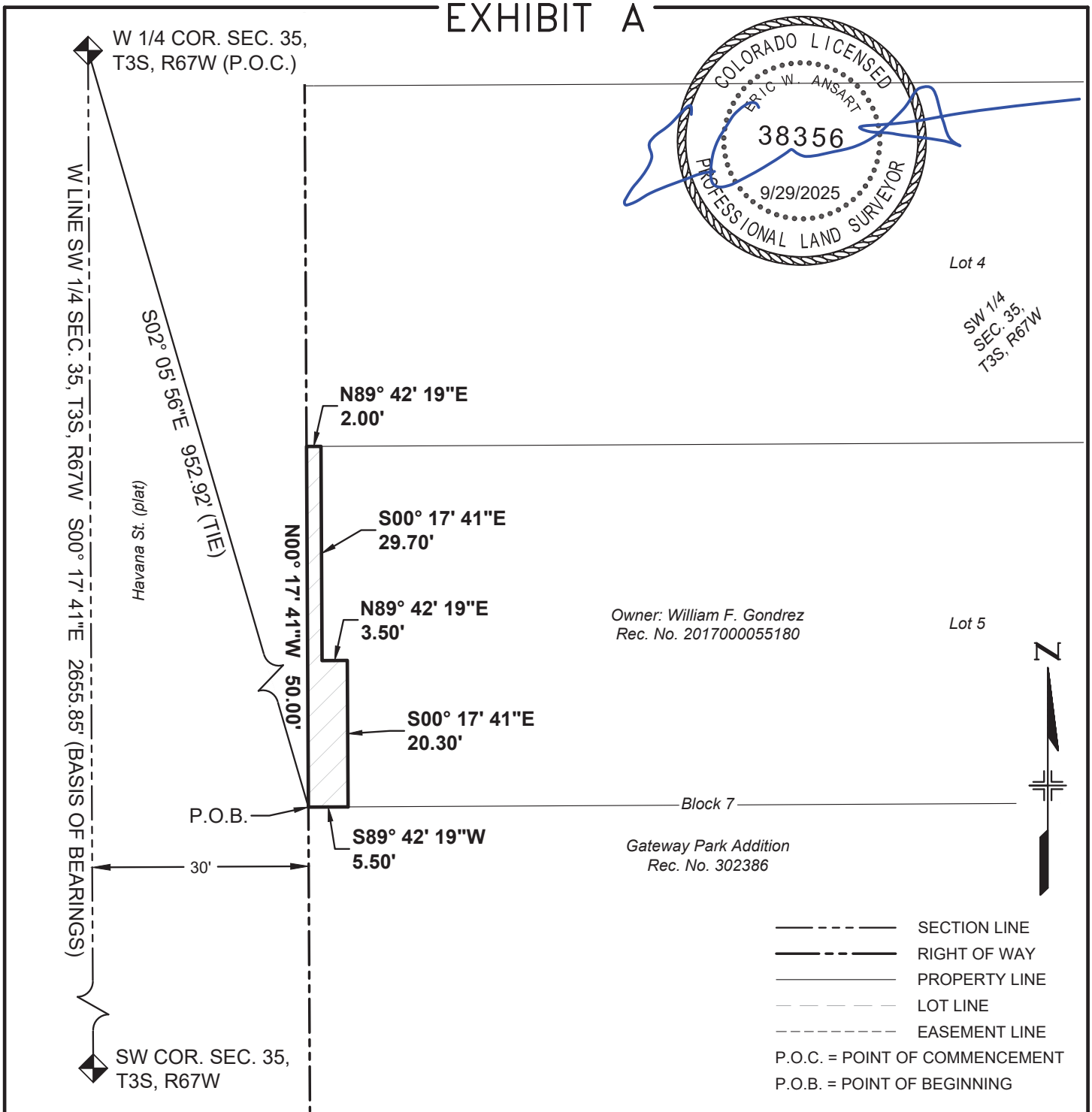


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 171 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-20
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-21
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 4, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°14’40”E, a distance of 881.79 feet to a point on the westerly line of said Lot 4, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet to a point on the westerly line of said Lot 4;

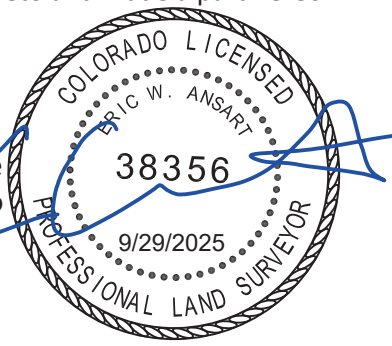
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

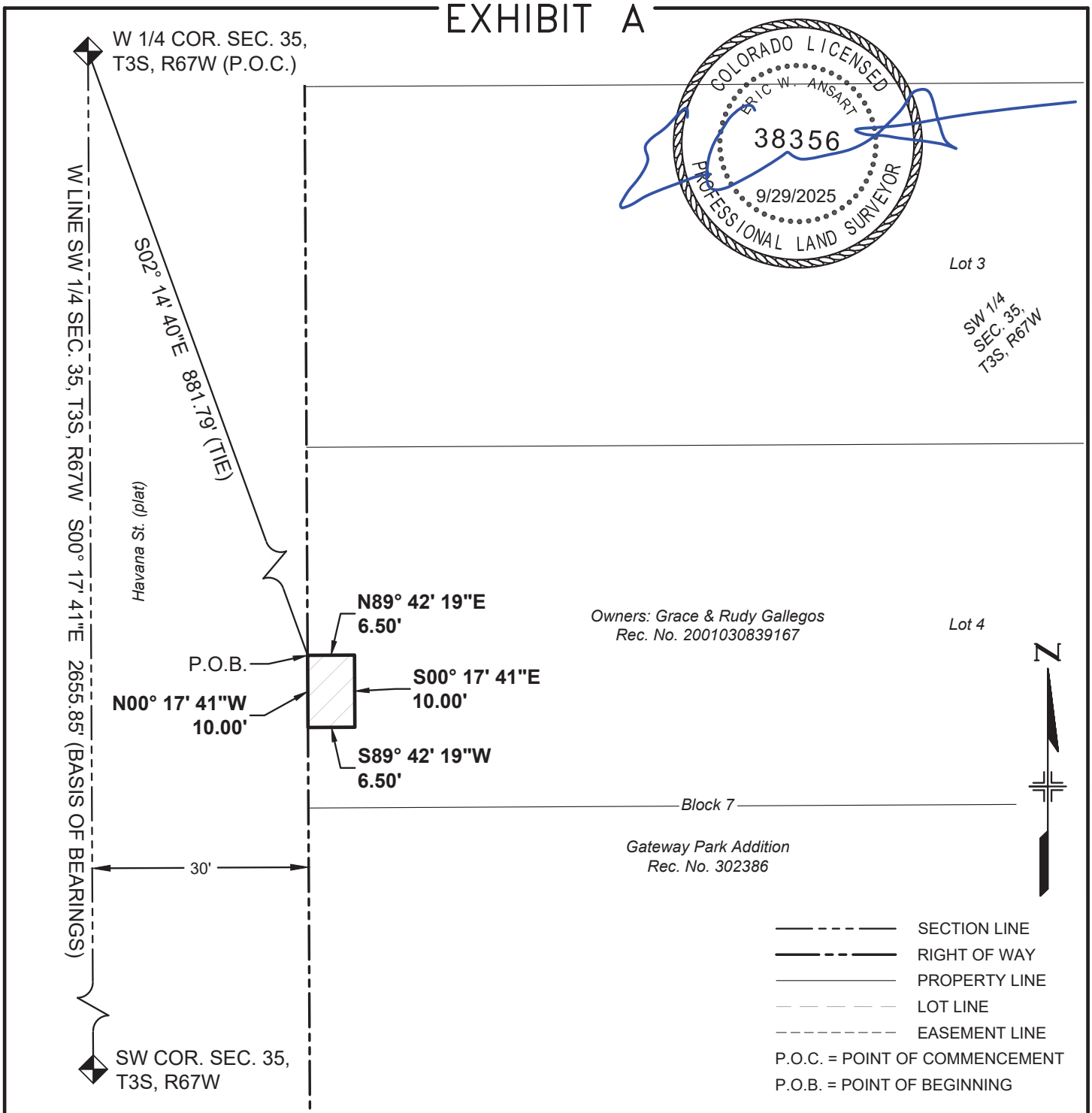


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-21
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-21A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 4, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°18’37”E, a distance of 852.98 feet to the northwesterly corner of said Lot 4, said corner being the **Point of Beginning**;

Thence N89°42'19"E, coincident with the northerly line of said lot, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 21.08 feet;

Thence S89°42'19"W, a distance of 5.50 feet to a point on the westerly line of said Lot 4;

Thence N00°17'41"W, coincident with said westerly line, a distance of 21.08 feet to the **Point of Beginning**.

The above-described parcel containing 116 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

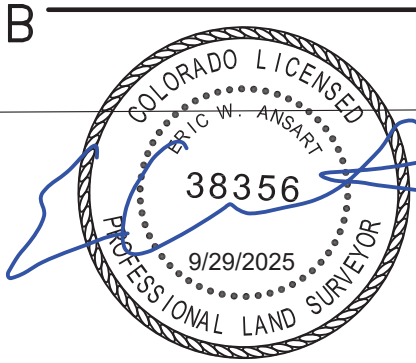


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



W 1/4 COR. SEC. 35, T3S, R67W (P.O.C.)

S02° 18' 37"E 852.98' (TIE)

W LINE SW 1/4 SEC. 35, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

N89° 42' 19"E
5.50'

P.O.B.

N00° 17' 41"W
21.08'

S00° 17' 41"E
21.08'

S89° 42' 19"W
5.50'

Havana St. (plat)

30'

Lot 3

SW 1/4 SEC. 35, T3S, R67W

Owners: Grace & Rudy Gallegos
Rec. No. 2001030839167

Lot 4

Block 7

Gateway Park Addition
Rec. No. 302386

N

SW COR. SEC. 35, T3S, R67W

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 116 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-21A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-22
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 3, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°18’37”E, a distance of 852.98 feet to the southwesterly corner of said Lot 3, said corner being the **Point of Beginning**;

Thence coincident with the westerly and northerly lines of said lot the following two (2) courses:

1. Thence N00°17'41"W, a distance of 50.00 feet;
2. Thence N89°42'19"E, a distance of 2.00 feet;

Thence S00°17'41"E, a distance of 24.77 feet;

Thence N89°42'19"E, a distance of 4.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 4.50 feet;

Thence S00°17'41"E, a distance of 15.23 feet to a point on the southerly line of said Lot 3;

Thence S89°42'19"W, coincident with said southerly line, a distance of 2.00 feet to the **Point of Beginning**.

The above-described parcel containing 145 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

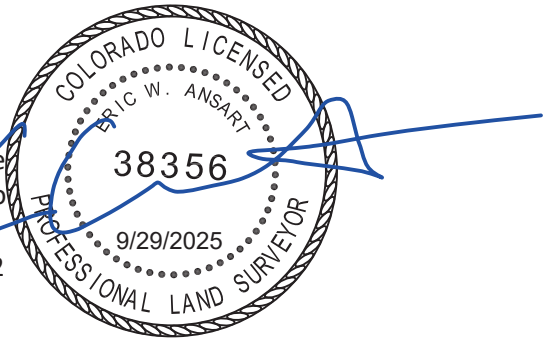
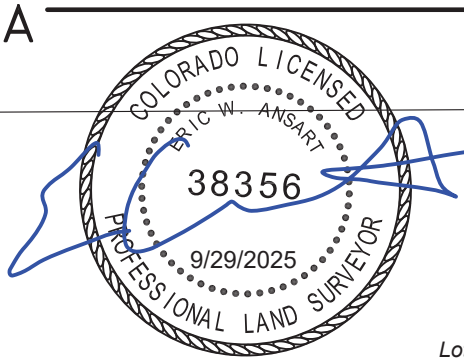


ILLUSTRATION FOR

EXHIBIT A



W 1/4 COR. SEC. 35, T3S, R67W (P.O.C.)

W LINE SW 1/4 SEC. 35, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

S02° 18' 37"E 852.98' (TIE)

Havana St. (plat)

N89° 42' 19"E 2.00'

S00° 17' 41"E 24.77'

N89° 42' 19"E 4.50'

S00° 17' 41"E 10.00'

S89° 42' 19"W 4.50'

S00° 17' 41"E 15.23'

S89° 42' 19"W 2.00'

N00° 17' 41"W 50.00'

P.O.B.

30'

SW COR. SEC. 35, T3S, R67W

Lot 2

SW 1/4 SEC. 35, T3S, R67W

Owners: Kenneth D. & Melody Anne Lewis Book 2196, Page 878

Lot 3

Block 7

Gateway Park Addition Rec. No. 302386

N

SECTION LINE

RIGHT OF WAY

PROPERTY LINE

LOT LINE

EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT

P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 145 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-22
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-23
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 2, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°29’38”E, a distance of 781.77 feet to a point on the westerly line of said Lot 2, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet to a point on the westerly line of said Lot 2;

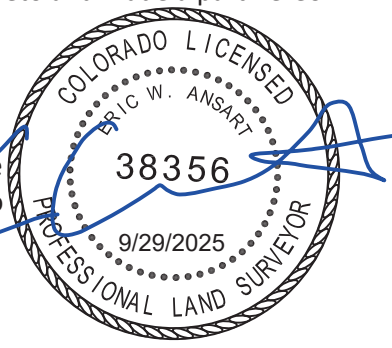
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

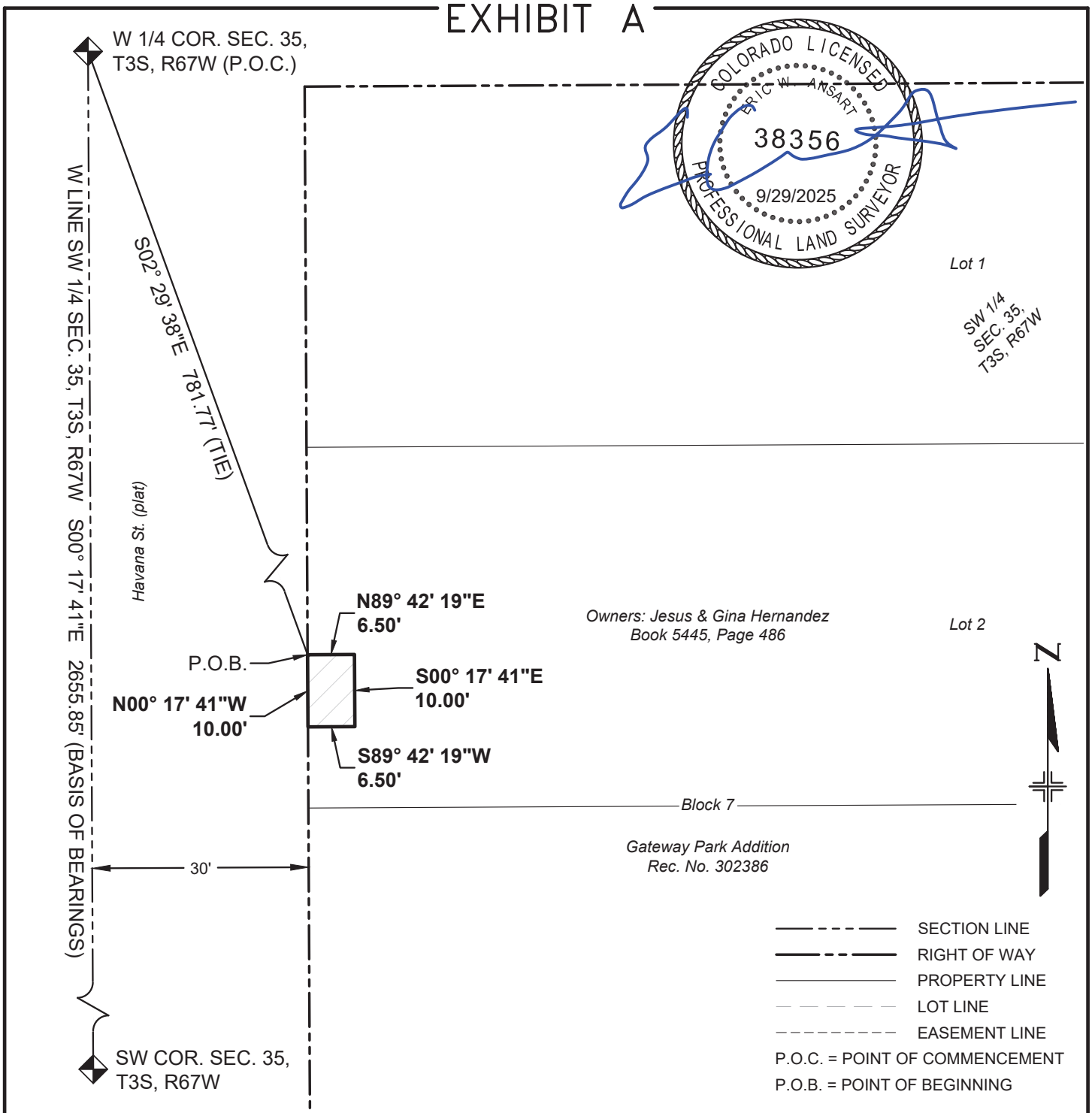


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-23
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-23A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 2, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°34’41”E, a distance of 753.05 feet to the northwesterly corner of said Lot 2, said corner being the **Point of Beginning**;

Thence N89°42'19"E, coincident with the northerly line of said lot, a distance of 10.50 feet;

Thence S00°17'41"E, a distance of 24.19 feet;

Thence S89°42'19"W, a distance of 10.50 feet to a point on the westerly line of said Lot 2;

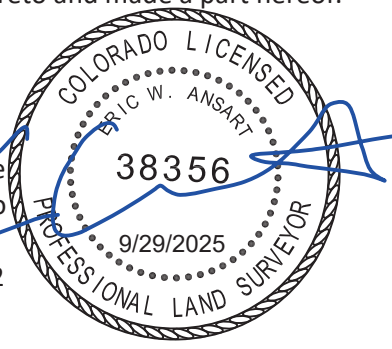
Thence N00°17'41"W, coincident with said westerly line, a distance of 24.19 feet to the **Point of Beginning**.

The above-described parcel containing 254 square feet (0.006 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

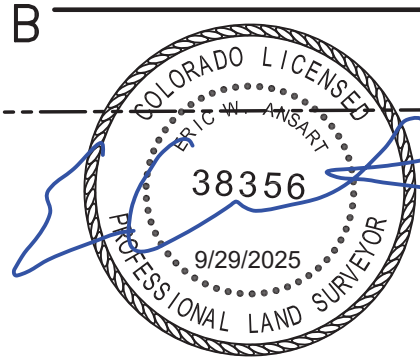


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



W 1/4 COR. SEC. 35, T3S, R67W (P.O.C.)

S02° 34' 41"E 753.05' (TIE)

W LINE SW 1/4 SEC. 35, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

N89° 42' 19"E
10.50'

P.O.B.

N00° 17' 41"W
24.19'

S00° 17' 41"E
24.19'

S89° 42' 19"W
10.50'

Havana St. (plat)

30'

SW COR. SEC. 35, T3S, R67W

Lot 1

SW 1/4 SEC. 35, T3S, R67W

Owners: Jesus & Gina Hernandez
Book 5445, Page 486

Lot 2

Block 7

Gateway Park Addition
Rec. No. 302386

N

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E
THE ABOVE DESCRIBED PARCEL CONTAINS 254 SQUARE FEET (0.006 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-23A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-24
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°34’41”E, a distance of 753.05 feet to the southwesterly corner of said Lot 1, said corner being the **Point of Beginning**;

Thence N00°17'41"W, coincident with the westerly line of said lot, a distance of 3.00 feet;

Thence N89°42'19"E, a distance of 10.50 feet;

Thence S00°17'41"E, a distance of 3.00 feet to a point on the southerly line of said Lot 1;

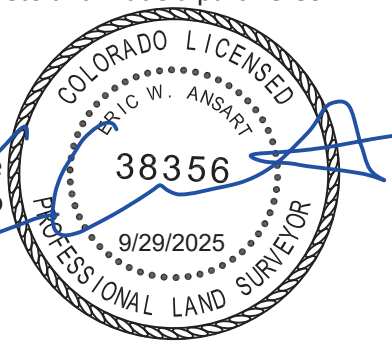
Thence S89°42'19"W, coincident with said southerly line, a distance of 10.50 feet to the **Point of Beginning**.

The above-described parcel containing 31 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

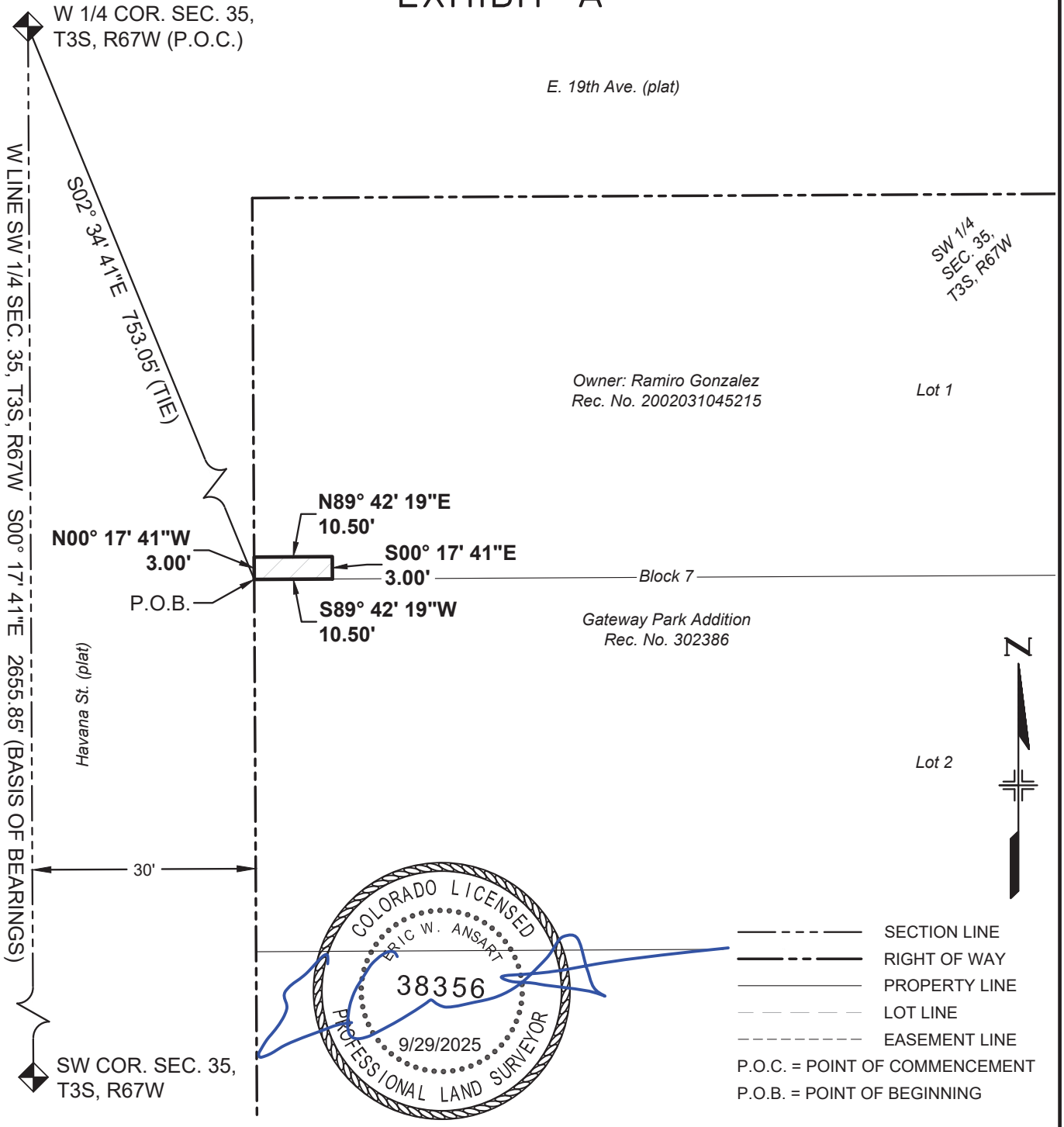


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 31 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-24
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-24A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°44’40”E, a distance of 701.87 feet to the northwesterly corner of said Lot 1, said corner being the **Point of Beginning**;

Thence N89°42'12"E, coincident with the northerly line of said lot, a distance of 10.61 feet;

Thence S35°45'11"W, a distance of 18.03 feet to a point on the westerly line of said lot;

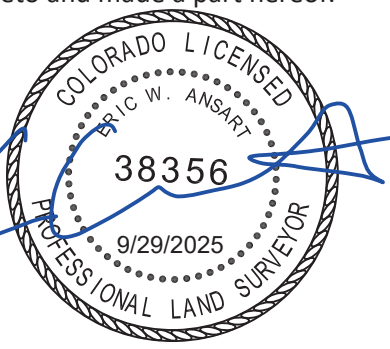
Thence N00°17'41"W, coincident with said westerly line, a distance of 14.58 feet to the **Point of Beginning**.

The above-described parcel containing 77 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

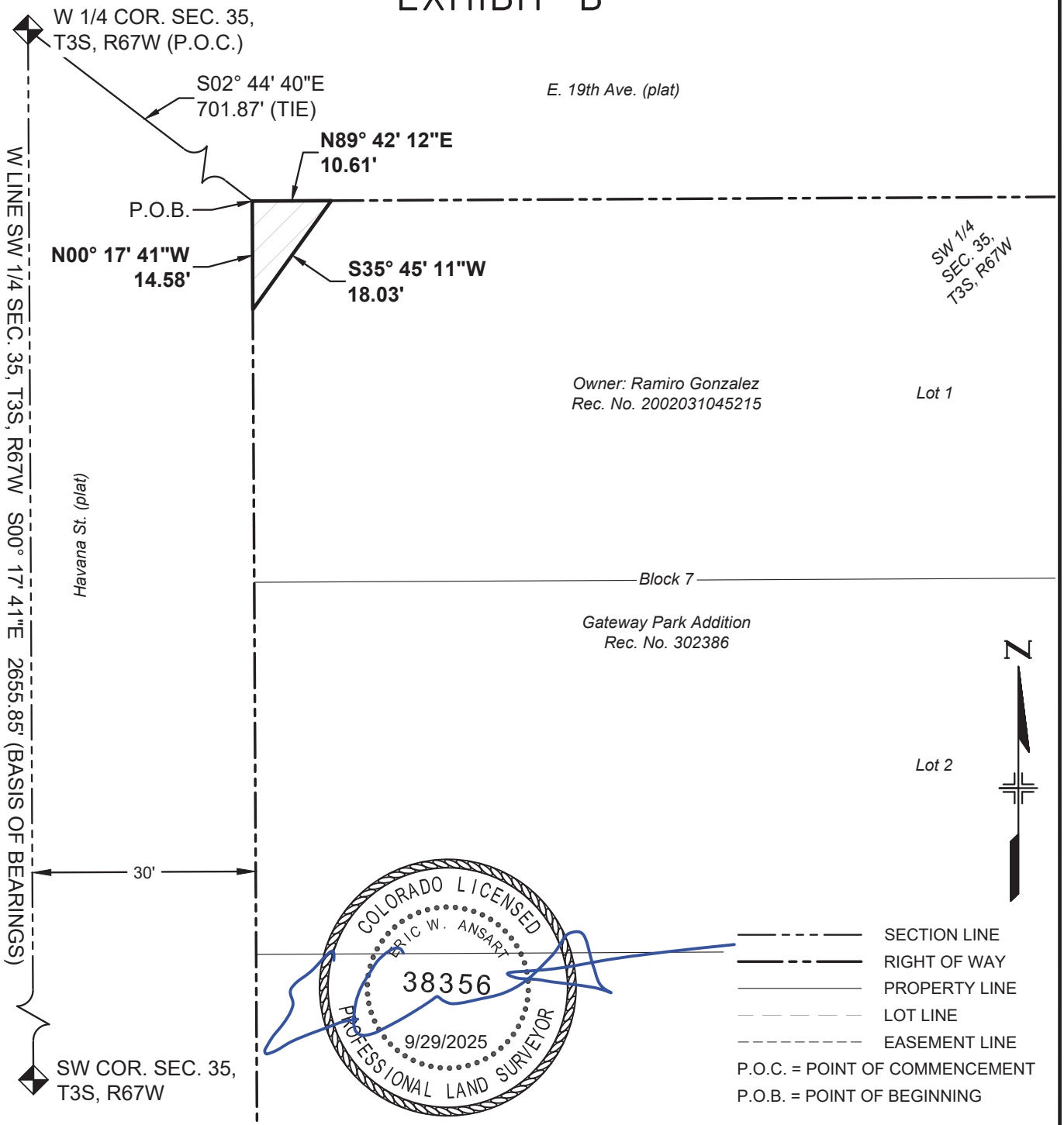
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 77 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-24A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-24B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 7, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°39’07”E, a distance of 729.45 feet to a point on the westerly line of said Lot 1, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 5.00 feet;

Thence S00°17'41"E, a distance of 6.00 feet;

Thence S89°42'19"W, a distance of 5.00 feet to a point on the westerly line of said Lot 1;

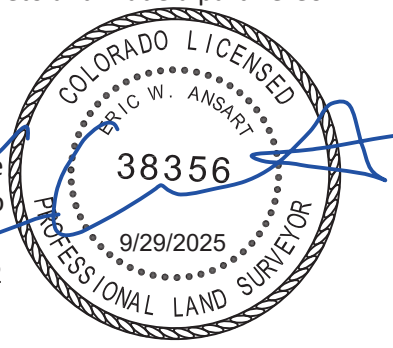
Thence N00°17'41"W, coincident with said westerly line, a distance of 6.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

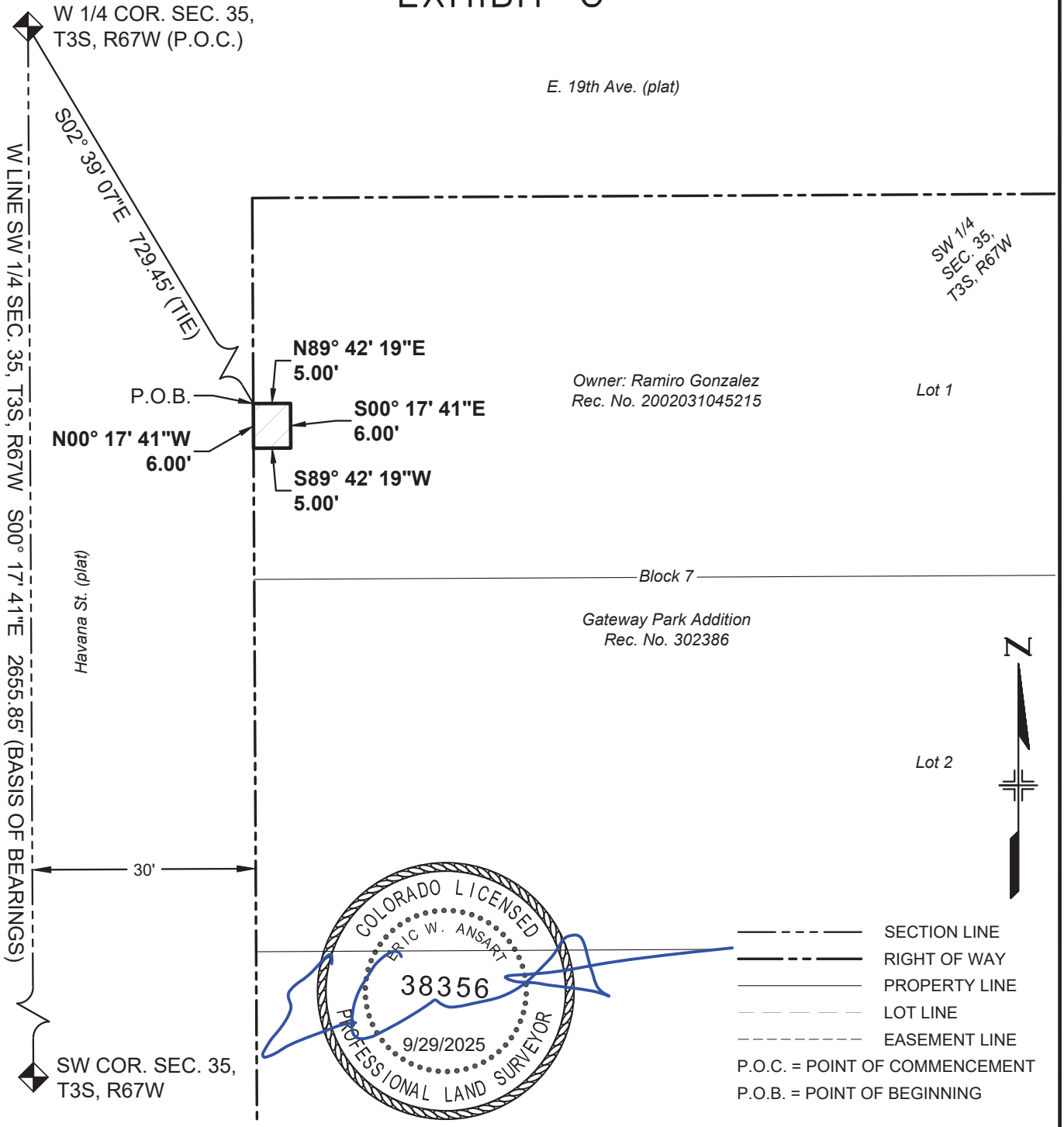


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-24B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-25
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 26, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°04’37”W, a distance of 1253.24 feet to the northeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 4.14 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 4.13 feet to a point on the northerly line of said Lot 26;

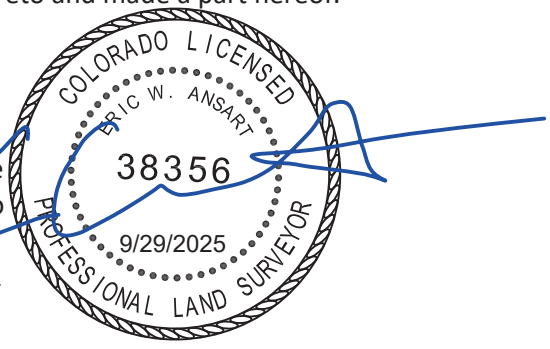
Thence N89°37'57"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 23 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

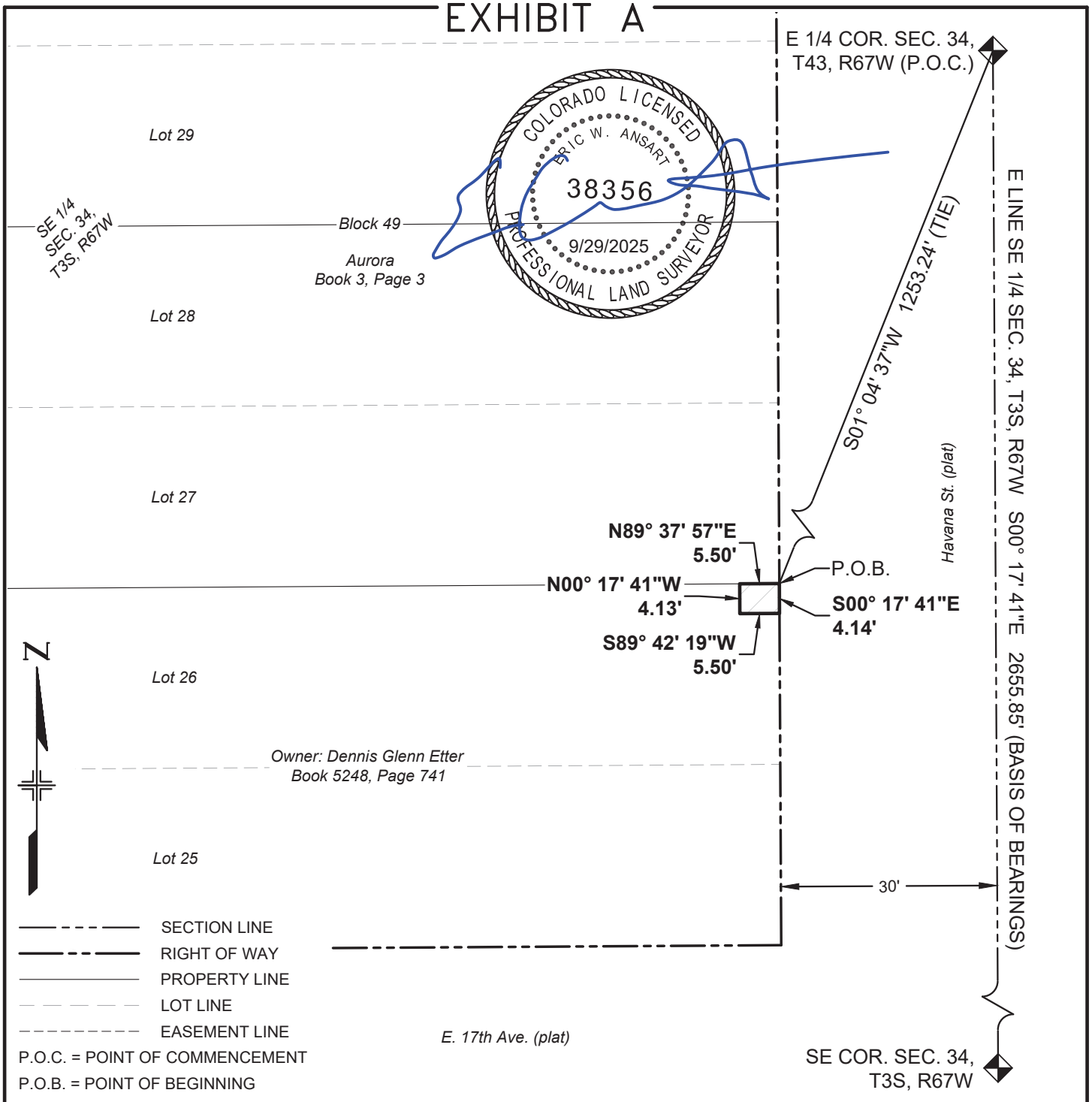


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 23 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-25
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-26
DATE SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 27 & 28, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°04’37”W, a distance of 1253.24 feet to the southeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S89°37'57"W, coincident with the southerly line of said lot, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 28.47 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on the easterly line of said Block 49;

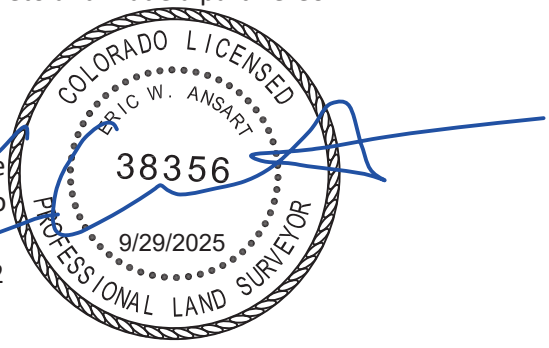
Thence S00°17'41"E, coincident with said easterly line, a distance of 28.46 feet to the **Point of Beginning**.

The above-described parcel containing 157 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

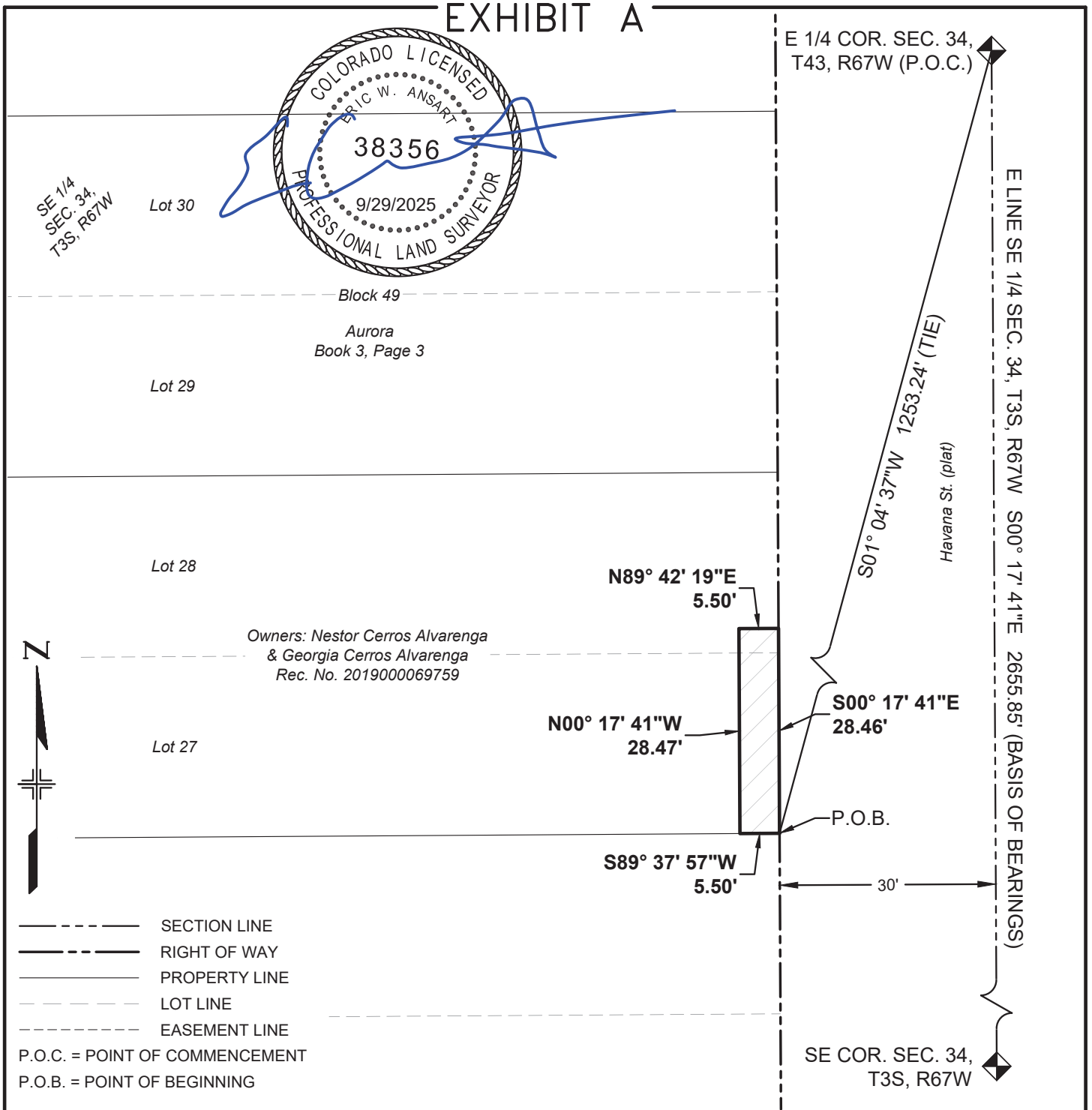


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 157 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-26
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-26A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 28, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°08’03”W, a distance of 1203.11 feet to the northeasterly corner of said lot, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 6.00 feet;

Thence S89°42'19"W, a distance of 5.00 feet;

Thence N00°17'41"W, a distance of 6.00 feet to a point on the northerly line of said Lot 28;

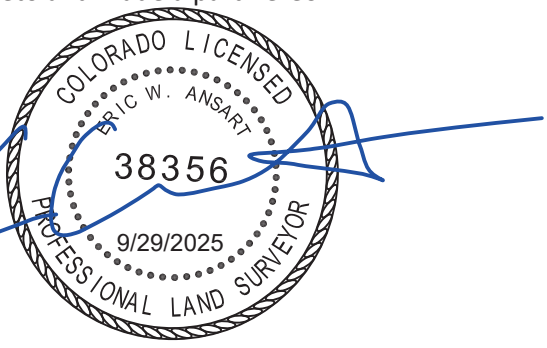
Thence N89°42'19"E, coincident with said northerly line, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

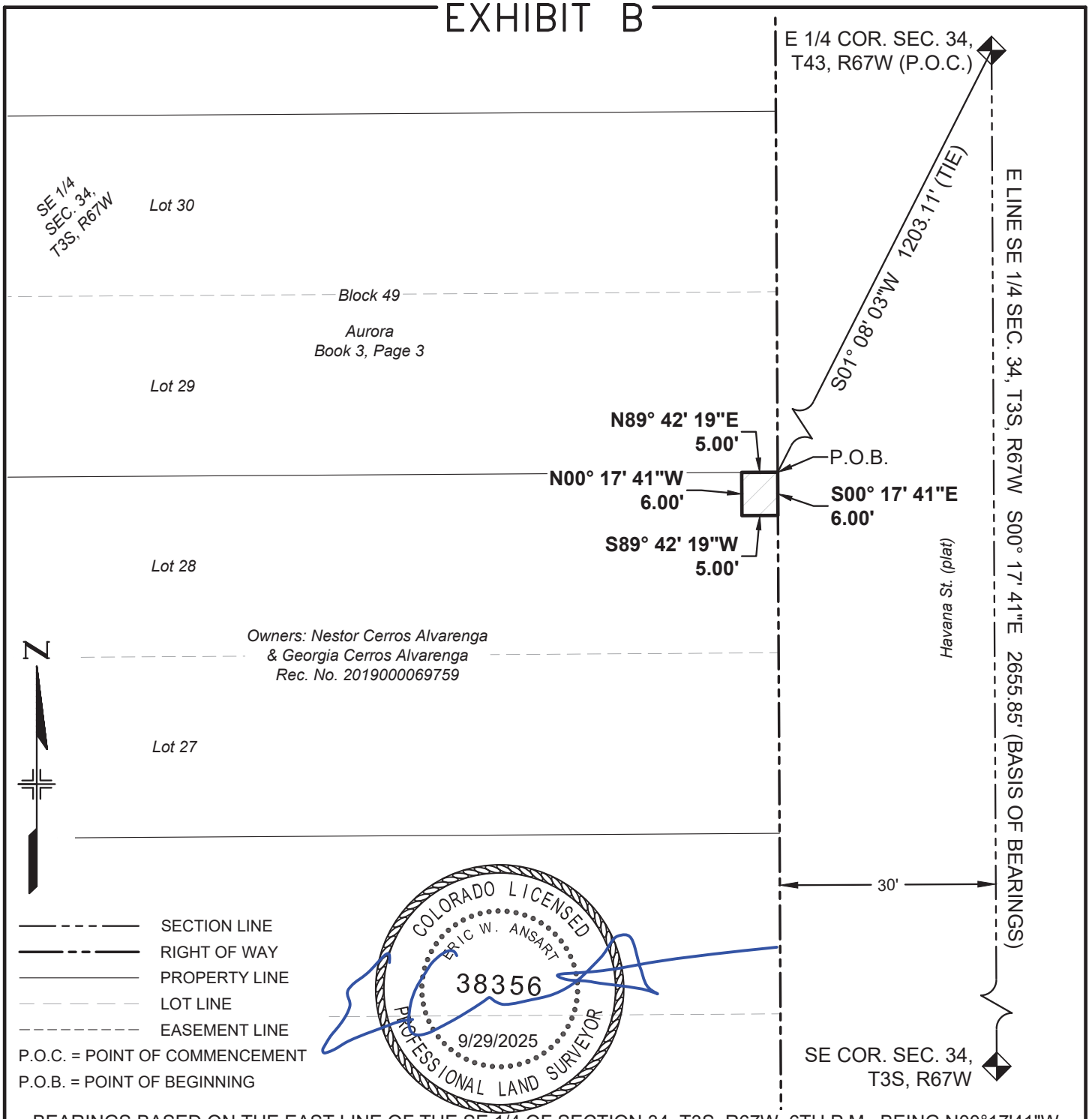


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-26A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-27
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 29 & 30, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°11’46”W, a distance of 1152.98 feet to the northeasterly corner of said Lot 30, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said Block 49, a distance of 35.24 feet;

Thence N64°09'19"W, a distance of 6.13 feet;

Thence N00°17'41"W, a distance of 32.54 feet to a point on the northerly line of said Lot 30;

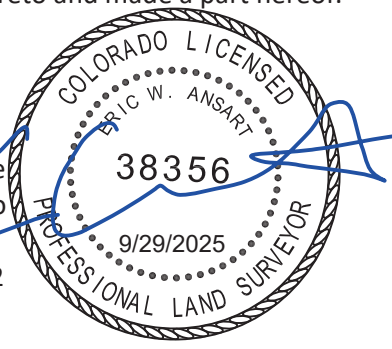
Thence N89°37'57"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 186 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

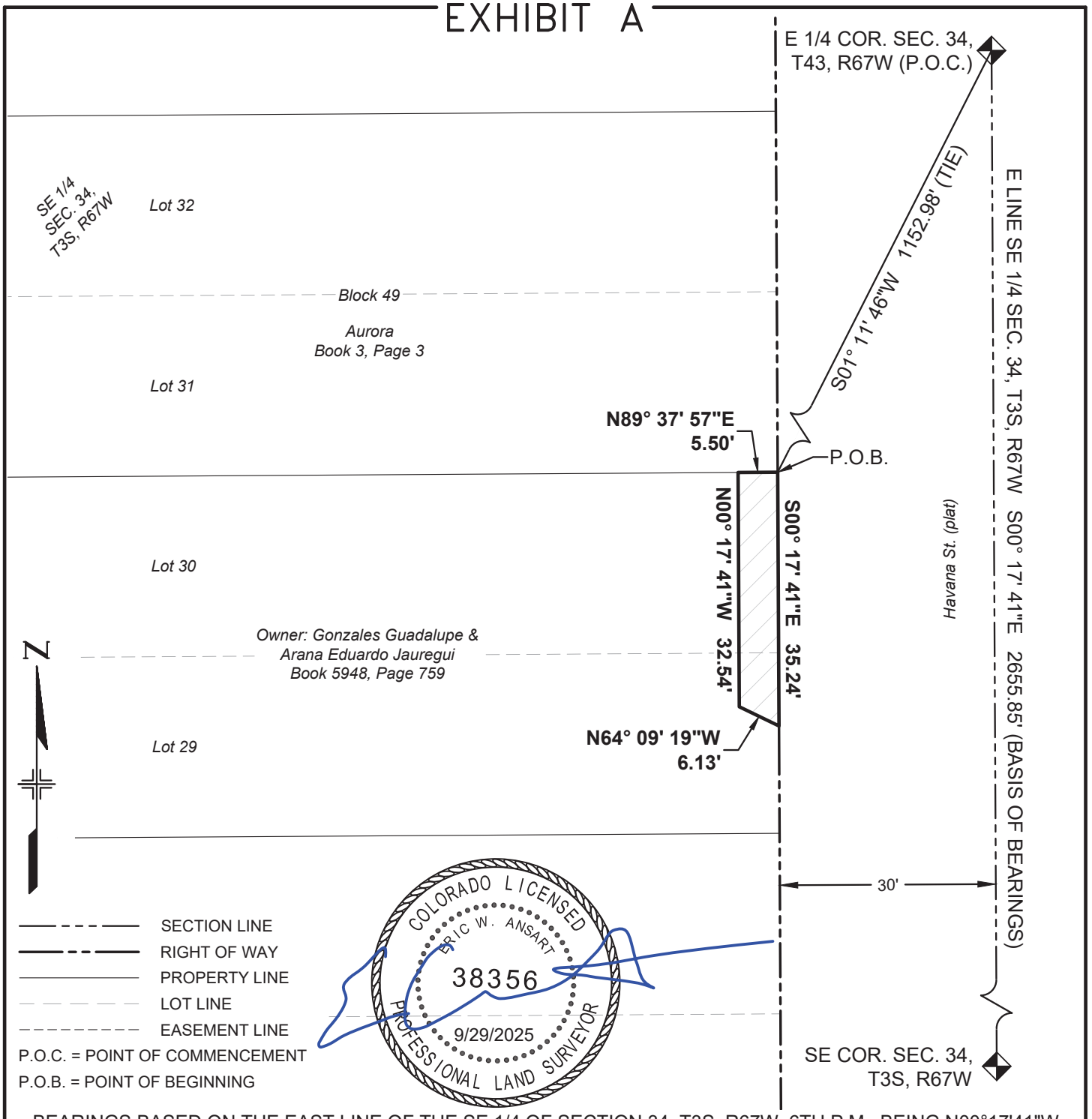


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 186 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-27
CHECKED BY:	DATE:	JOB NUMBER:
DMR	8/12/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-28
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 31 & 32, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°15’50”W, a distance of 1102.85 feet to the northeasterly corner of said Lot 32, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said Block 49, a distance of 34.25 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 34.24 feet to a point on the northerly line of said Lot 32;

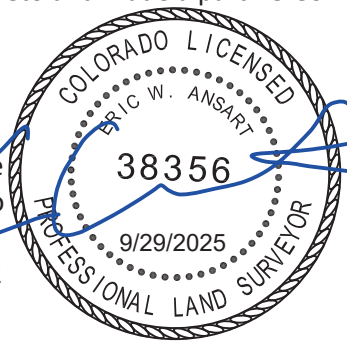
Thence N89°37'57"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 188 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

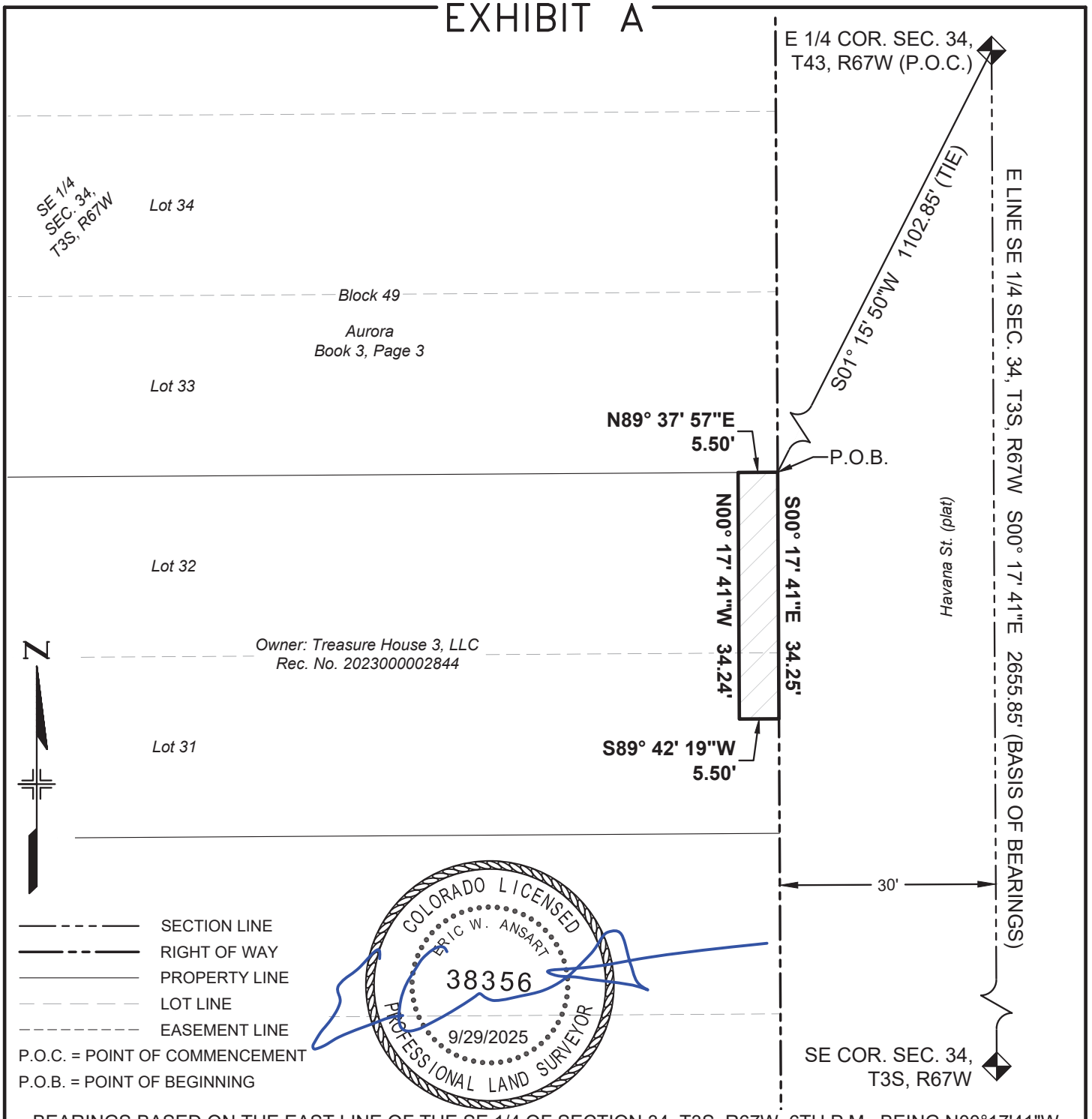


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 188 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-28
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-28A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 31, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°12’29”W, a distance of 1143.95 feet to a point on the easterly line of said Lot 31, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 6.00 feet;

Thence S89°42'19"W, a distance of 5.00 feet;

Thence N00°17'41"W, a distance of 6.00 feet;

Thence N89°42'19"E, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

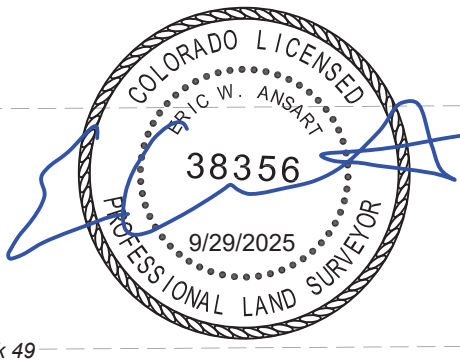


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



E 1/4 COR. SEC. 34, T43, R67W (P.O.C.)

E LINE SE 1/4 SEC. 34, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

S01° 12' 29"W 1143.95' (TIE)

Havana St. (plat)

SE 1/4 SEC. 34, T3S, R67W

Lot 34

Block 49

Aurora
Book 3, Page 3

Lot 33

Lot 32

Owner: Treasure House 3, LLC
Rec. No. 2023000002844

Lot 31

N

N89° 42' 19"E 5.00'

N00° 17' 41"W 6.00'

P.O.B.

S00° 17' 41"E 6.00'

S89° 42' 19"W 5.00'

30'

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

SE COR. SEC. 34, T3S, R67W

BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W
THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-28A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-29
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 34, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°19’05”W, a distance of 1065.83 feet to a point on the easterly line of said Lot 34, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

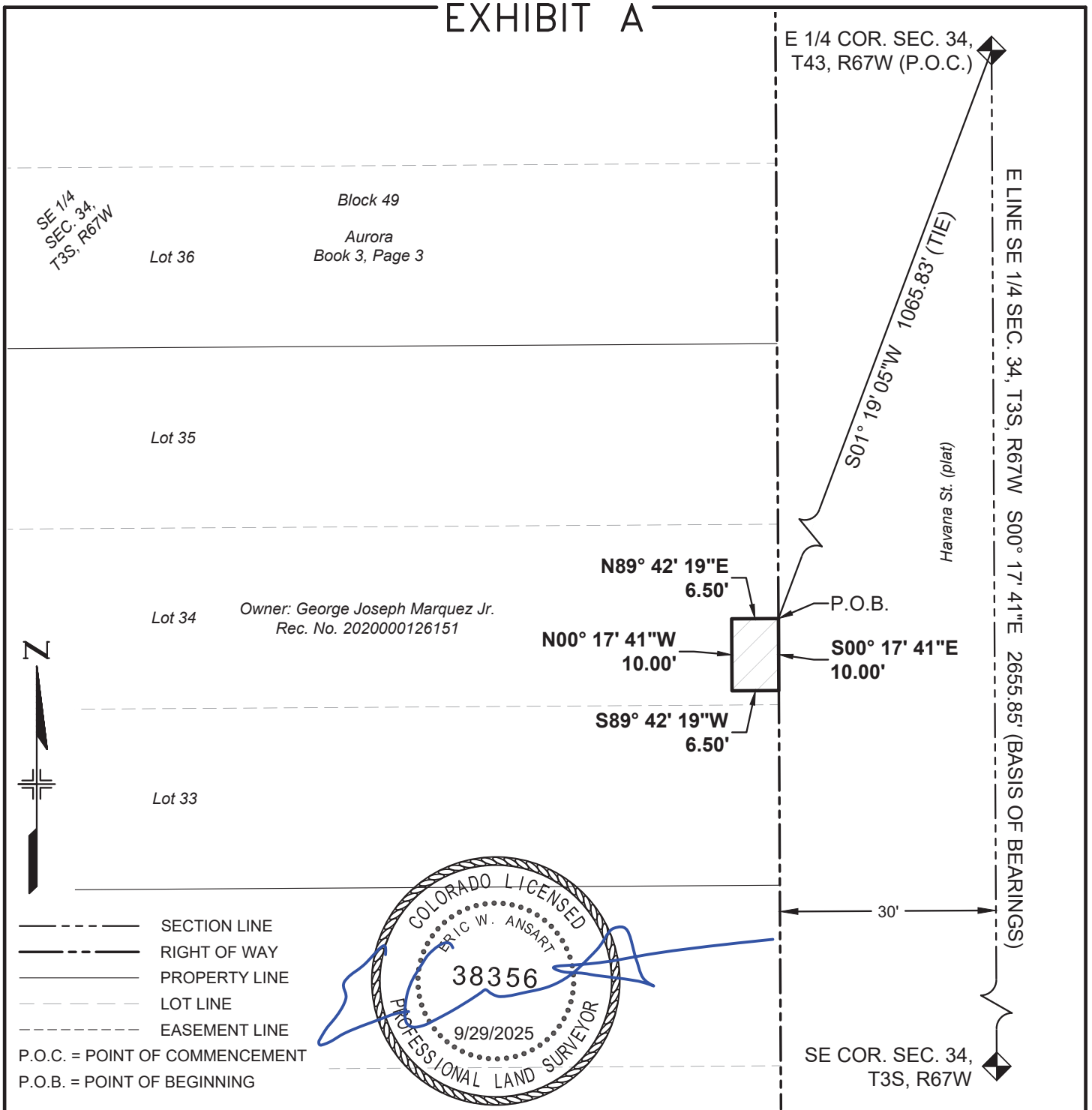


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-29
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-29A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 35, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°22’23”W, a distance of 1030.79 feet to a point on the easterly line of said Lot 35, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 18.00 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 18.00 feet;

Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 99 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

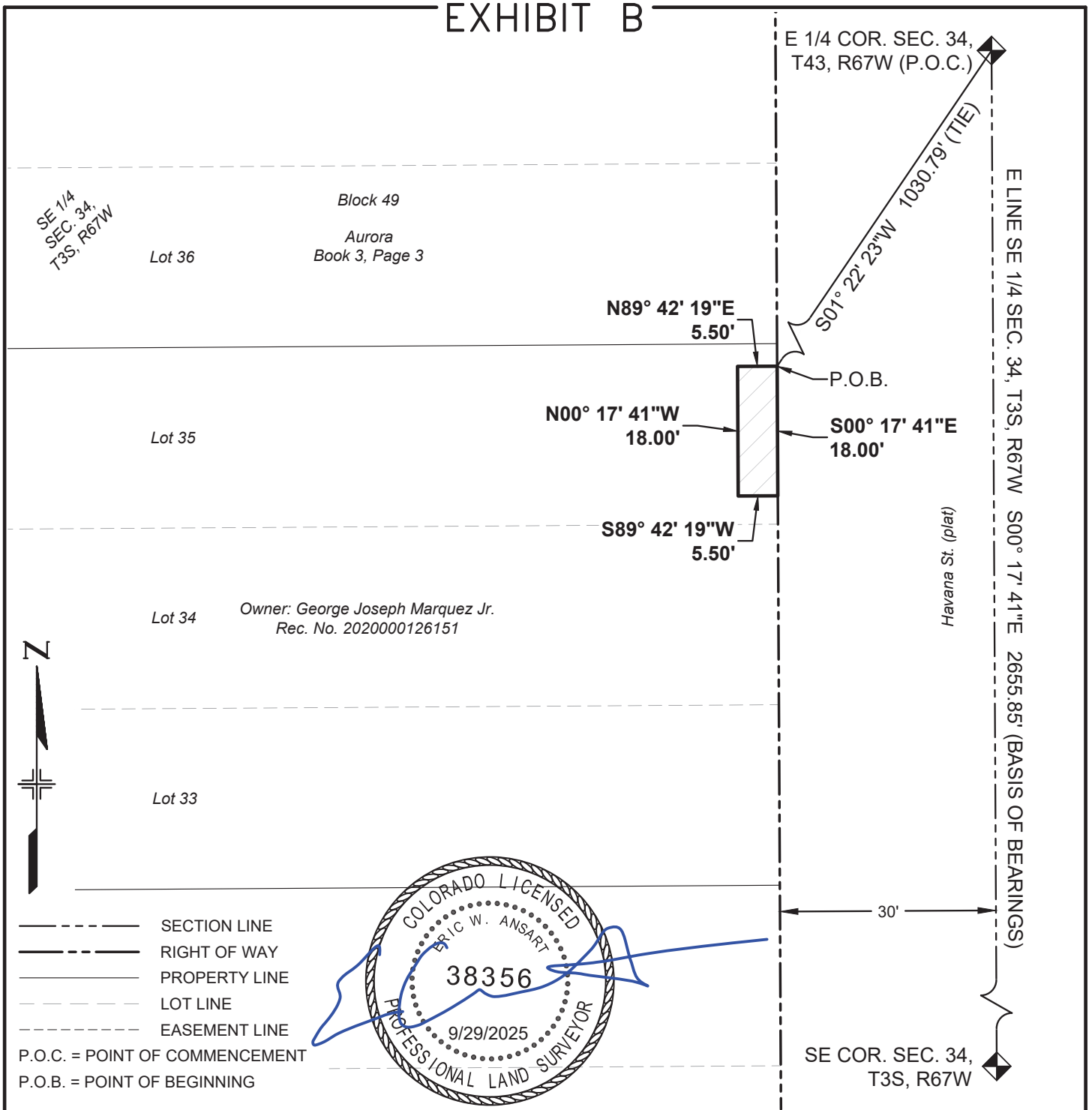


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 99 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-29A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-30
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 36 & 37, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°25’59”W, a distance of 994.98 feet to a point on the easterly line of said Lot 37, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said Block 49, a distance of 32.69 feet to the southeasterly corner of said Lot 36;

Thence S89°37'57"W, coincident with the southerly line of said lot, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 32.70 feet;

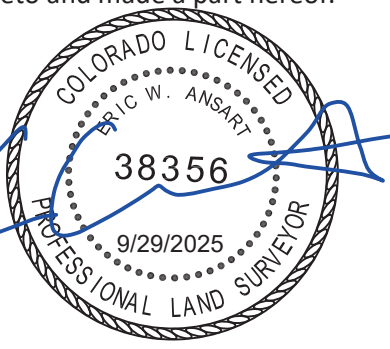
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 180 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

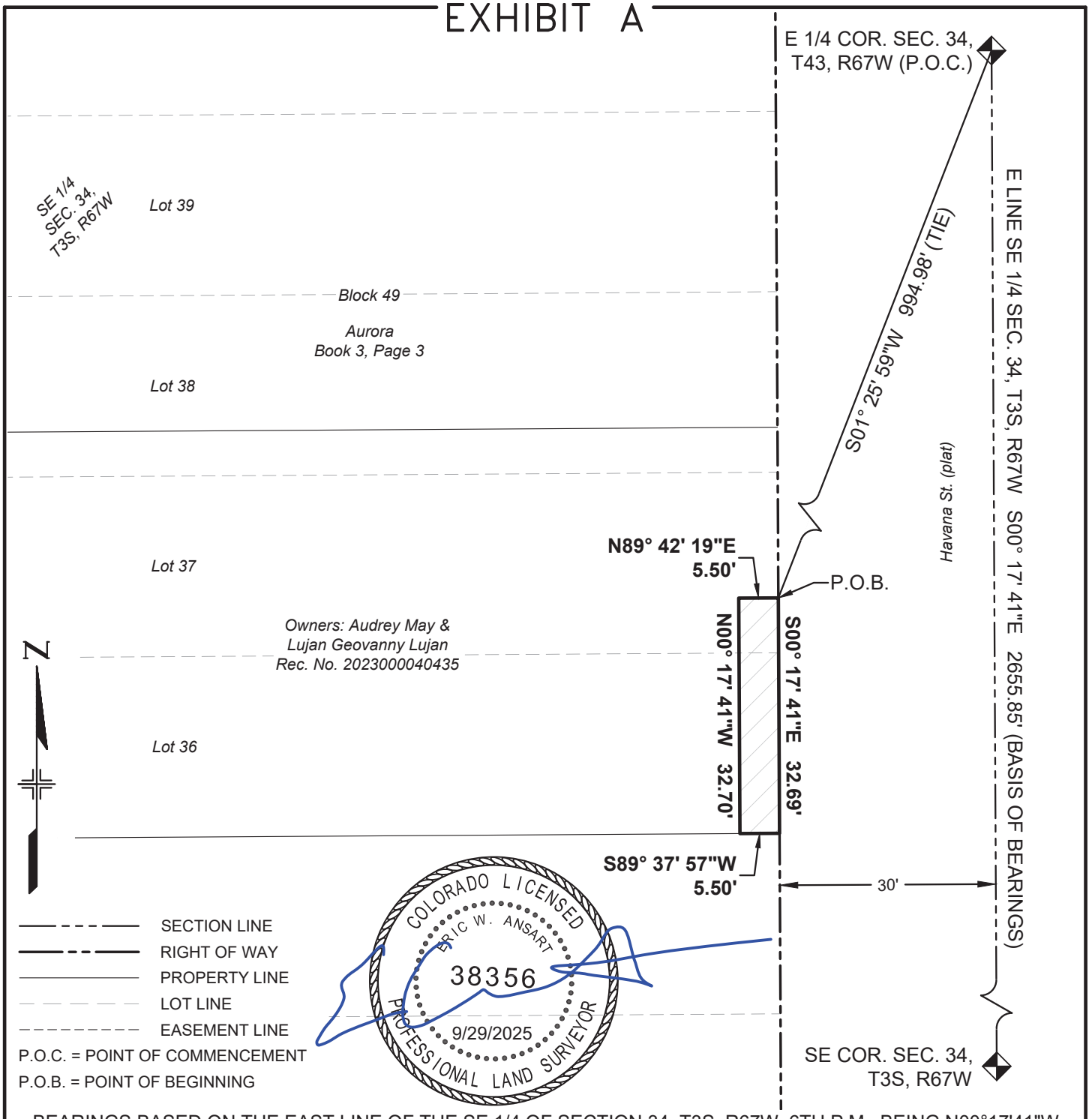


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 180 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-30
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-31
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 38, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°30’18”W, a distance of 955.27 feet to a point on the easterly line of said Lot 38, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 16.02 feet to the southeasterly corner of that parcel of land described in that Warranty Deed recorded on December 28, 2016, at Rec. No. 2016000113161 in said office;

Thence S89°36'22"W, coincident with the southerly line of said parcel, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 16.03 feet;

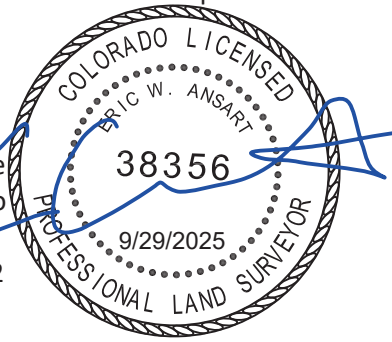
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 88 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

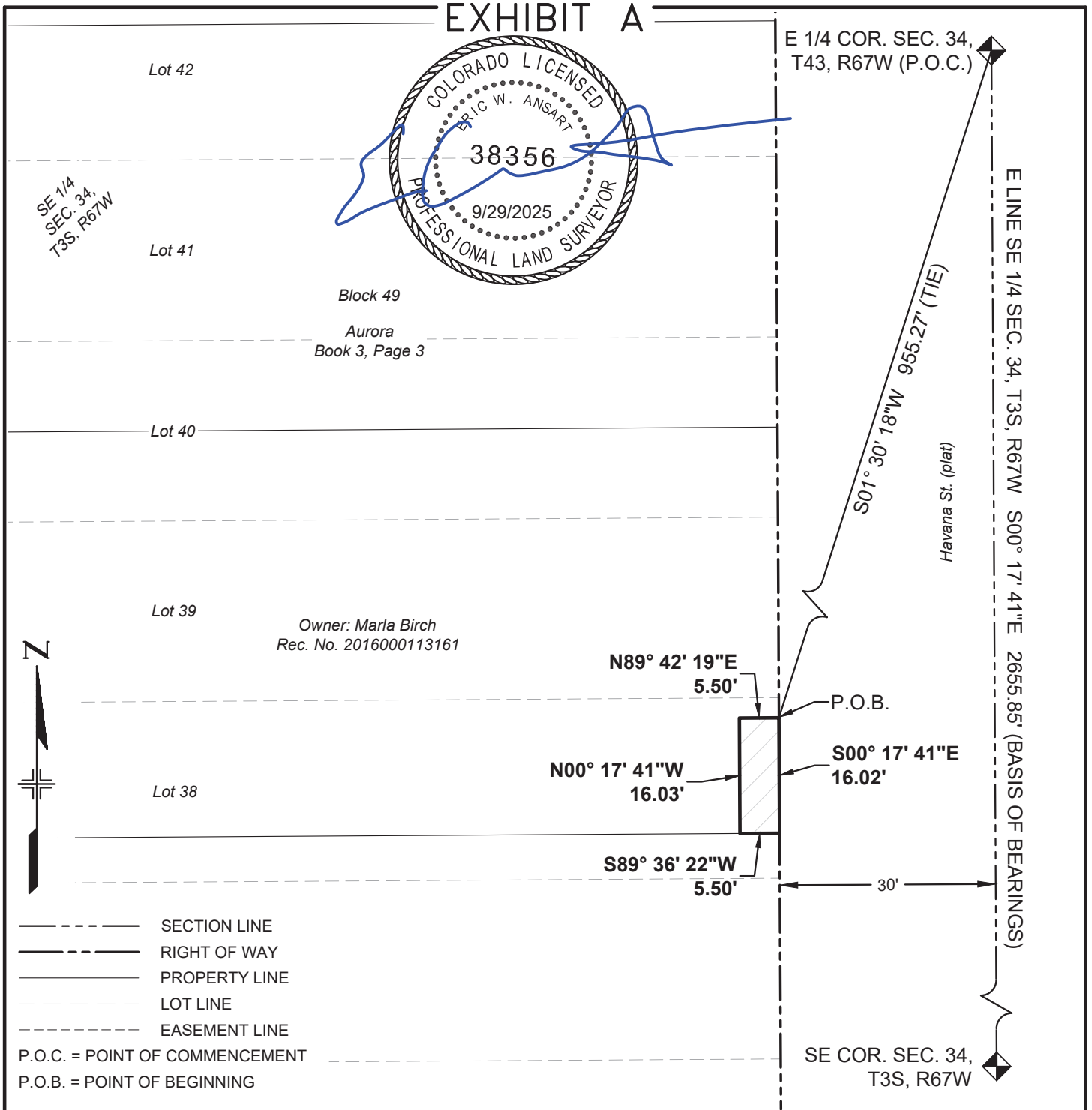


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 88 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-31
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-31A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 39, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°32’12”W, a distance of 938.70 feet to a point on the easterly line of said Lot 39, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

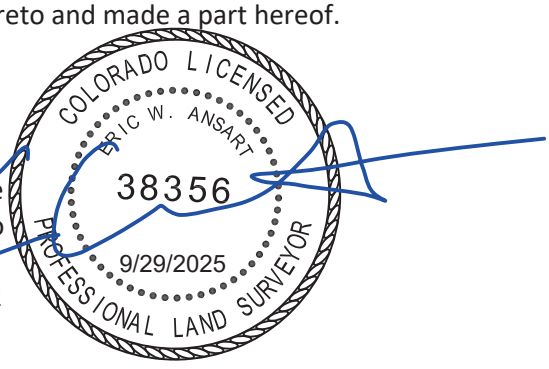
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

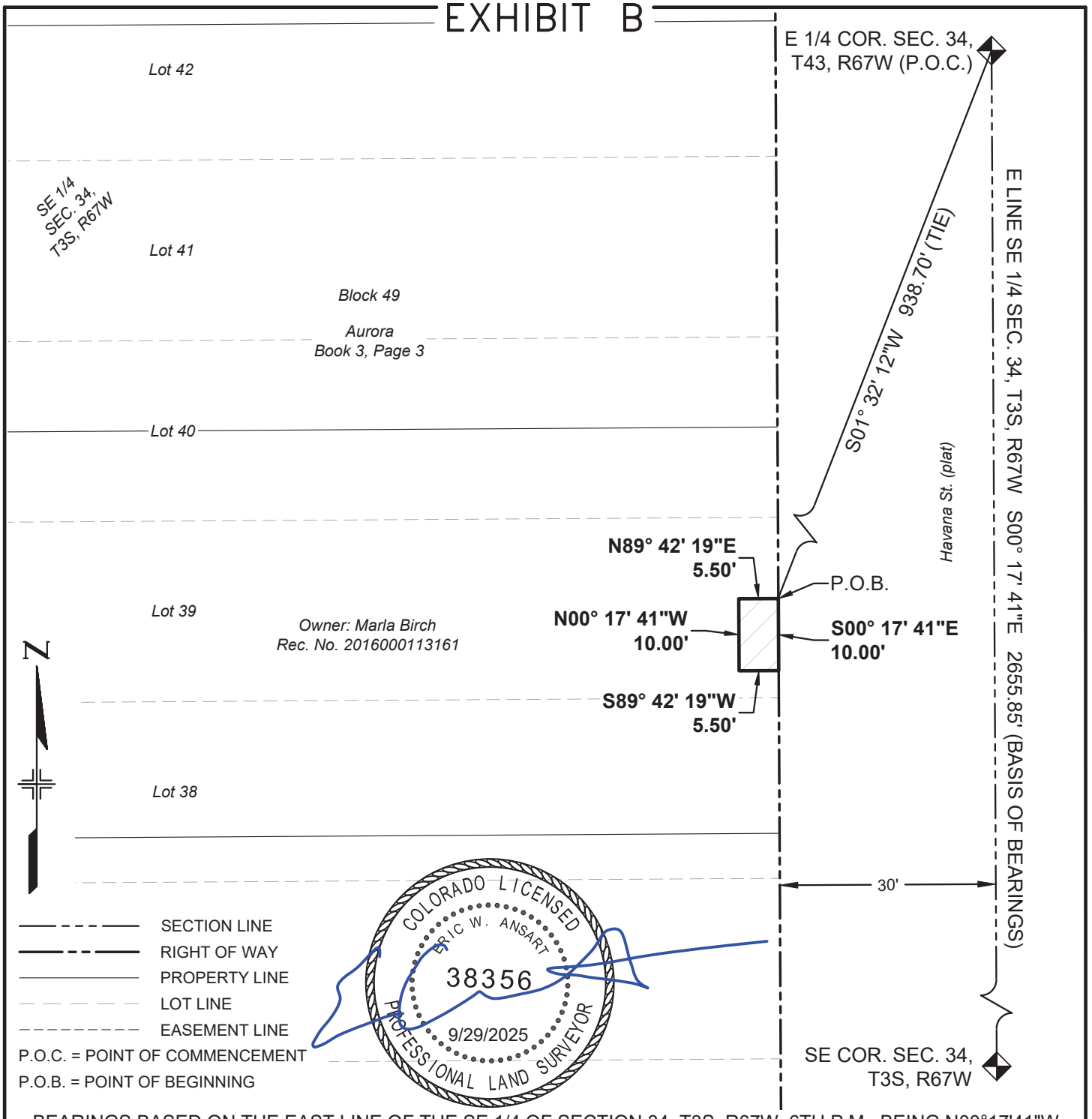


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-31A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-32
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 40 & 41, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°37’28”W, a distance of 895.72 feet to a point on the easterly line of said Lot 41, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said Block 49, a distance of 19.17 feet to the southeasterly corner of that parcel of land described in that General Warranty Deed recorded on September 5, 2019, at Rec. No. 2019000073582 in said office;

Thence S89°37'57"W, coincident with the southerly line of said parcel, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 19.18 feet;

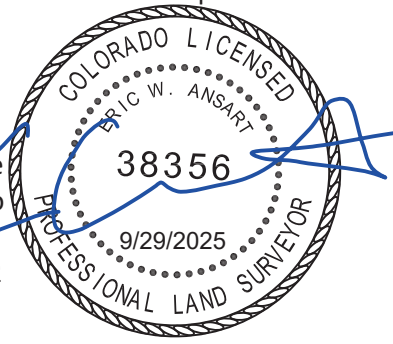
Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 125 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

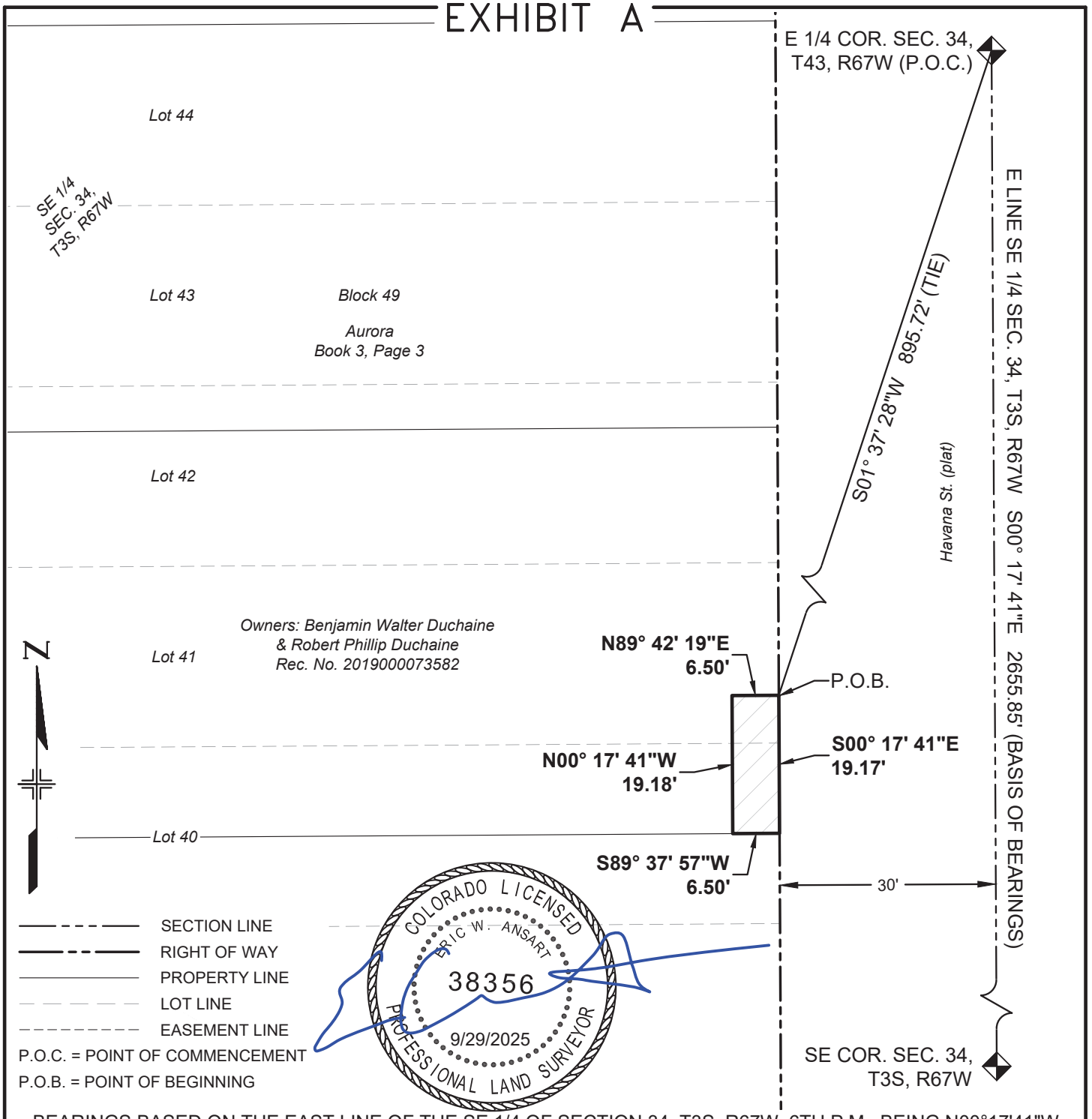


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 125 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-32
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-32A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 41, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°39’13”W, a distance of 882.42 feet to a point on the easterly line of said Lot 41, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

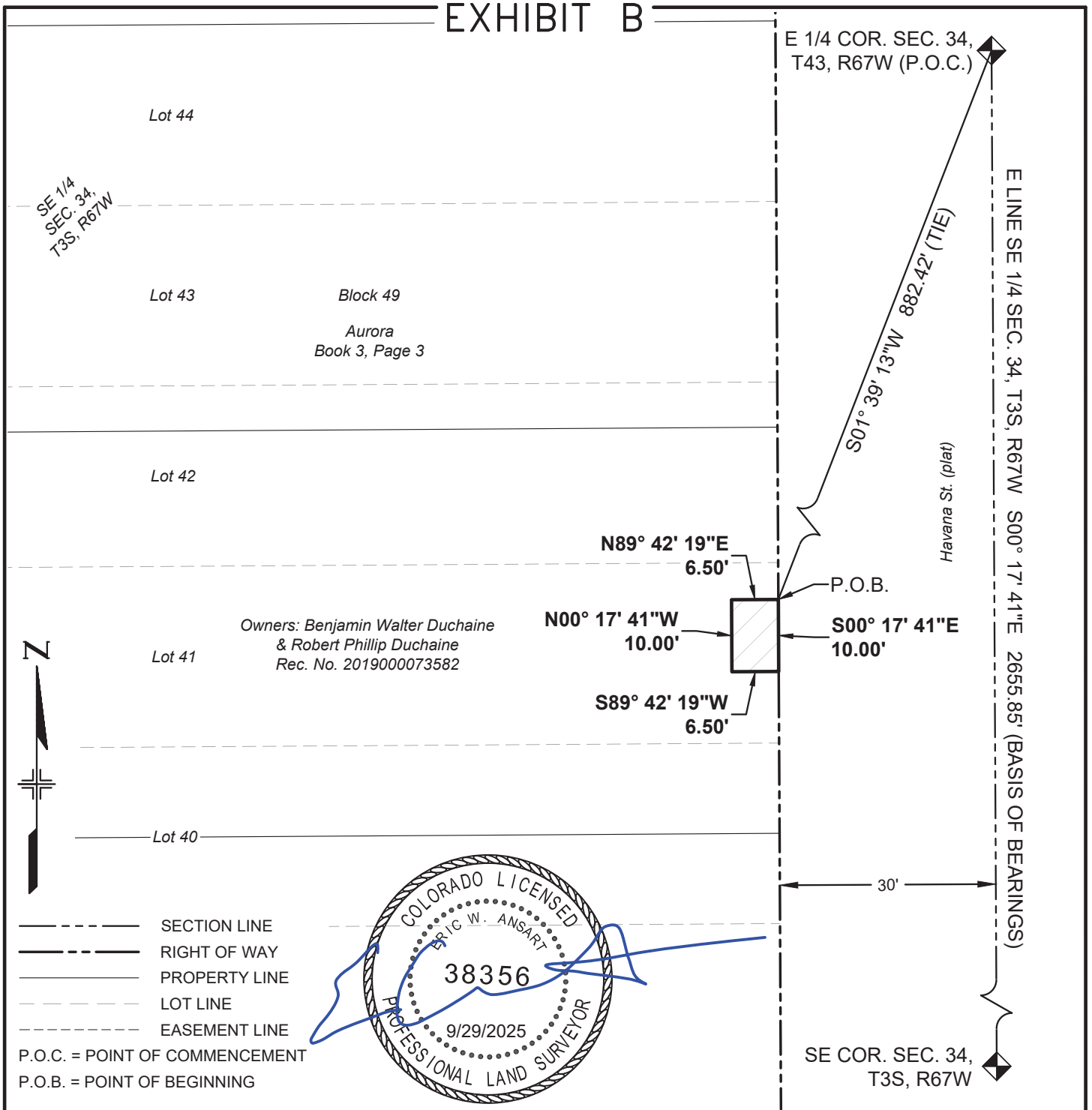


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-32A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-32B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 42, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°40’57”W, a distance of 869.55 feet to a point on the easterly line of said Lot 42, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 6.00 feet;

Thence S89°42'19"W, a distance of 5.00 feet;

Thence N00°17'41"W, a distance of 6.00 feet;

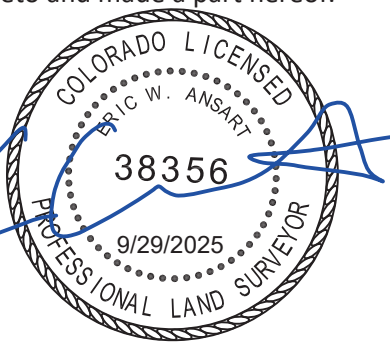
Thence N89°42'19"E, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

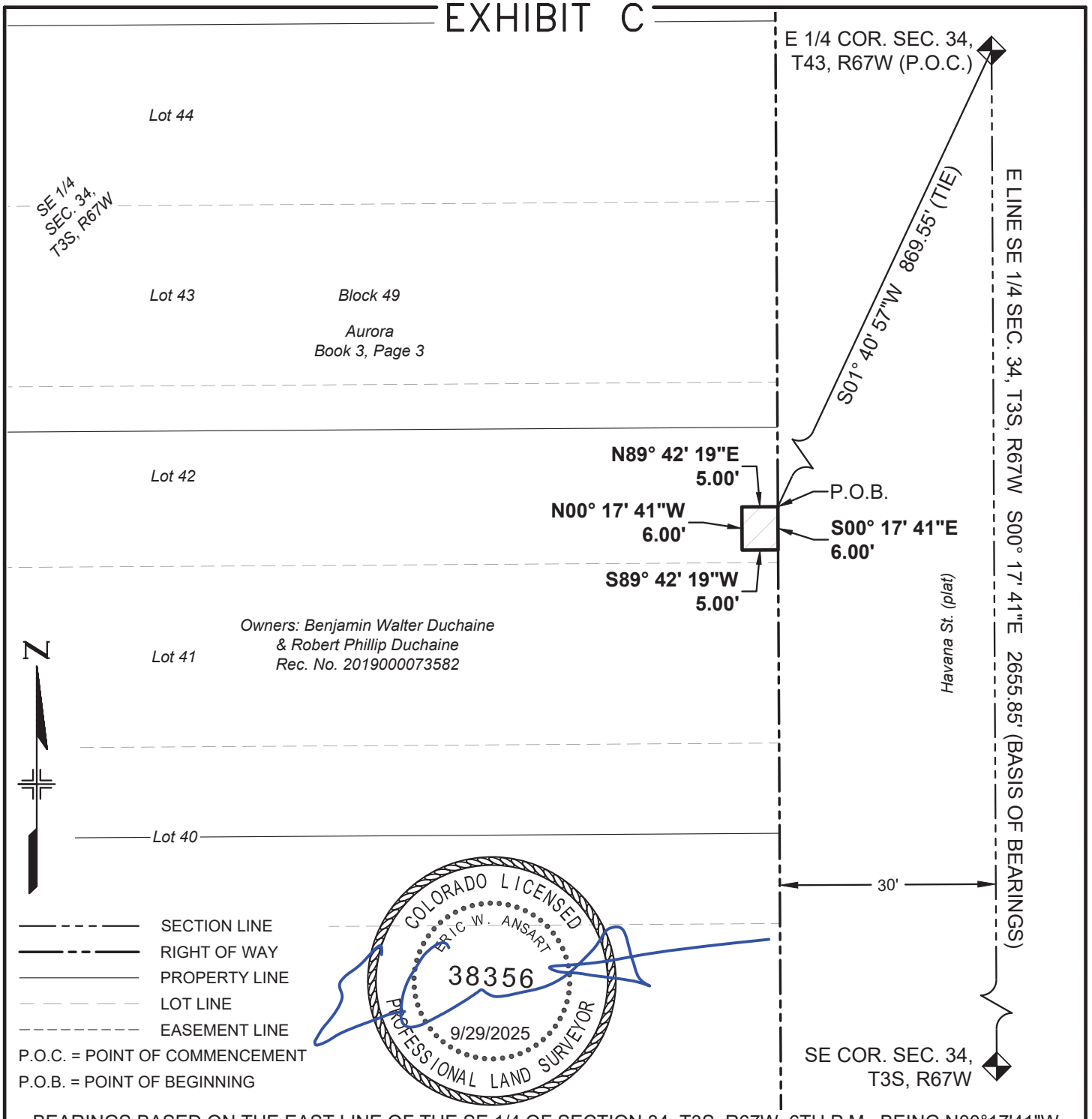


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-32B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-33
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 42 & 43, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°45’08”W, a distance of 839.89 feet to a point on the easterly line of said Lot 43, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said Block 49, a distance of 18.62 feet to the southeasterly corner of that parcel of land described in that Quit Claim Deed recorded on August 29, 2019, at Rec. No. 2019000071172 in said office;

Thence S89°37'57"W, coincident with the southerly line of said parcel, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 18.63 feet;

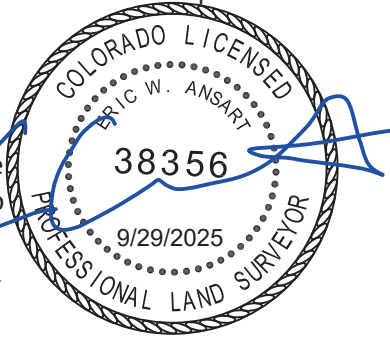
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 102 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

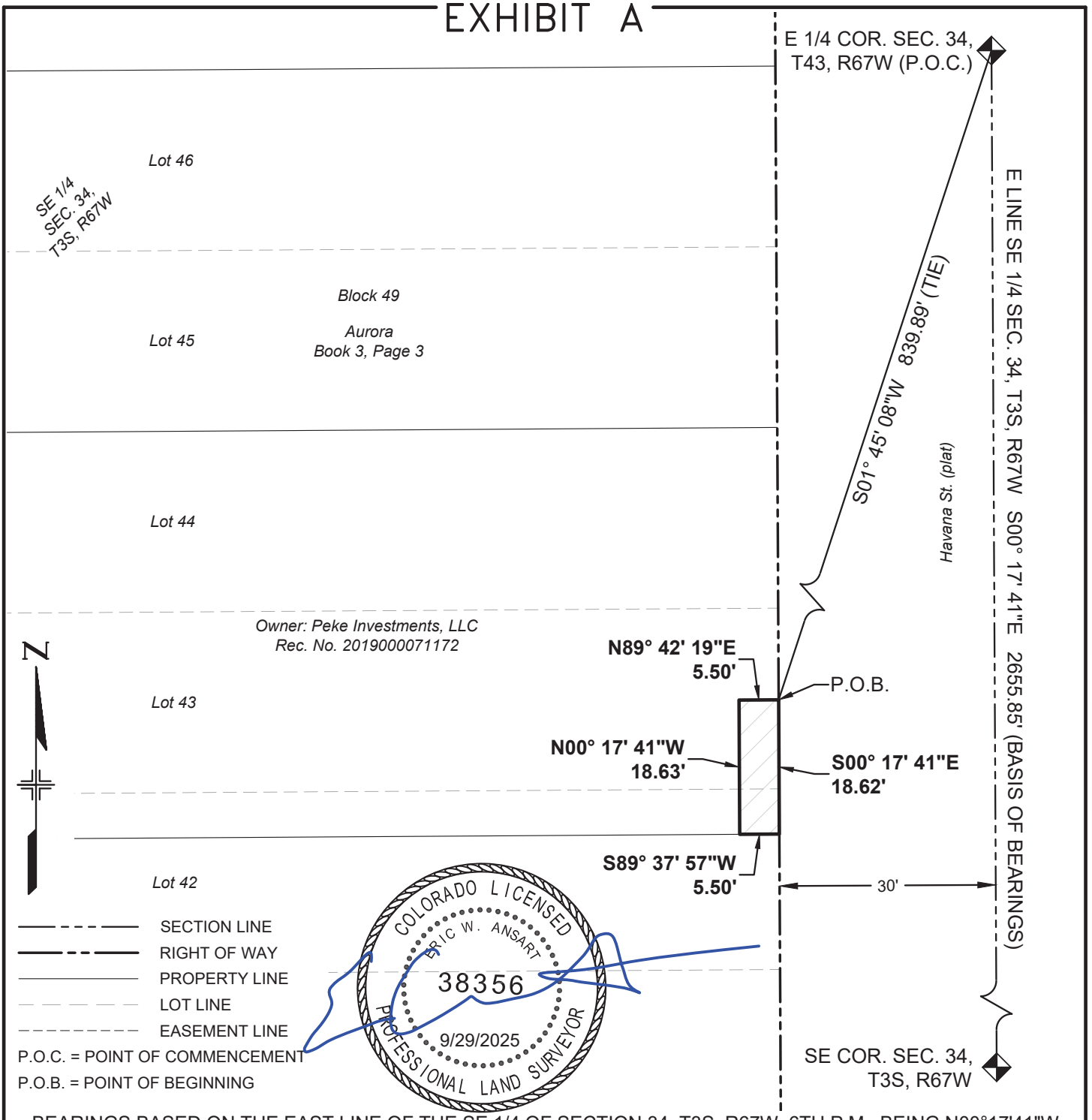


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 102 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-33
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-33A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 43 & 44, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°47’11”W, a distance of 826.07 feet to a point on the easterly line of said Lot 44, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said Block 49, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

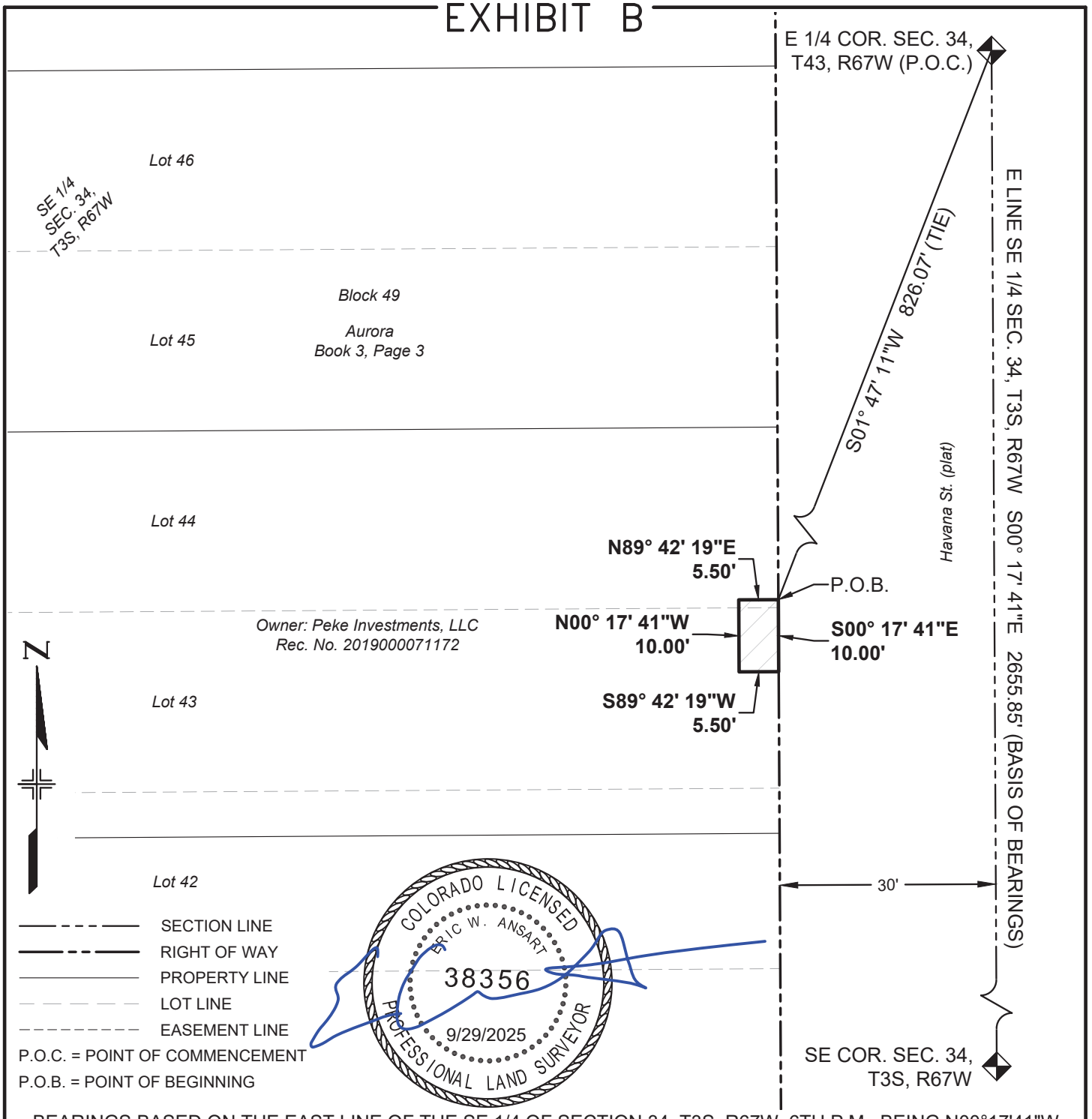


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-33A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-34
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 45, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°54’35”W, a distance of 779.89 feet to a point on the easterly line of said Lot 45, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

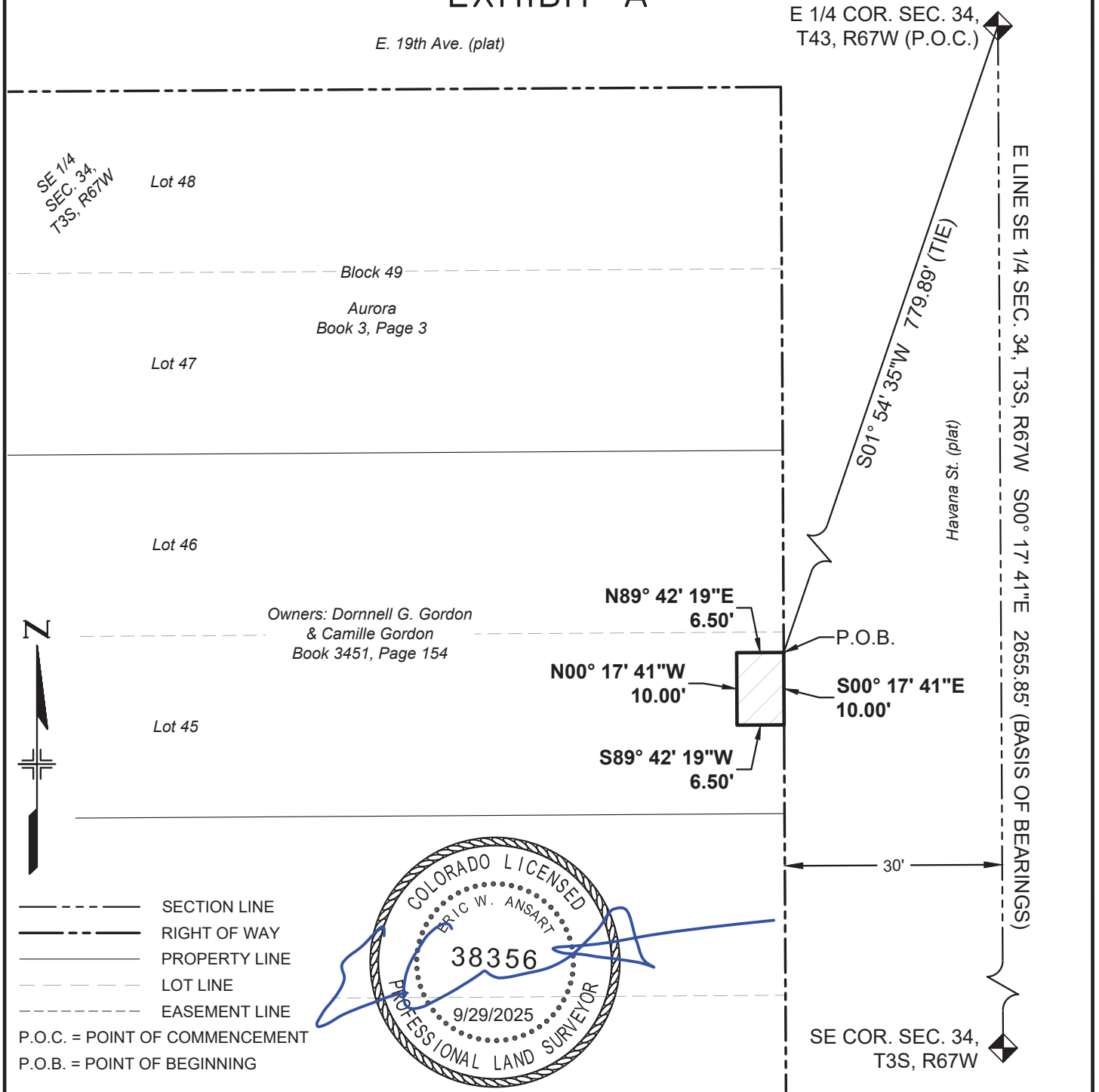


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-34
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-34A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 46, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S01°58’57”W, a distance of 755.01 feet to a point on the easterly line of said Lot 46, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with said easterly line, a distance of 20.64 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 20.64 feet;

Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 114 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

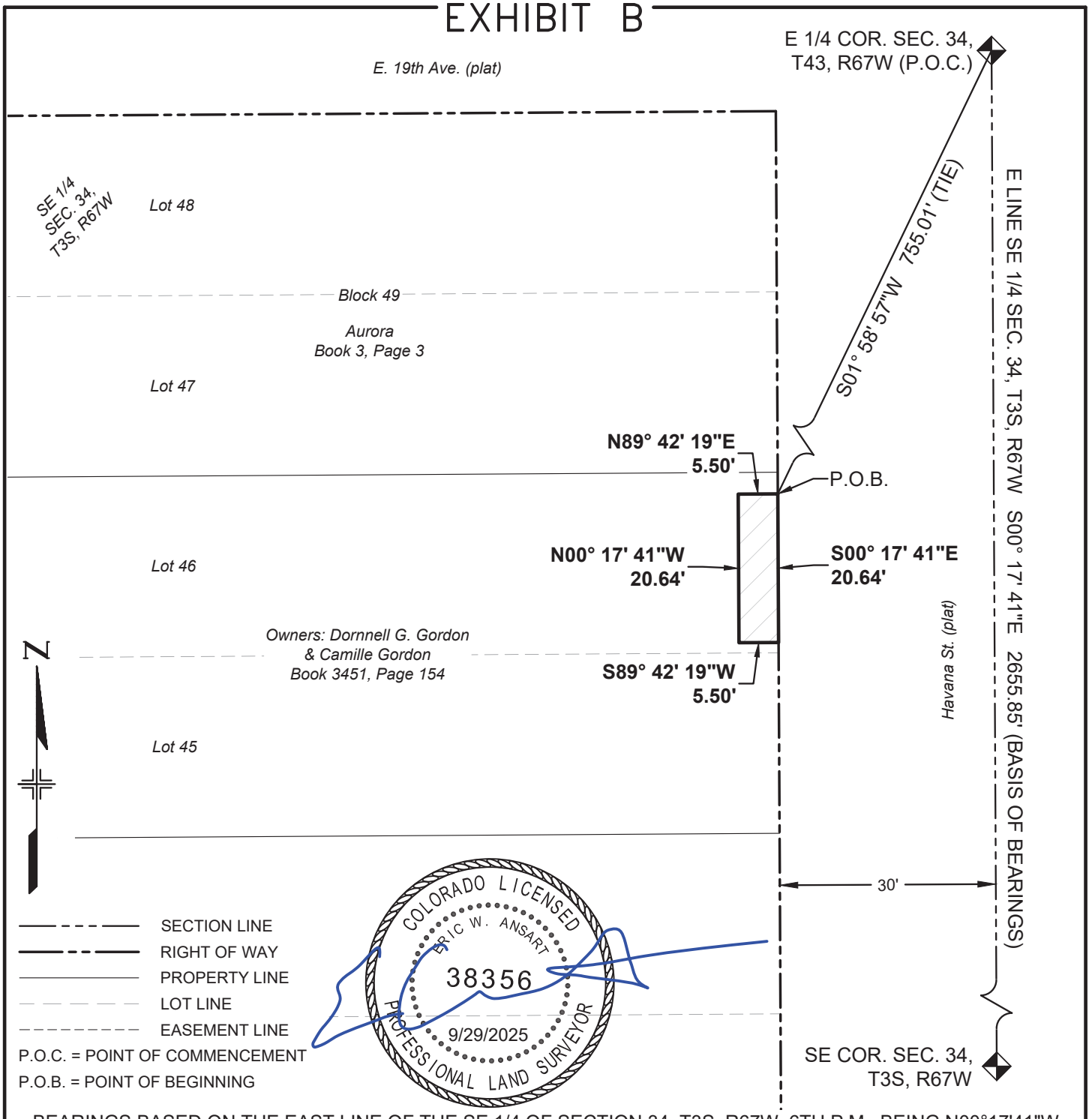


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 114 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-34A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-35
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 47 & 48, Block 49, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°09’17”W, a distance of 701.90 feet to the northeasterly corner of said Lot 48, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said Block 49, a distance of 50.15 feet to the southeasterly corner of said Lot 47;

Thence S89°42'19"W, coincident with the southerly line of said lot, a distance of 2.00 feet;

Thence N00°17'41"W, a distance of 13.30 feet;

Thence S89°42'19"W, a distance of 4.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 4.50 feet;

Thence N00°17'41"W, a distance of 13.19 feet;

Thence N34°30'37"W, a distance of 16.50 feet to a point on the northerly line of said Lot 48;

Thence N89°39'01"E, coincident with said northerly line, a distance of 11.28 feet to the **Point of Beginning**.

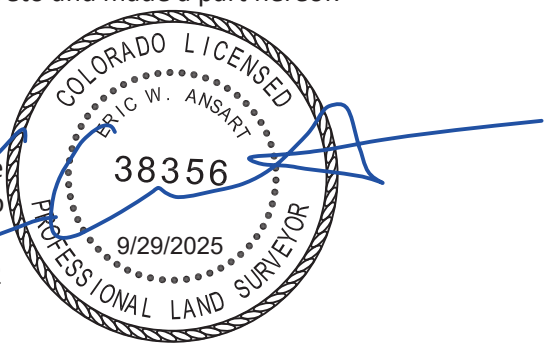
The above-described parcel containing 209 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

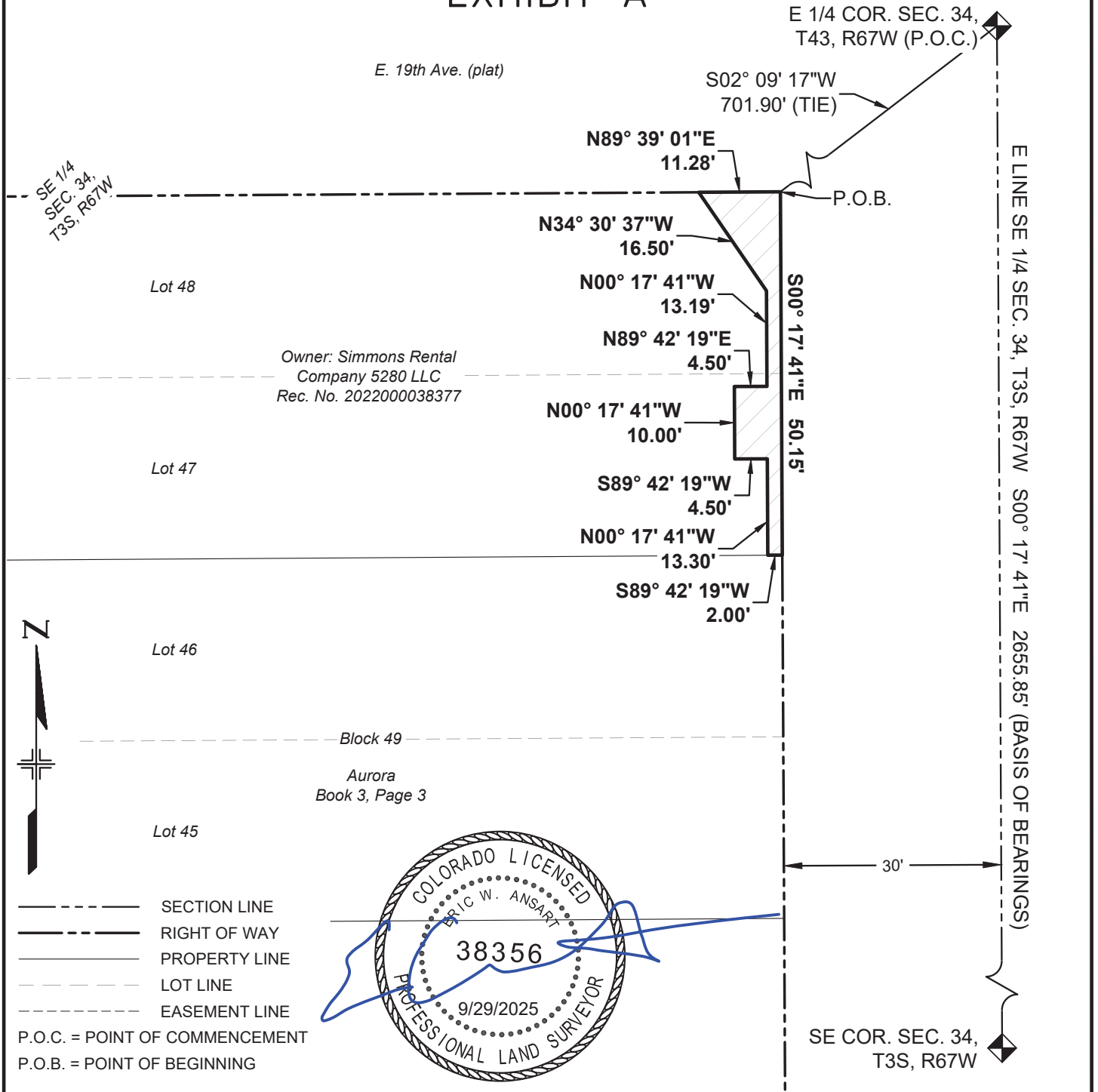
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING N00°17'41"W

THE ABOVE DESCRIBED PARCEL CONTAINS 209 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-35
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-36
DATE: SEPT. 29, 2025

A permanent easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 11, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°13’55”E, a distance of 642.07 feet to a point on the southerly line of said Lot 11, said point being the **Point of Beginning**;

Thence coincident with the southerly and westerly lines of said Lot 11 the following two (2) courses:

1. Thence S89°42'12"W, a distance of 2.90 feet;
2. Thence N00°17'41"W, a distance of 10.97 feet;

Thence N89°42'12"E, a distance of 2.90 feet;

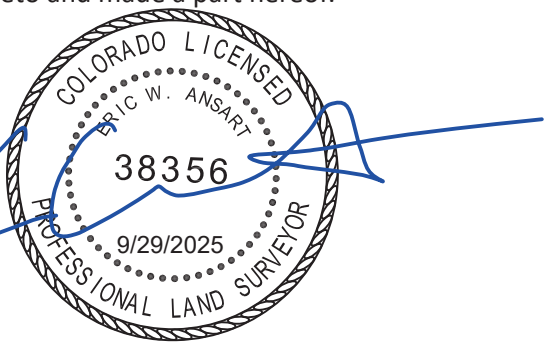
Thence S00°17'48"E, a distance of 10.97 feet to the **Point of Beginning**.

The above-described parcel containing 32 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the relocation and maintenance of utilities.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

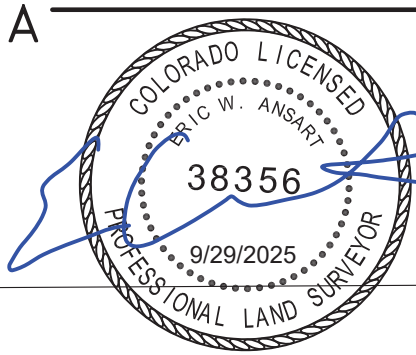


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



W 1/4 COR. SEC. 35, T3S, R67W (P.O.C.)

W LINE SW 1/4 SEC. 35, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

30'

S03° 13' 55"E 642.07' (TIE)

SW 1/4 SEC. 35, T3S, R67W

Havana St. (plat)

Block 6

Gateway Park Addition
Rec. No. 302386

Lot 10

Owner: Maria Oralia Escobar De Robles
& Ivan Stanley Robles-Escobar
Rec. No. E5036211 (Arap. Co.)

Lot 11

N89° 42' 12"E
2.90'

N00° 17' 41"W
10.97'

S00° 17' 48"E
10.97'

S89° 42' 12"W
2.90'

P.O.B.

E. 19th Ave. (plat)

SW COR. SEC. 35, T3S, R67W

N

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E
THE ABOVE DESCRIBED PARCEL CONTAINS 32 SQUARE FEET (0.001 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-36
CHECKED BY:	DATE:	JOB NUMBER:
DMR	9/26/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-36
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 11, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°13’55”E, a distance of 642.07 feet to a point on the southerly line of said Lot 11, said point being the **Point of Beginning**;

Thence N00°17'48"W, a distance of 7.31 feet;

Thence S40°04'04"E, a distance of 9.51 feet to a point on the southerly line of said Lott 11;

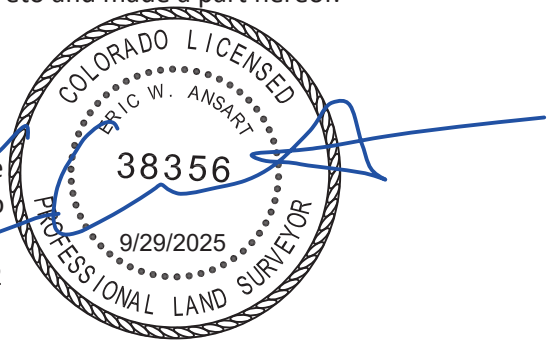
Thence S89°42'12"W, coincident with said southerly line, a distance of 6.09 feet to the **Point of Beginning**.

The above-described parcel containing 22 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

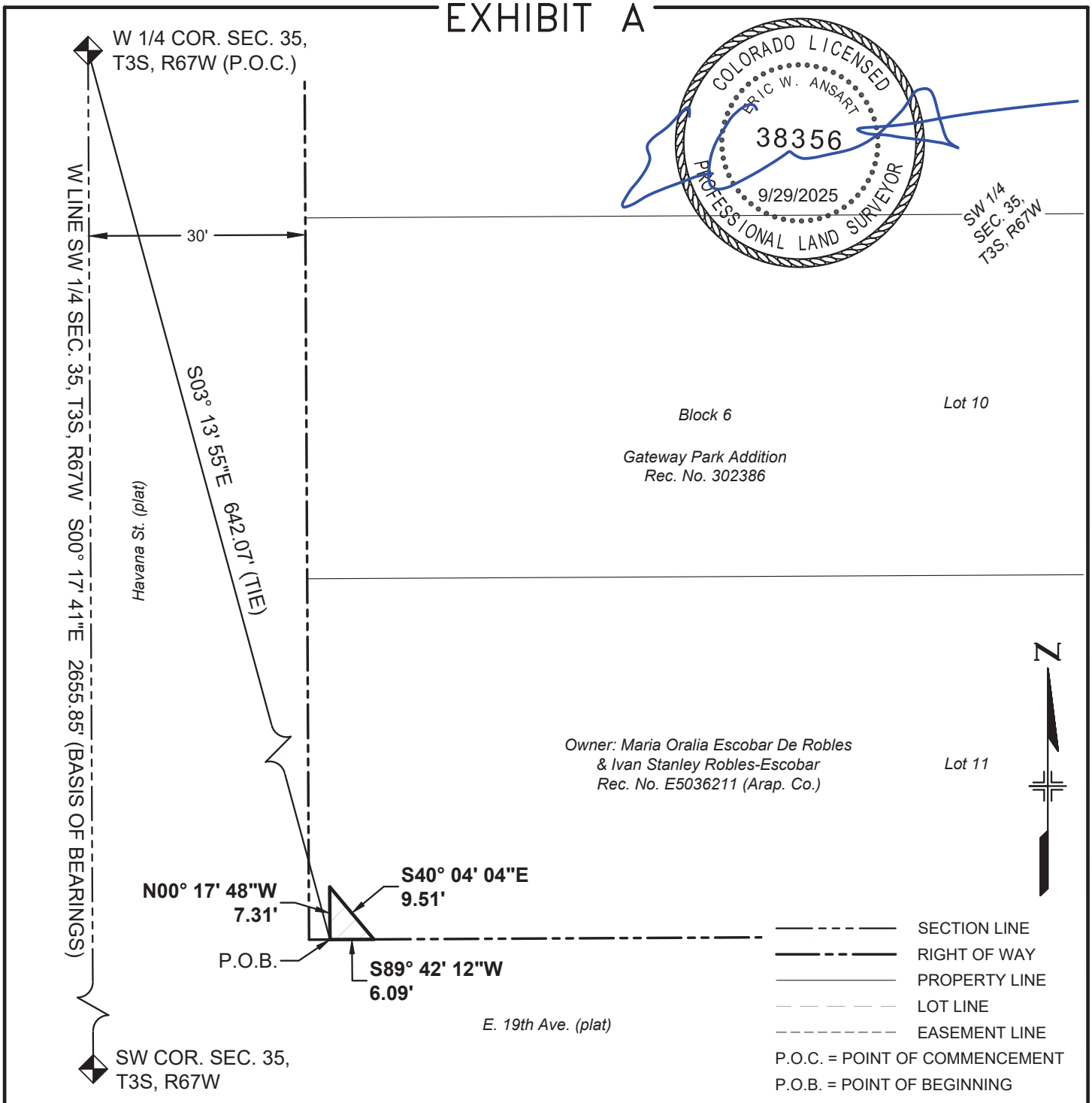
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 22 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-36
CHECKED BY:	DATE:	JOB NUMBER:
DMR	9/26/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-36A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 11, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°11’59”E, a distance of 591.99 feet to the northwesterly corner of said Lot 11, said corner being the **Point of Beginning**;

Thence N89°41'50"E, coincident with the northerly line of said lot, a distance of 7.50 feet;

Thence S00°17'41"E, a distance of 2.56 feet;

Thence S89°42'19"W, a distance of 7.50 feet to a point on the westerly line of said Lot 11;

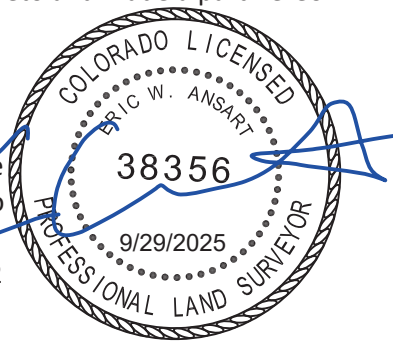
Thence N00°17'41"W, coincident with said westerly line, a distance of 2.56 feet to the **Point of Beginning**.

The above-described parcel containing 19 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

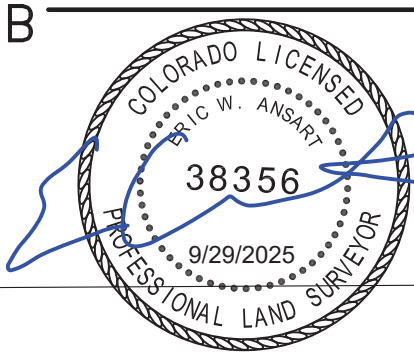


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



W 1/4 COR. SEC. 35, T3S, R67W (P.O.C.)

W LINE SW 1/4 SEC. 35, T3S, R67W S00° 17' 41"E 2655.85' (BASIS OF BEARINGS)

S03° 11' 59"E 591.99' (TIE)

SW 1/4 SEC. 35, T3S, R67W

Havana St. (plat)

Block 6

Lot 10

Gateway Park Addition
Rec. No. 302386

N89° 41' 50"E
7.50'

P.O.B.

S00° 17' 41"E
2.56'

N00° 17' 41"W
2.56'

S89° 42' 19"W
7.50'

30'

Owner: Maria Oralia Escobar De Robles
& Ivan Stanley Robles-Escobar
Rec. No. E5036211 (Arap. Co.)

Lot 11

N

E. 19th Ave. (plat)

SW COR. SEC. 35, T3S, R67W

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E
THE ABOVE DESCRIBED PARCEL CONTAINS 19 SQUARE FEET (0.000 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-36A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	9/26/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-36B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 11, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°07’09”E, a distance of 608.87 feet to a point on the westerly line of said Lot 11, said point being the **Point of Beginning**;

Thence N89°28'54"E, a distance of 5.00 feet;

Thence S00°31'06"E, a distance of 6.00 feet;

Thence S89°28'54"W, a distance of 5.02 feet to a point on the westerly line of said Lot 11;

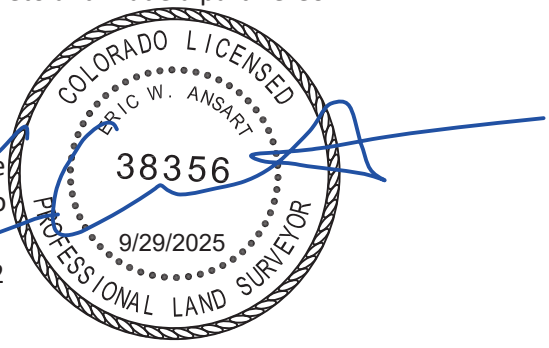
Thence N00°17'10"W, coincident with said westerly line, a distance of 6.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

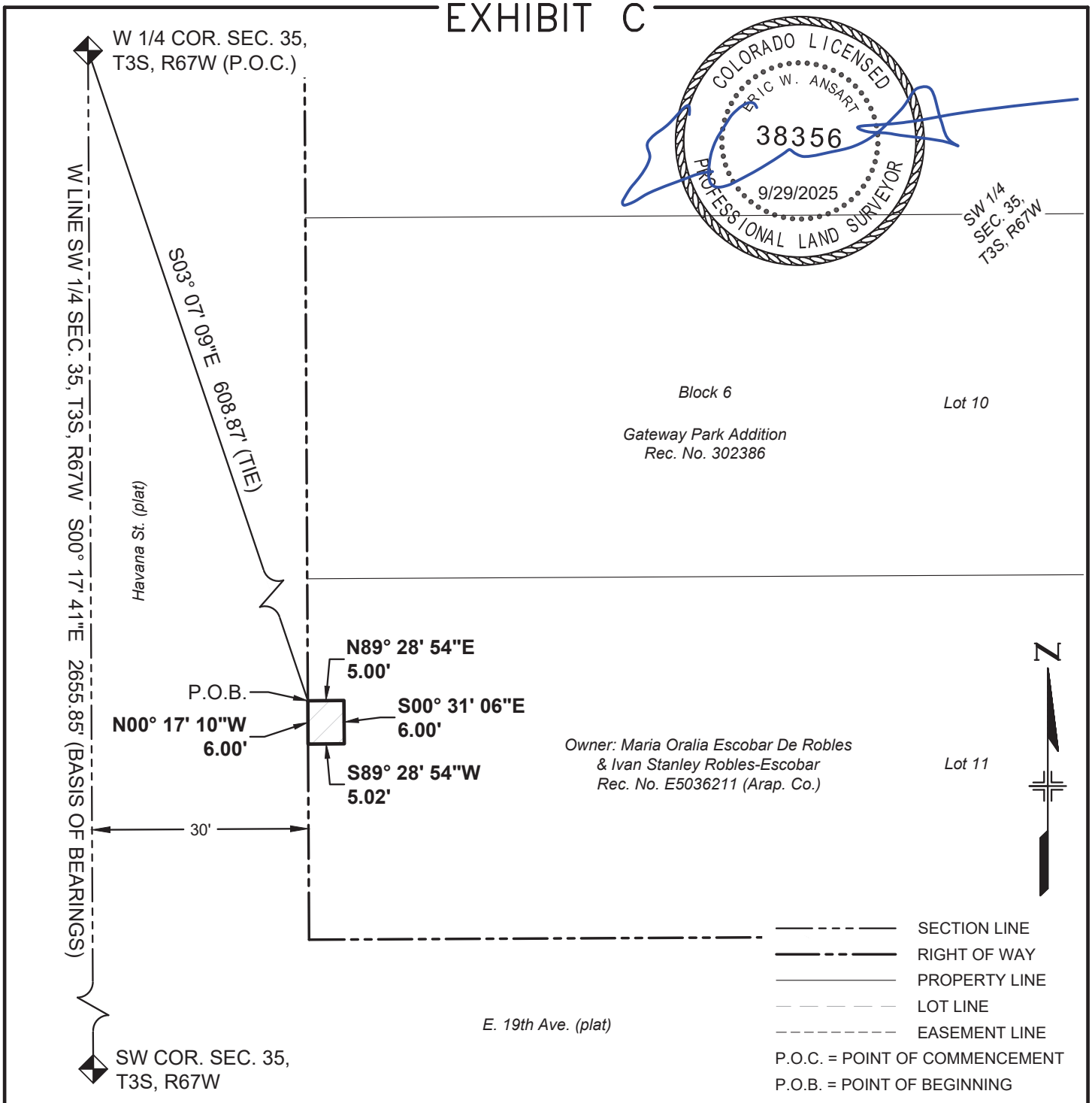


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-36B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	9/26/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-37
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 10, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°11’59”E, a distance of 591.99 feet to the southwesterly corner of said Lot 10, said corner being the **Point of Beginning**;

Thence N00°17'41"W, coincident with the westerly line of said lot, a distance of 29.44 feet;

Thence S52°54'32"E, a distance of 16.17 feet;

Thence S00°17'41"E, a distance of 2.94 feet;

Thence S54°36'55"W, a distance of 6.54 feet;

Thence S00°17'41"E, a distance of 12.92 feet to a point on the southerly line of said Lot 10;

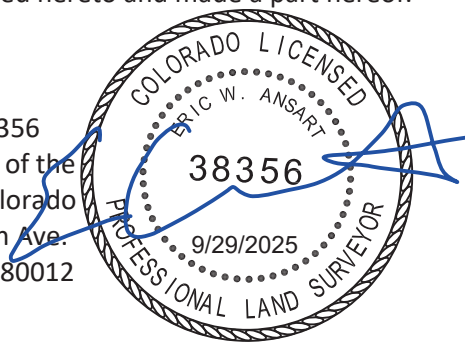
Thence S89°41'50"W, coincident with said southerly line, a distance of 7.50 feet to the **Point of Beginning**.

The above-described parcel containing 236 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

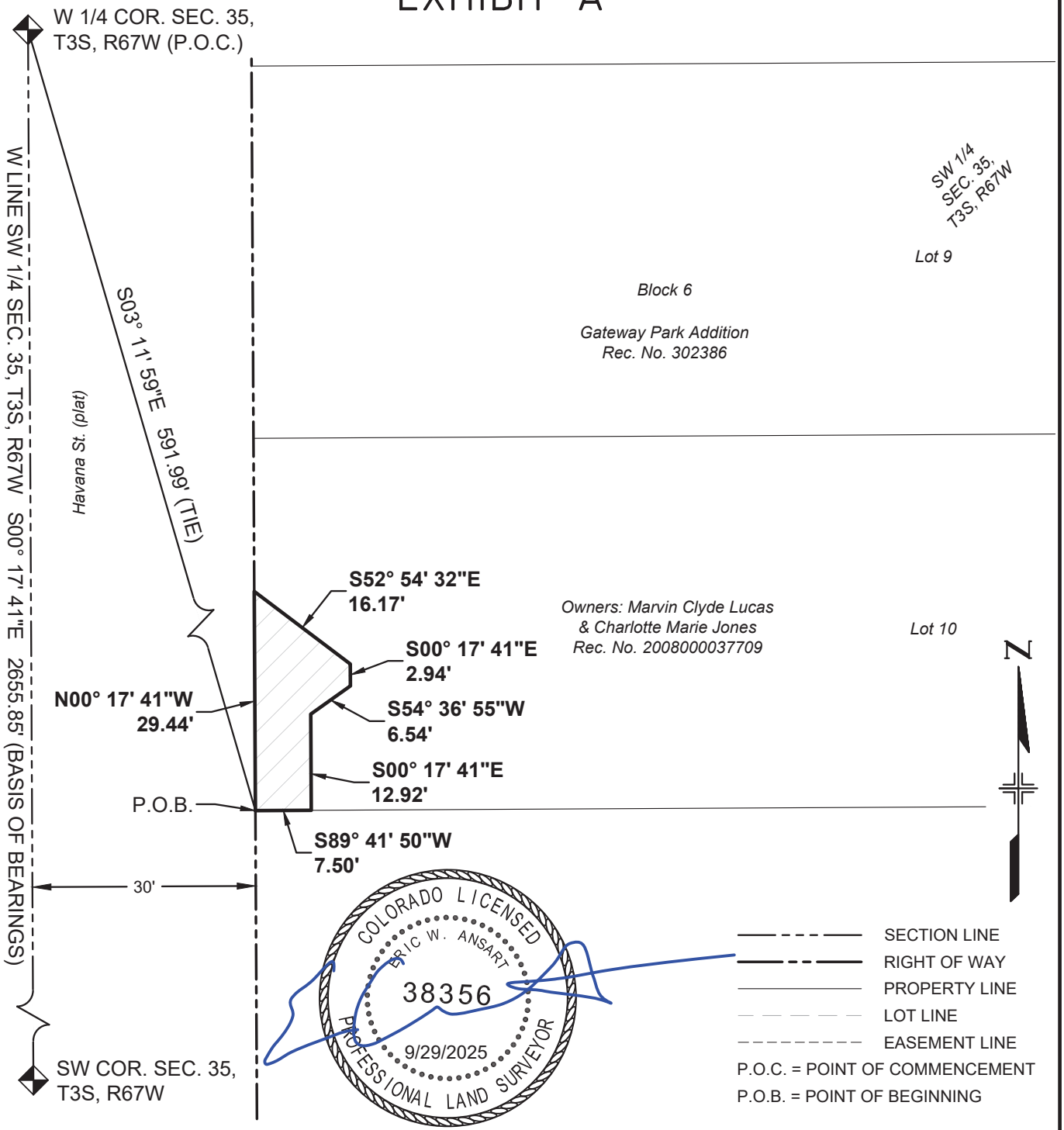


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 236 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-37
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-38
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 9, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°35’47”E, a distance of 520.90 feet to a point on the westerly line of said Lot 9, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 21.18 feet to a point on the southerly line of said Lot 9;

Thence coincident with the southerly and westerly lines of said lot the following two (2) courses:

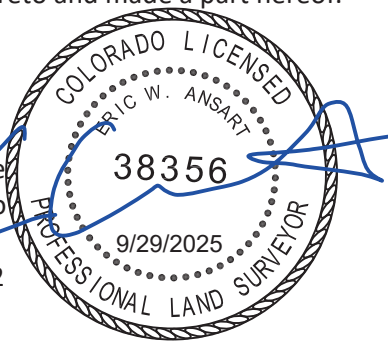
1. Thence S89°41'11"W, a distance of 5.50 feet;
2. Thence N00°17'41"W, a distance of 21.19 feet to the **Point of Beginning**.

The above-described parcel containing 117 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

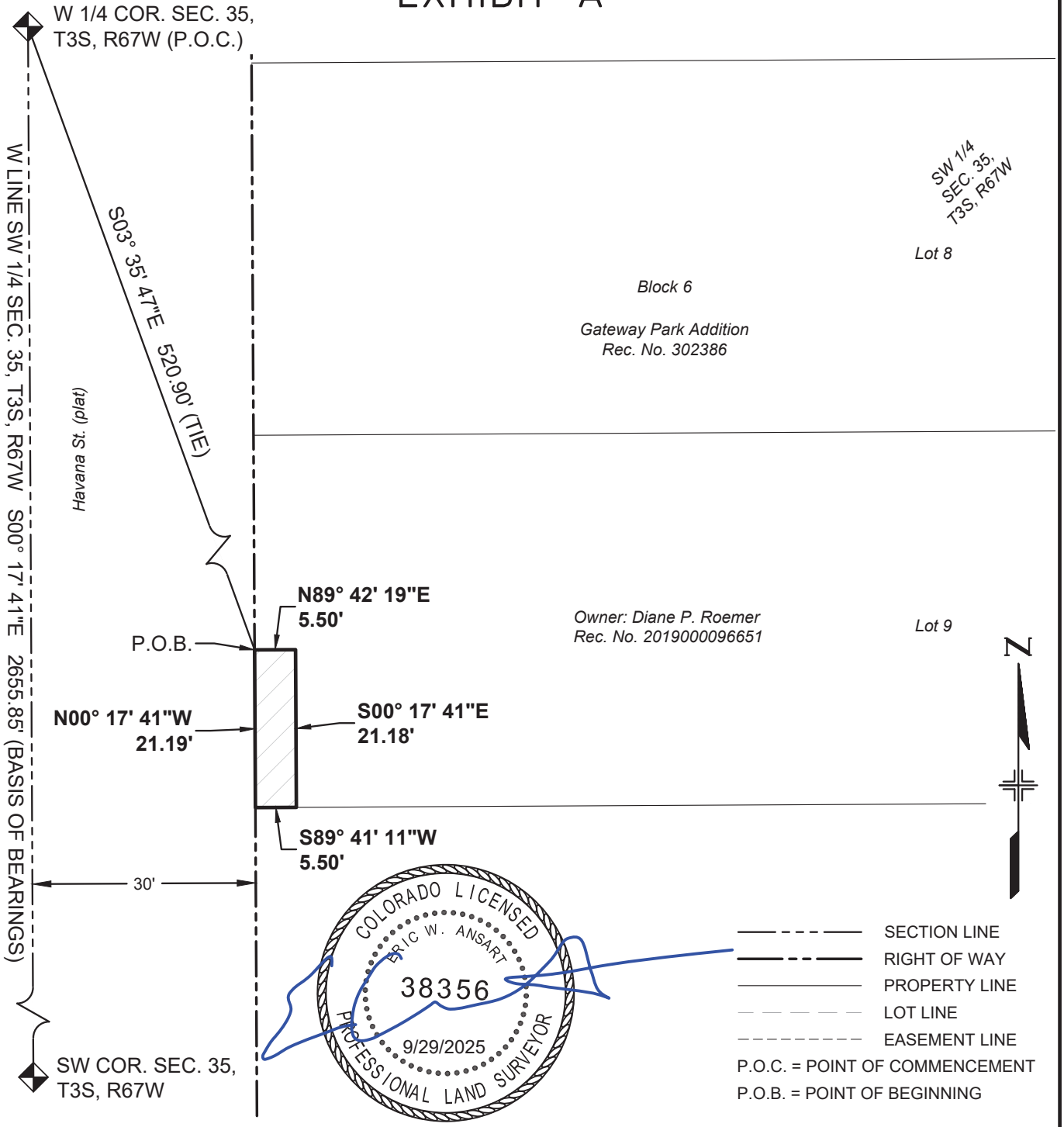


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 117 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-38
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-38A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 9, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°42’22”E, a distance of 504.15 feet to a point on the westerly line of said Lot 9, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 5.50 feet to a point on the westerly line of said Lot 9;

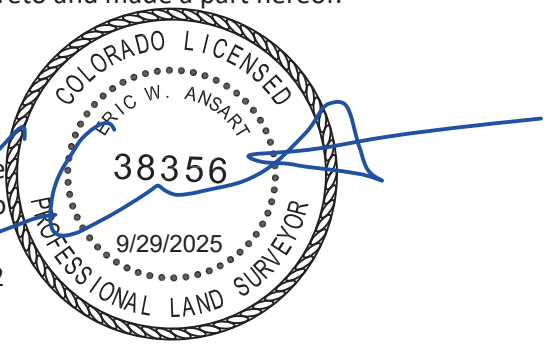
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

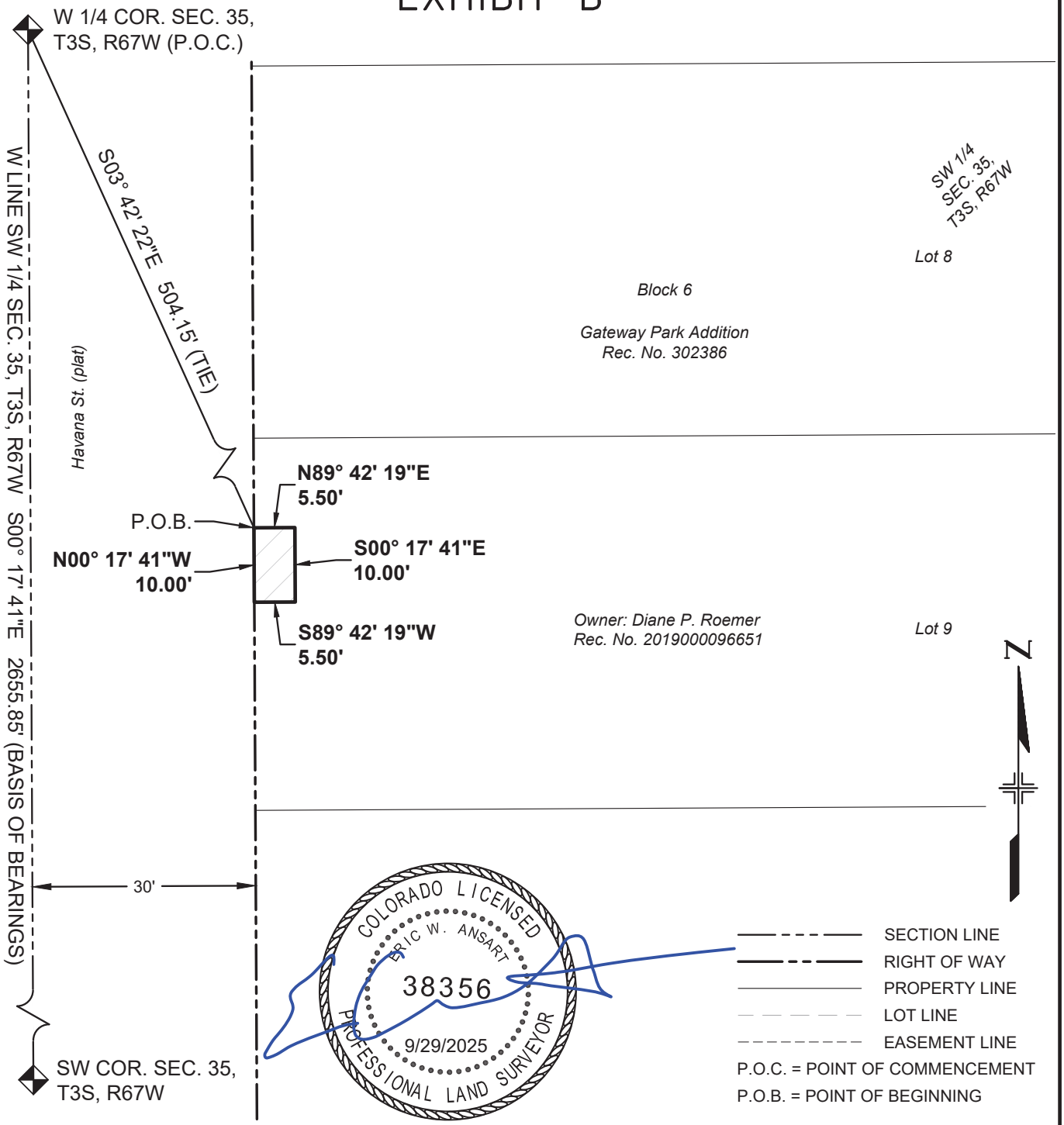


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-38A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-39
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 8, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S04°11’04”E, a distance of 442.24 feet to the northwesterly corner of said Lot 8, said corner being the **Point of Beginning**;

Thence N89°40'24"E, coincident with the northerly line of said lot, a distance of 8.50 feet;

Thence S00°17'41"E, a distance of 16.57 feet;

Thence S14°06'04"W, a distance of 12.07 feet;

Thence S00°17'41"E, a distance of 10.88 feet;

Thence S89°42'19"W, a distance of 5.50 feet to a point on the westerly line of said Lot 8;

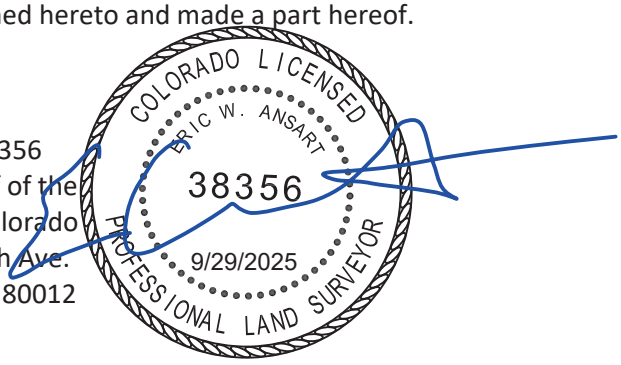
Thence N00°17'41"W, coincident with said westerly line, a distance of 39.13 feet to the **Point of Beginning**.

The above-described parcel containing 283 square feet (0.006 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

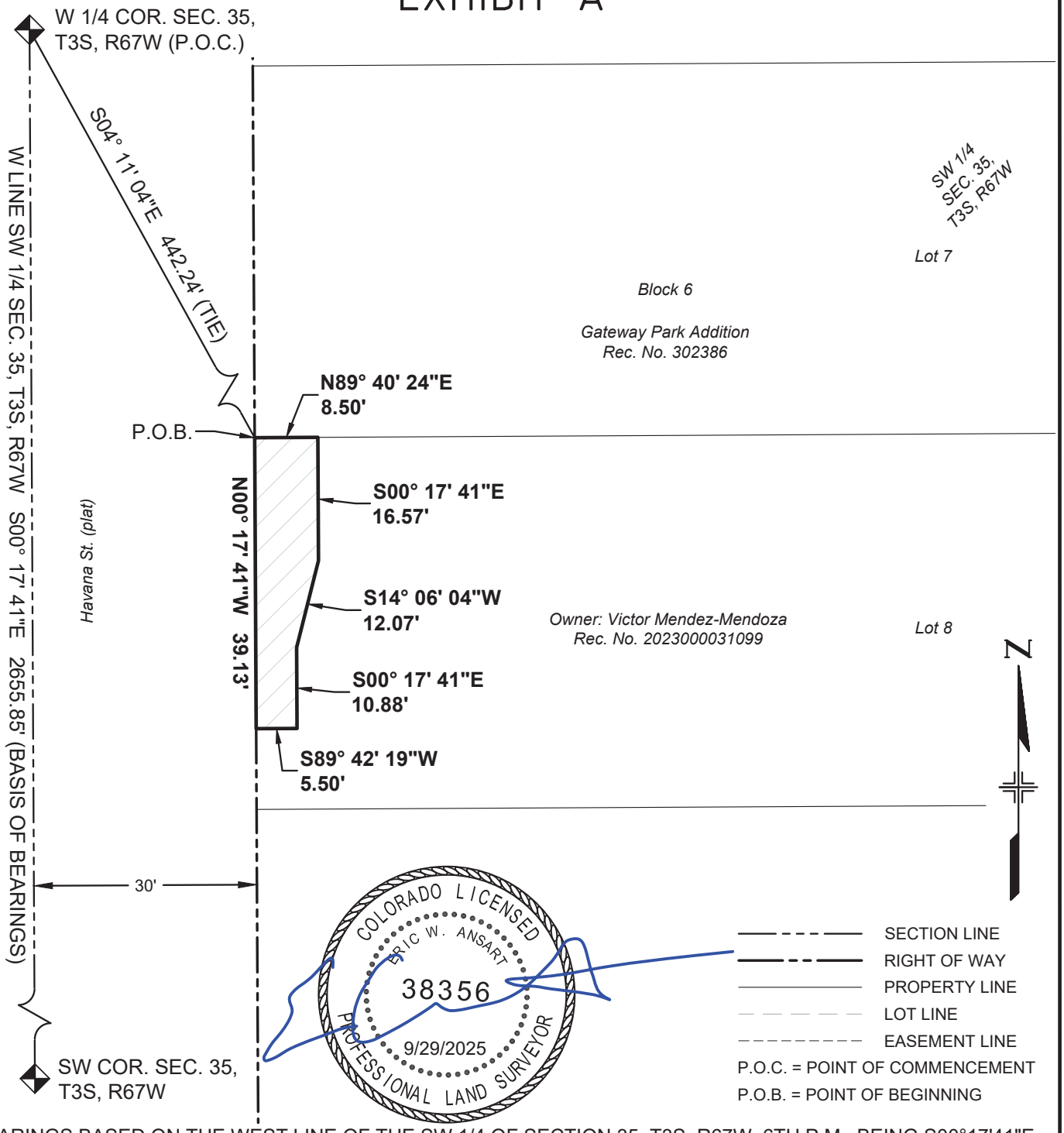


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 283 SQUARE FEET (0.006 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-39
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-40
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 7, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S04°11’04”E, a distance of 442.24 feet to the southwesterly corner of said Lot 7, said corner being the **Point of Beginning**;

Thence N00°17'41"W, coincident with the westerly line of said lot, a distance of 25.50 feet;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 25.49 feet to a point on the southerly line of said Lot 7;

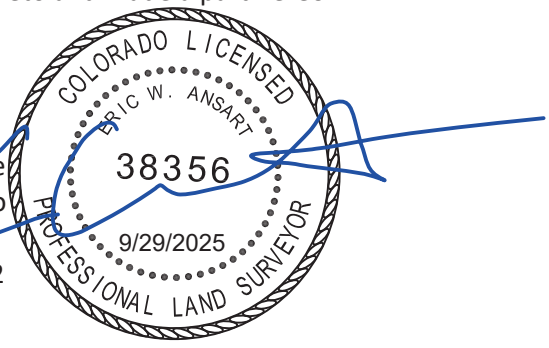
Thence S89°40'32"W, coincident with said southerly line, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 166 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

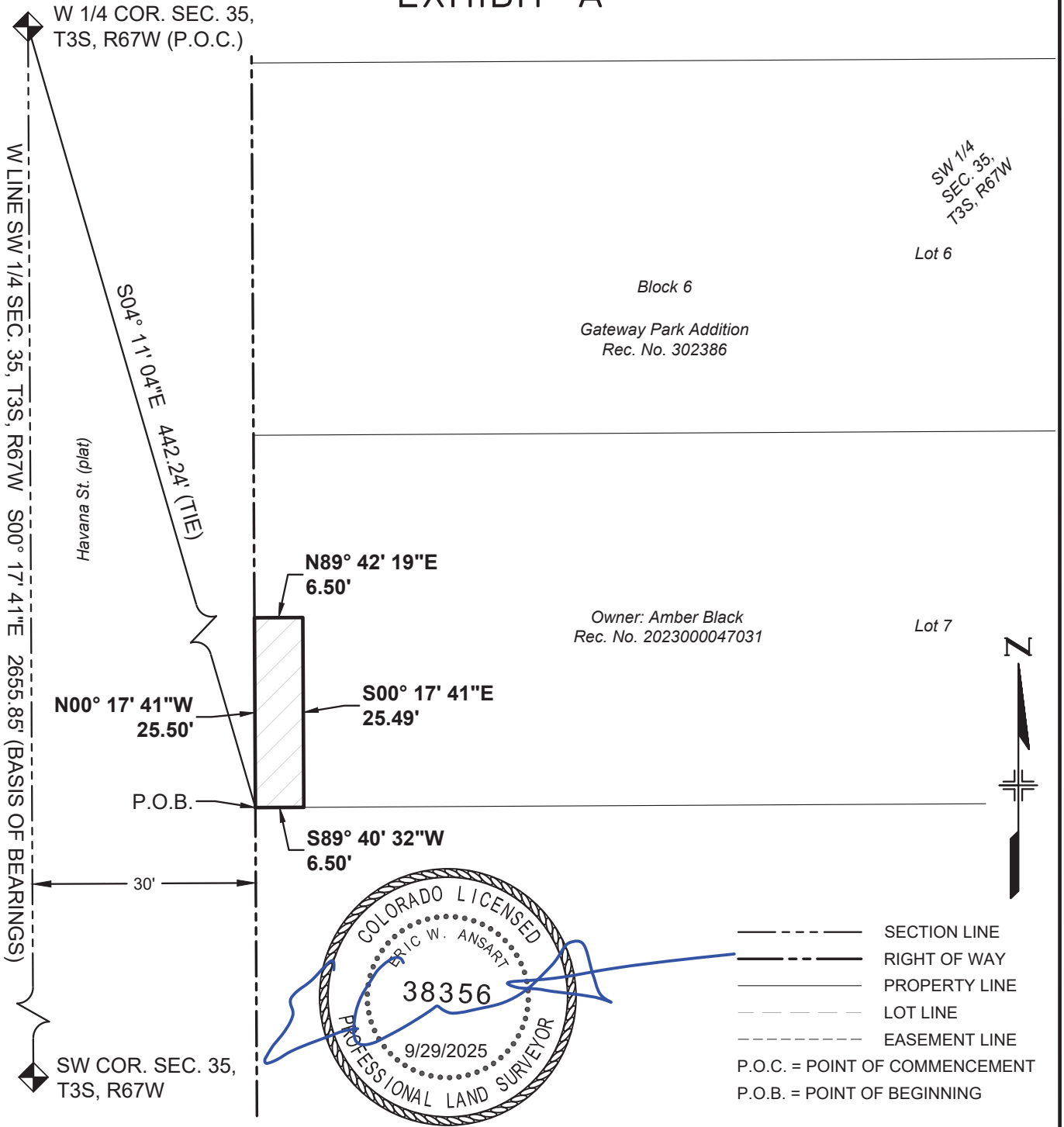


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 166 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-40
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-41
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 6, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S04°55’53”E, a distance of 371.11 feet to a point on the westerly line of said Lot 6, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 21.31 feet to a point on the southerly line of said Lot 6;

Thence coincident with the southerly and westerly lines of said lot the following two (2) courses:

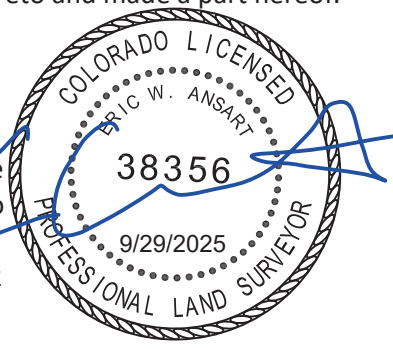
1. Thence S89°40'07"W, a distance of 6.50 feet;
2. Thence N00°17'41"W, a distance of 21.31 feet to the **Point of Beginning**.

The above-described parcel containing 139 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

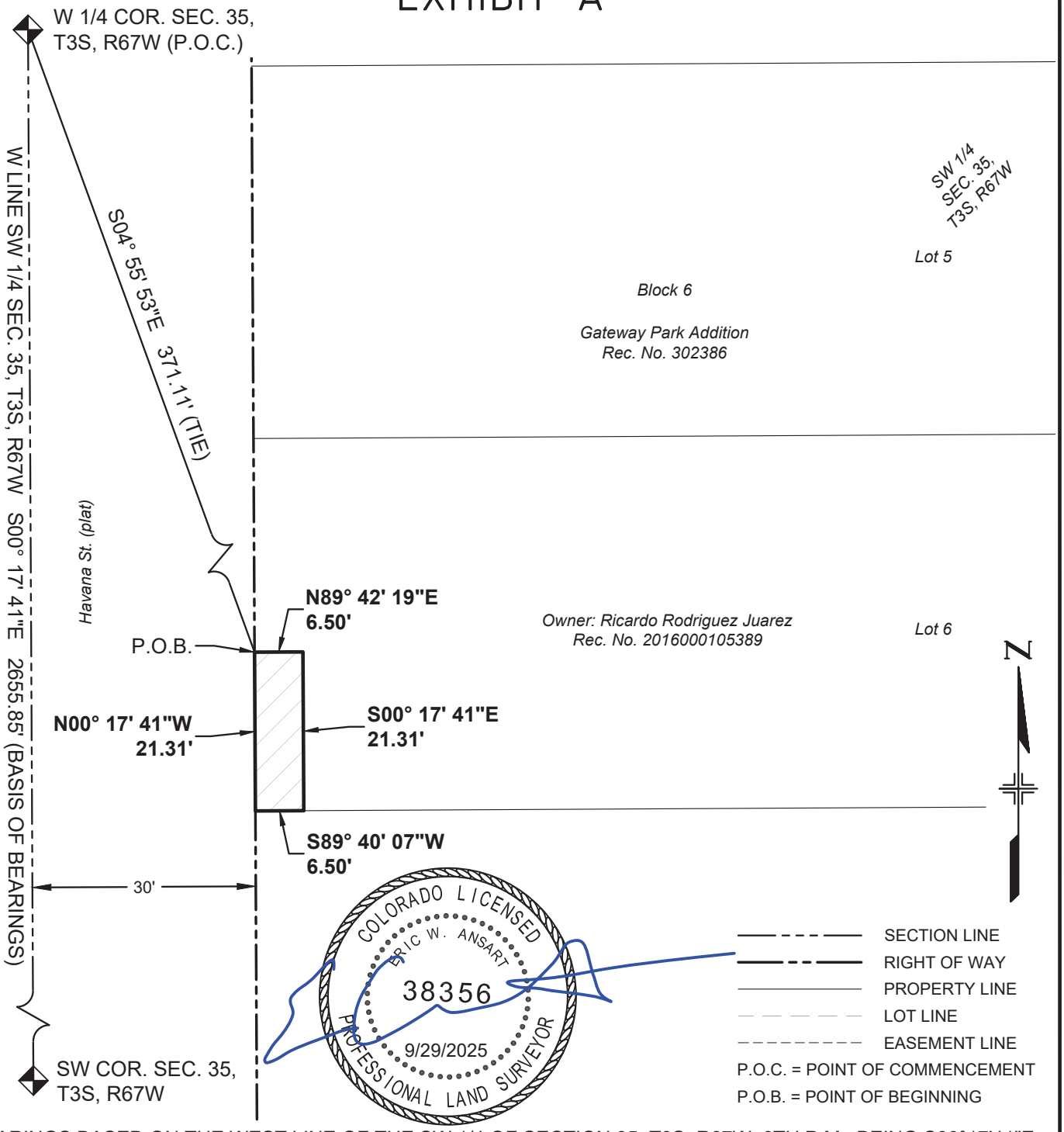


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 139 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-41
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-41A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 6, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S05°09’06”E, a distance of 354.34 feet to a point on the westerly line of said Lot 6, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet to a point on the westerly line of said Lot 6;

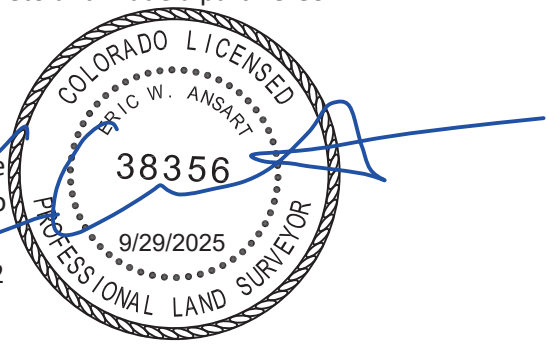
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

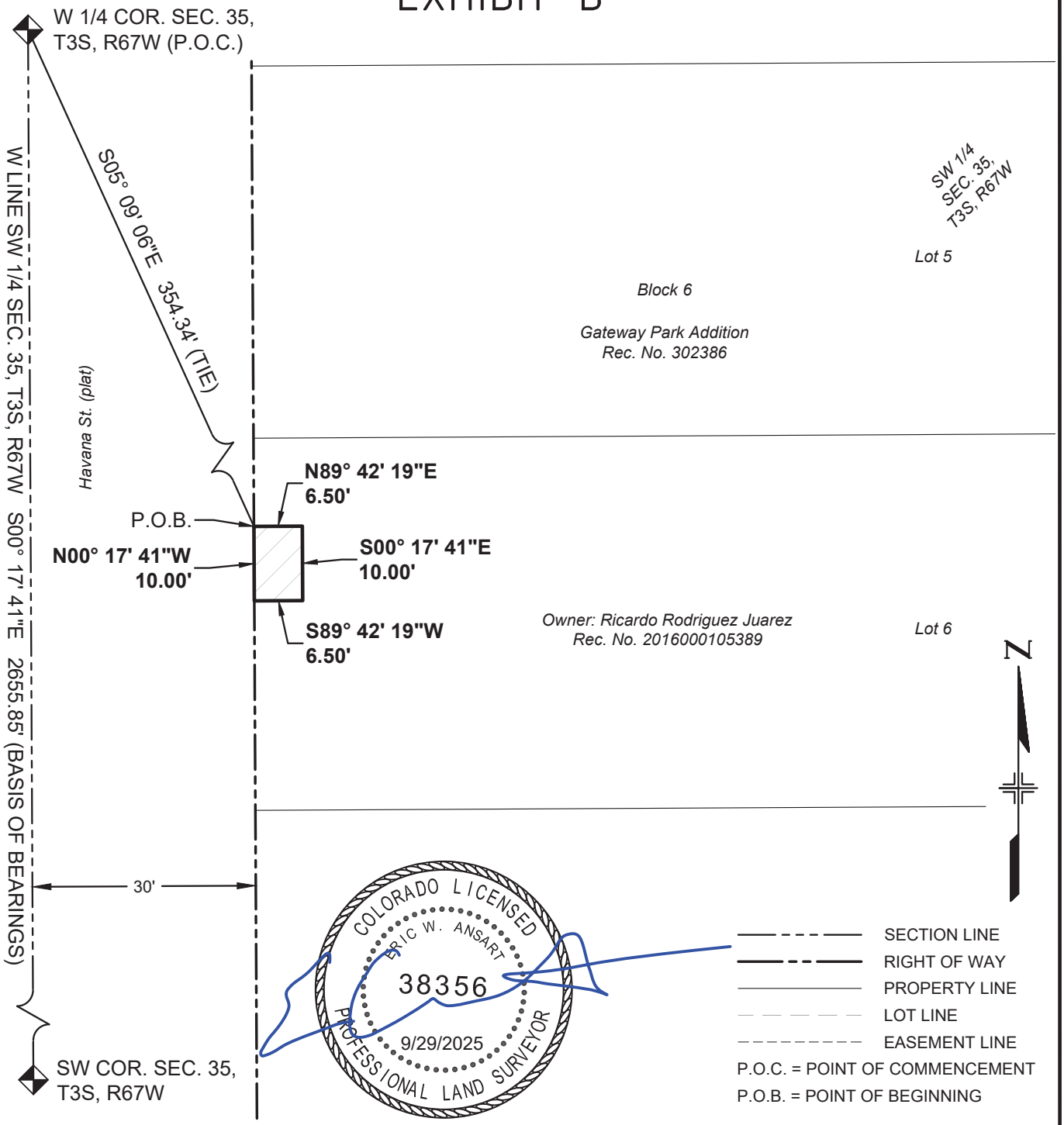


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-41A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-42
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 5, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S06°10’36”E, a distance of 292.75 feet to the northwesterly corner of said Lot 5, said corner being the **Point of Beginning**;

Thence N89°38'45"E, coincident with the northerly line of said lot, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 38.59 feet;

Thence S89°42'19"W, a distance of 5.50 feet to a point on the westerly line of said Lot 5;

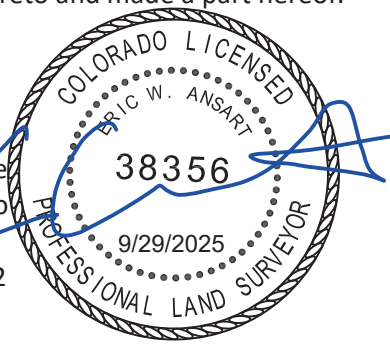
Thence N00°17'41"W, coincident with said westerly line, a distance of 38.58 feet to the **Point of Beginning**.

The above-described parcel containing 212 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

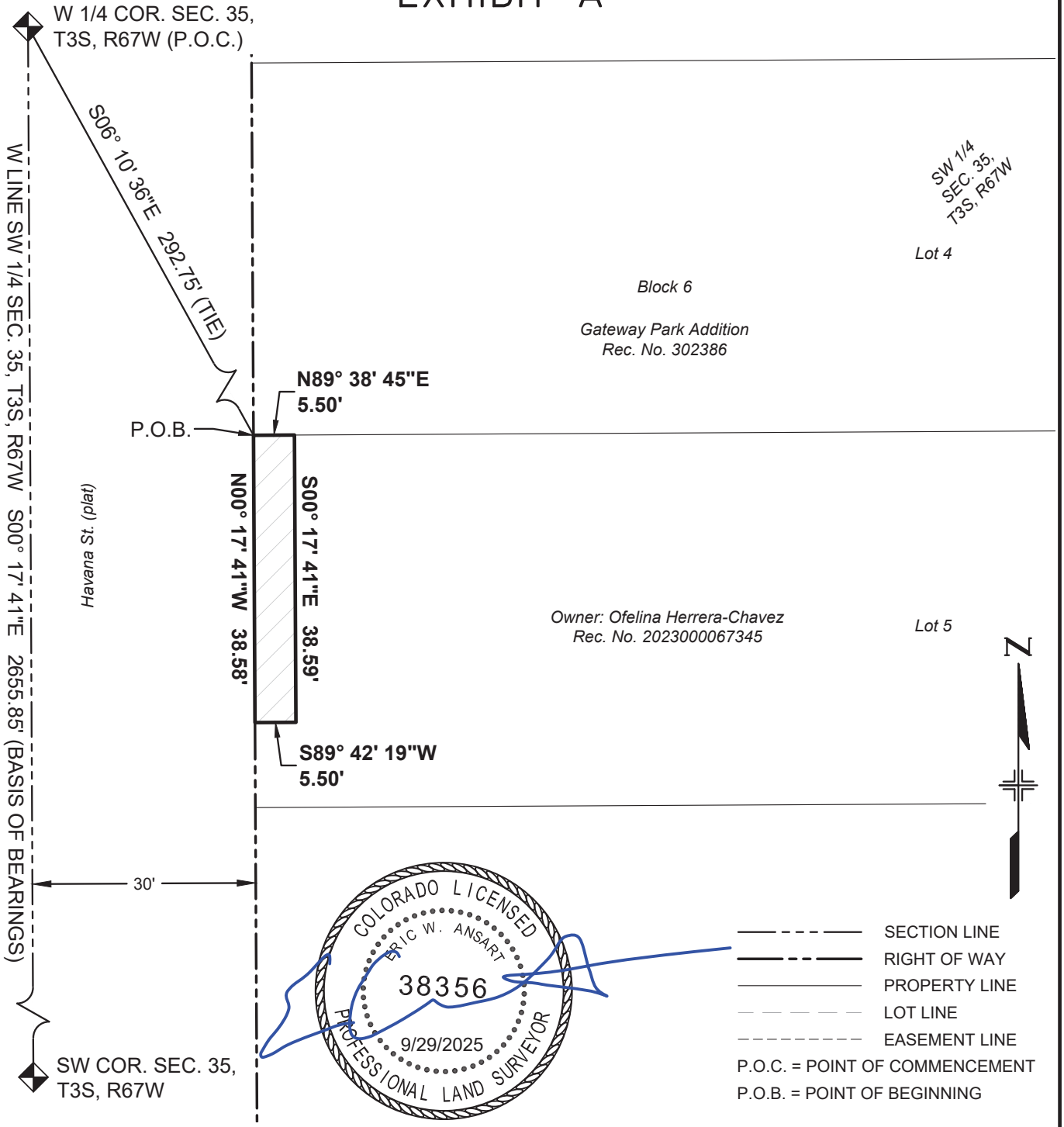


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 212 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-42
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-43 REV
DATE: JANUARY 23, 2026

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 4, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17'41"E, a distance of 2655.85 feet);

Thence S06°10'36"E, a distance of 292.75 feet to the southwesterly corner of said Lot 4, said corner being the **Point of Beginning**;

Thence coincident with the westerly and northerly lines of said lot the following two (2) courses:

1. Thence N00°17'41"W, a distance of 50.00 feet;
2. Thence N89°39'20"E, a distance of 6.50 feet;

Thence S00°20'39"E, a distance of 50.00 feet to a point on the southerly line of said Lot 4;

Thence S89°39'42"W, coincident with said southerly line, a distance of 6.54 feet to the **Point of Beginning**.

The above-described parcel containing 326 square feet (0.008 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17'41"E, being monumented on the south end of said line by a 3" brass cap in a range box "CITY OF AURORA LS 16848 1987" and on the north end by a 3" brass cap in a range box "CITY OF AURORA LS 16419 1989", said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

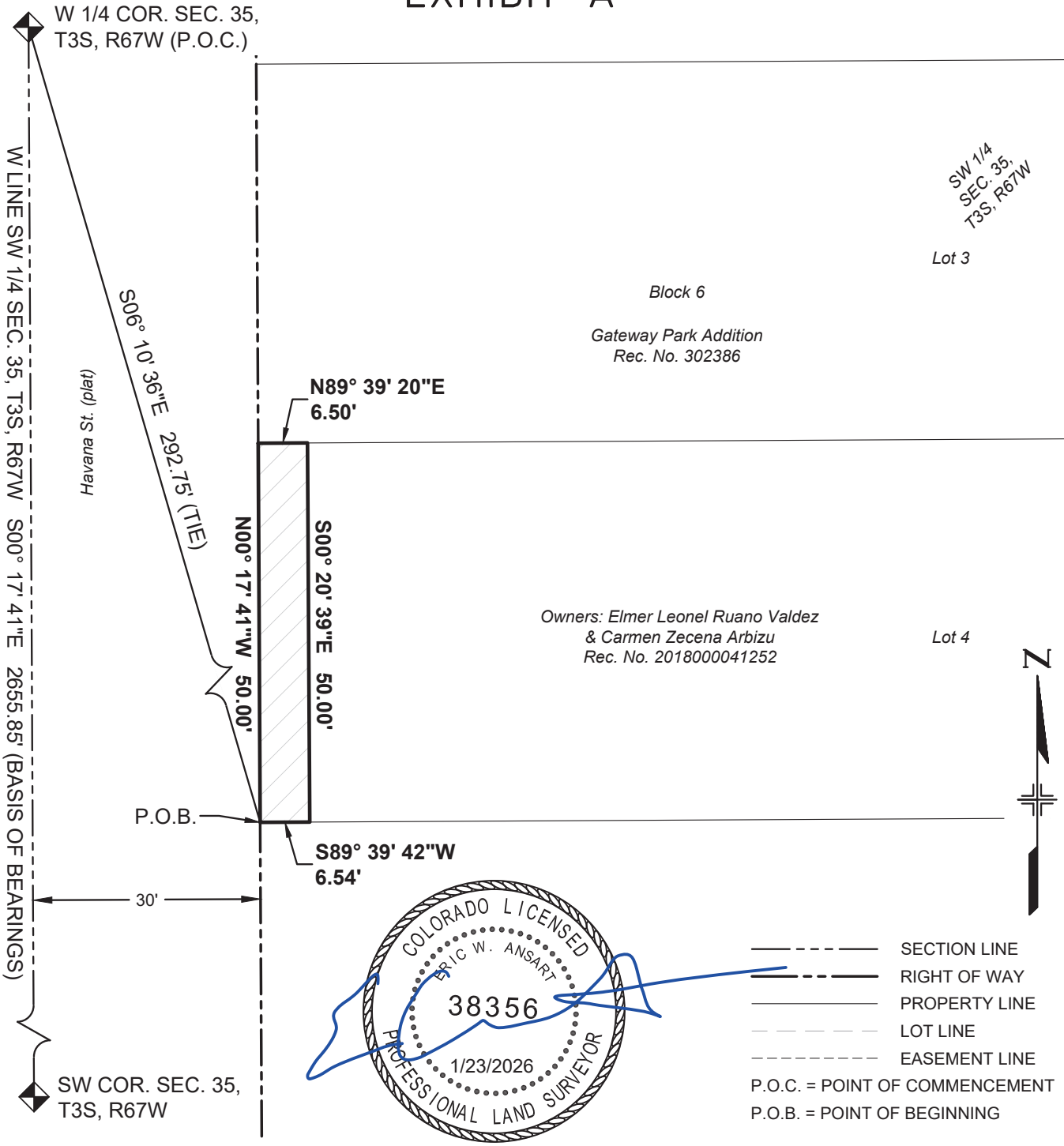


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 326 SQUARE FEET (0.008 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-43 REV
CHECKED BY:	DATE:	JOB NUMBER:
DMR	1/23/2026	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-44
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 3, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S08°03’28”E, a distance of 222.10 feet to a point on the westerly line of said Lot 3, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 21.14 feet;

Thence S89°38'16"W, a distance of 5.50 feet to a point on the westerly line of said Lot 3;

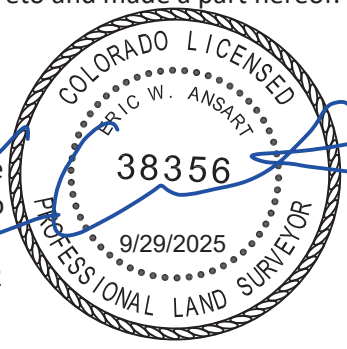
Thence N00°17'41"W, coincident with said westerly line, a distance of 21.14 feet to the **Point of Beginning**.

The above-described parcel containing 116 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

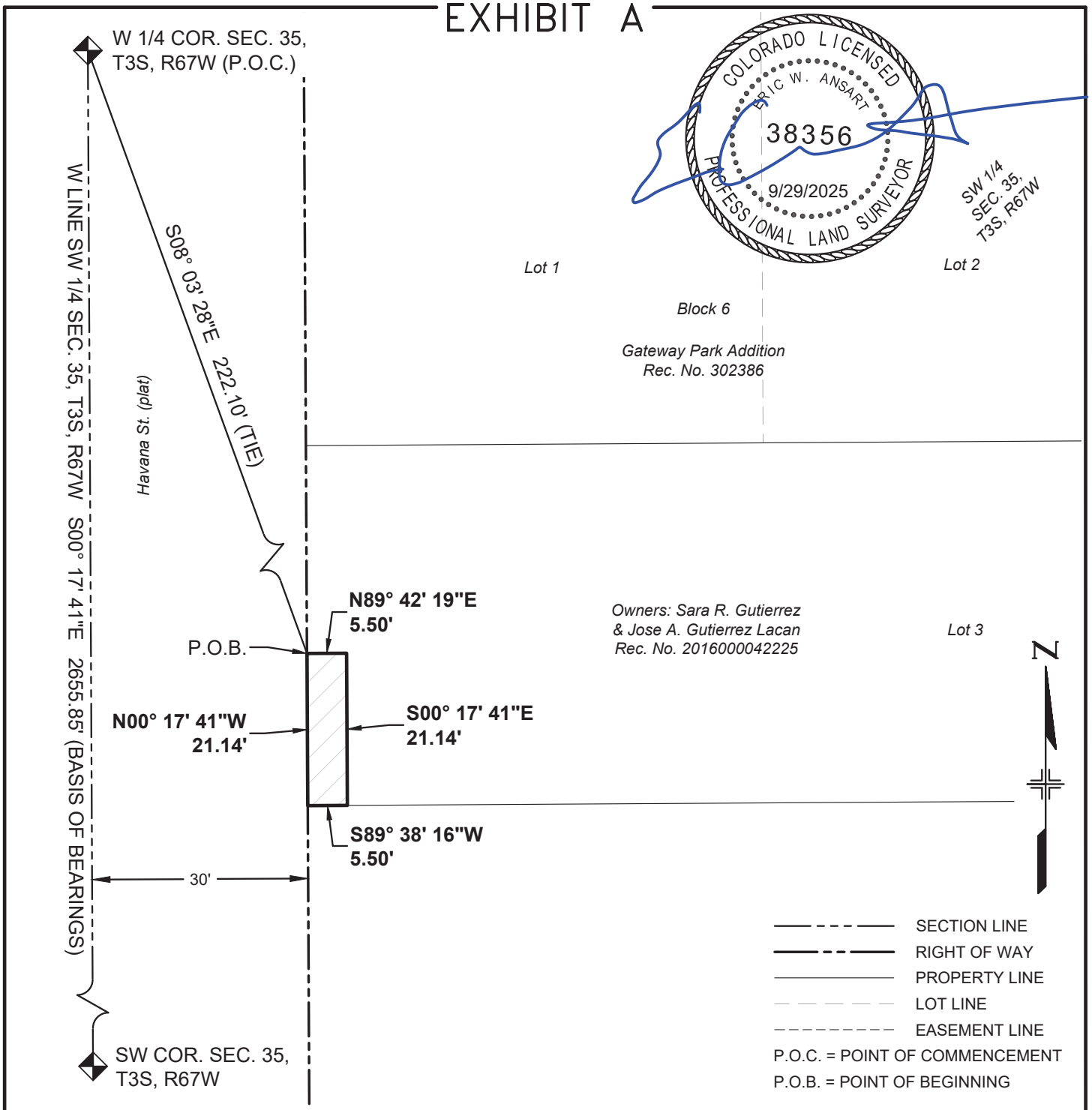


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 116 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-44
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-44A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 3, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S08°41’52”E, a distance of 205.29 feet to a point on the westerly line of said Lot 3, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 5.50 feet to a point on the westerly line of said Lot 3;

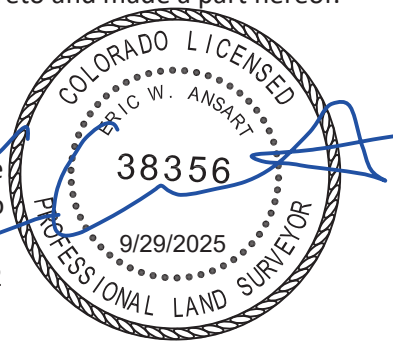
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

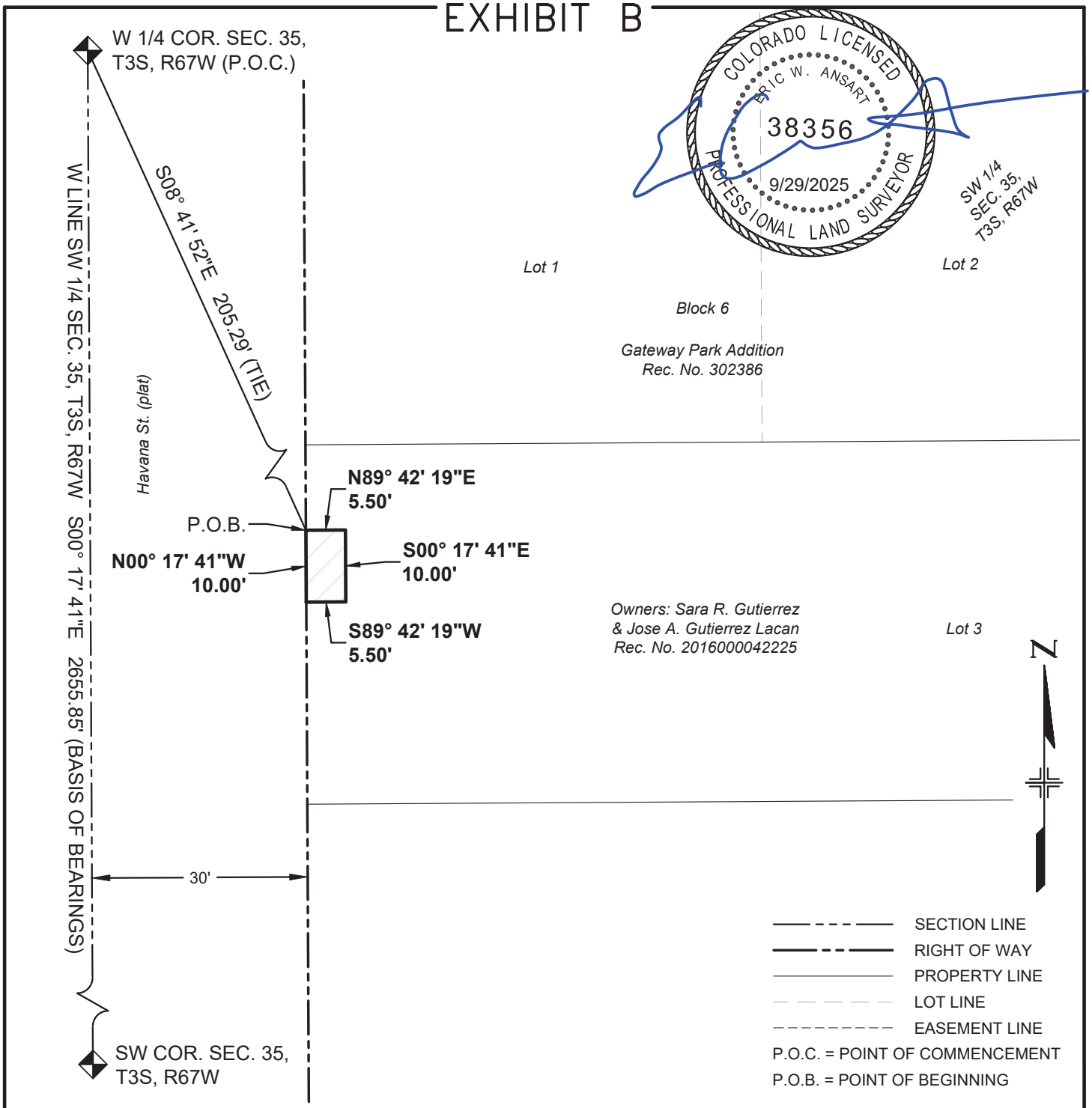


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-44A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-45
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S11°11’05”E, a distance of 158.79 feet to a point on the westerly line of that parcel of land described in that Special Warranty Deed recorded on June 17, 2021, at Rec. No. 2021000073352 in said office, said point being the **Point of Beginning**;

Thence N89°42'19"E, a distance of 5.50 feet;

Thence S00°17'41"E, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 5.50 feet to a point on the westerly line of said parcel;

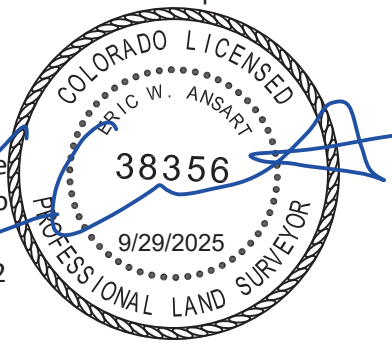
Thence N00°17'41"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

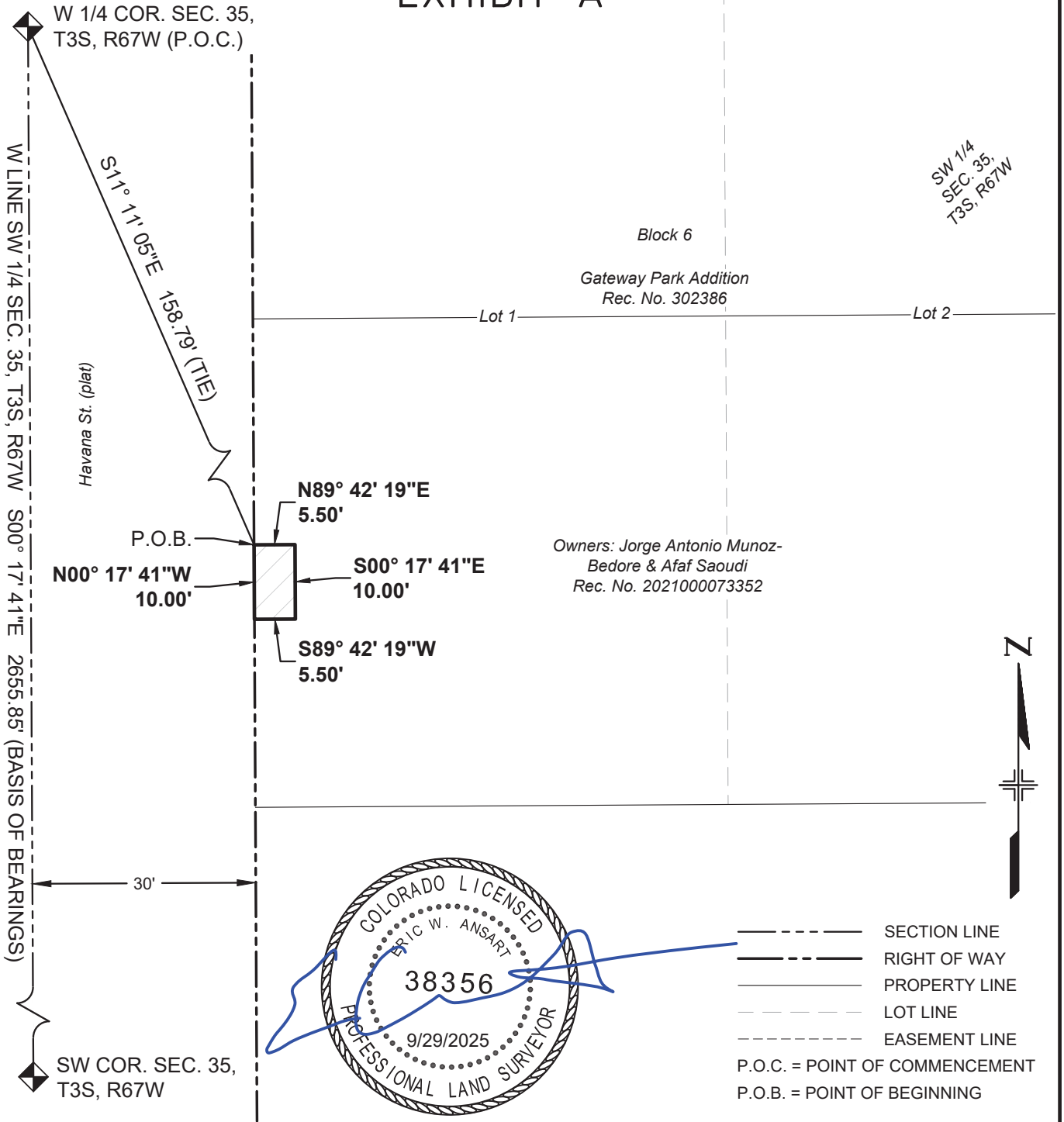


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-45
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-45A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S13°43’49”E, a distance of 129.12 feet the northwesterly corner of that parcel of land described in that Special Warranty Deed recorded on June 17, 2021, at Rec. No. 2021000073352 in said office, said corner being the **Point of Beginning**;

Thence N89°37'54"E, coincident with the northerly line of said parcel, a distance of 6.50 feet;

Thence S00°17'41"E, a distance of 19.66 feet;

Thence S89°42'19"W, a distance of 6.50 feet to a point on the westerly line of said parcel;

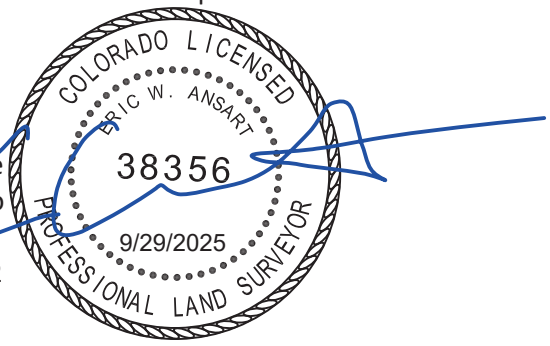
Thence N00°17'41"W, coincident with said westerly line, a distance of 19.65 feet to the **Point of Beginning**.

The above-described parcel containing 128 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

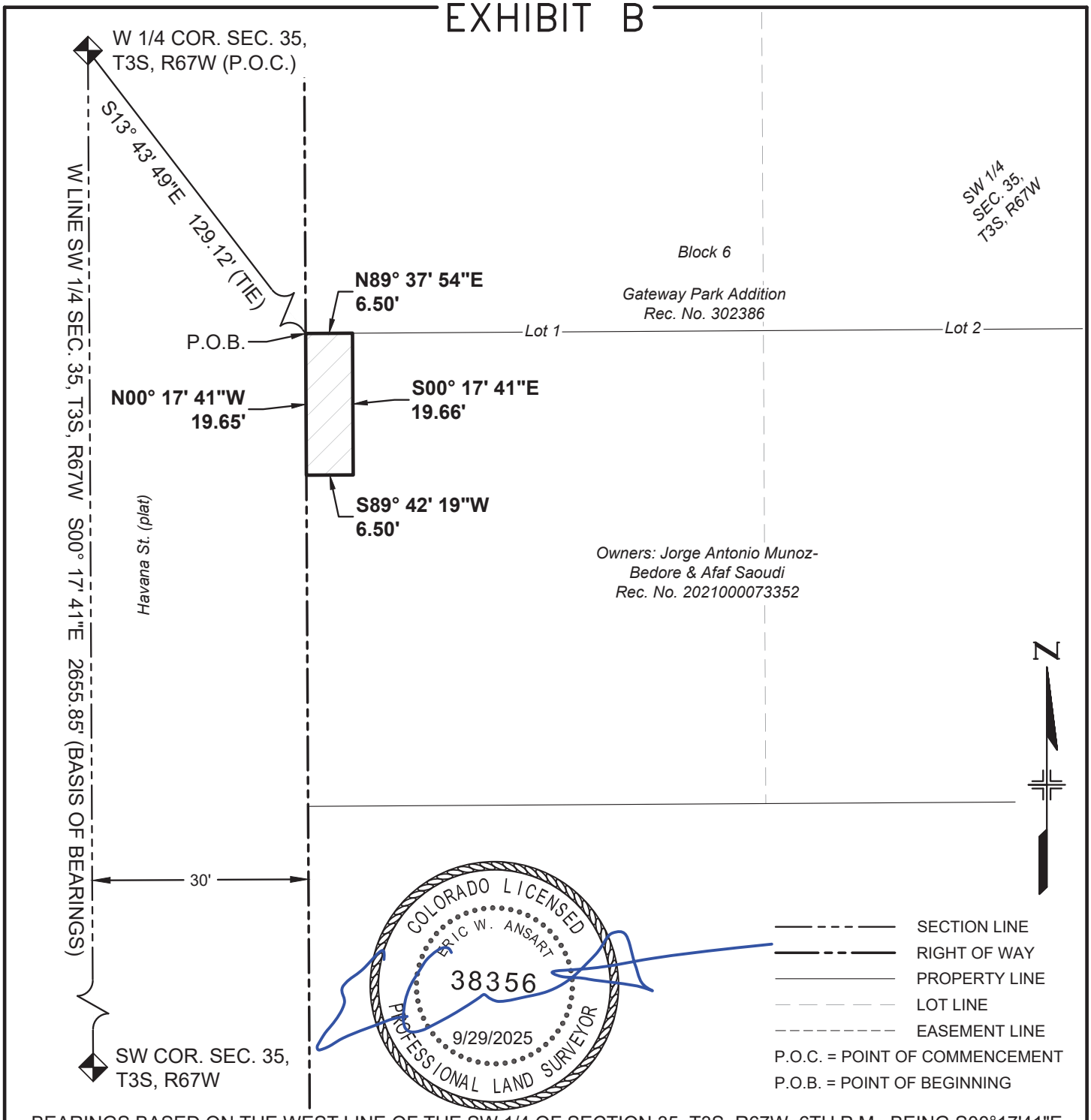


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 128 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-45A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-46
DATE: SEPT. 29, 2025

A permanent easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S23°14’09”E, a distance of 76.97 feet to a point on the westerly line of that parcel of land described in that Warranty Deed recorded on November 11, 2018, at Rec. No. 2018000091761 in said office, said corner being the **Point of Beginning**;

Thence coincident with the westerly and northerly lines of said parcel the following two (2) courses:

1. Thence N00°17'41"W, a distance of 10.92 feet;
2. Thence N89°38'00"E, a distance of 7.89 feet;

Thence S35°31'42"W, a distance of 13.48 feet to the **Point of Beginning**.

The above-described parcel containing 43 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and the relocation and maintenance of adjacent utilities.

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

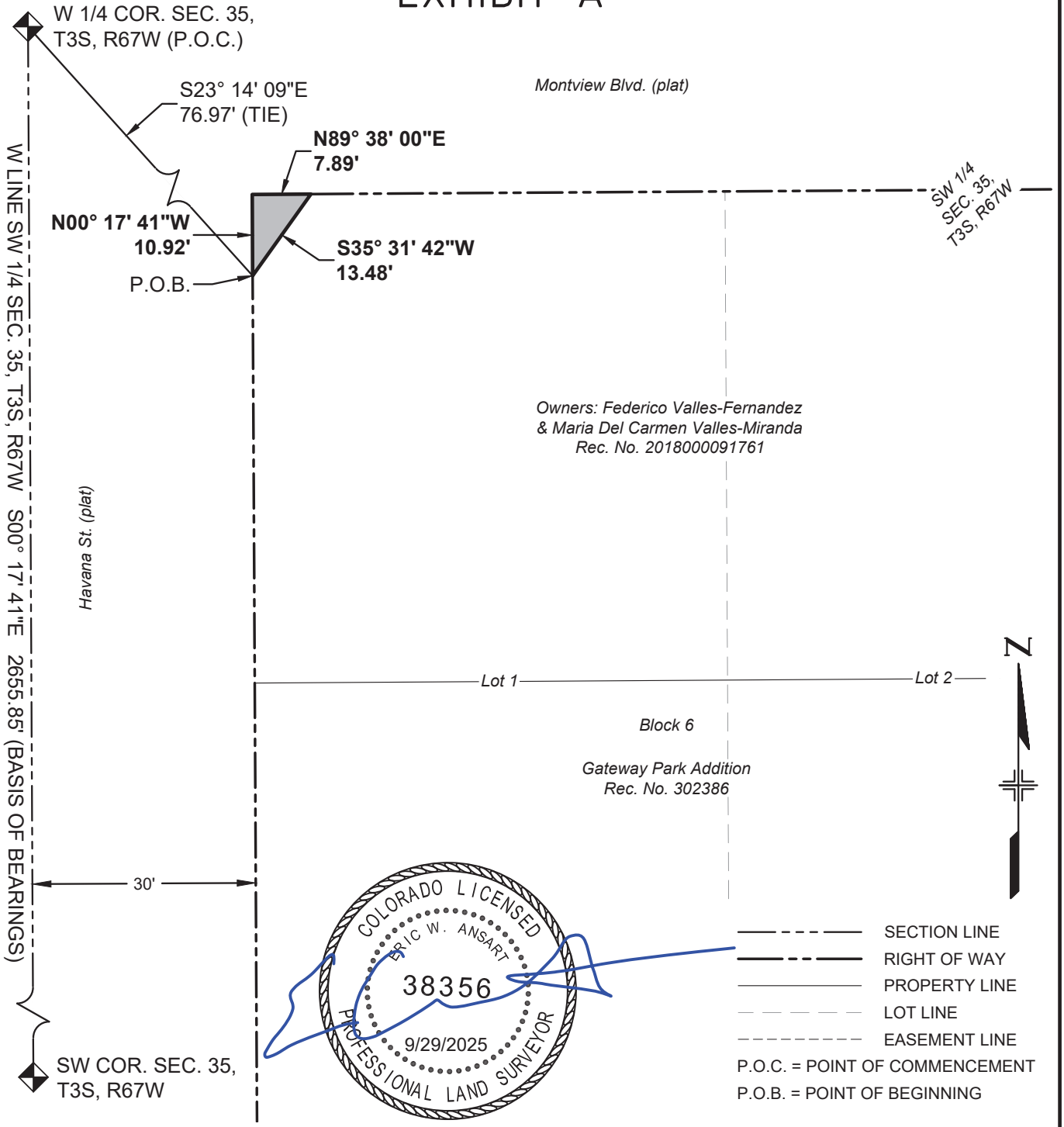


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 43 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-46
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-46
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SW 1/4 of Section 35, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 1, Block 6, Gateway Park Addition, the plat of said subdivision being recorded on May 6, 1946, at Rec. No. 302386 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section (from whence the SW corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S23°14’09”E, a distance of 76.97 feet to a point on the westerly line of that parcel of land described in that Warranty Deed recorded on November 11, 2018, at Rec. No. 2018000091761 in said office, said corner being the **Point of Beginning**;

Thence N35°31'42"E, a distance of 13.48 feet to a point on the northerly line of said parcel;

Thence N89°38'00"E, coincident with said northerly line, a distance of 4.94 feet;

Thence S35°31'42"W, a distance of 17.64 feet;

Thence S00°17'41"E, a distance of 24.28 feet;

Thence N89°47'55"E, a distance of 4.00 feet;

Thence S00°17'41"E, a distance of 27.04 feet to a point on the southerly line of said parcel;

Thence coincident with the southerly and westerly lines of said parcel the following two (2) courses:

1. Thence S89°37'54"W, a distance of 6.50 feet;
2. Thence N00°17'41"W, a distance of 54.70 feet to the **Point of Beginning**.

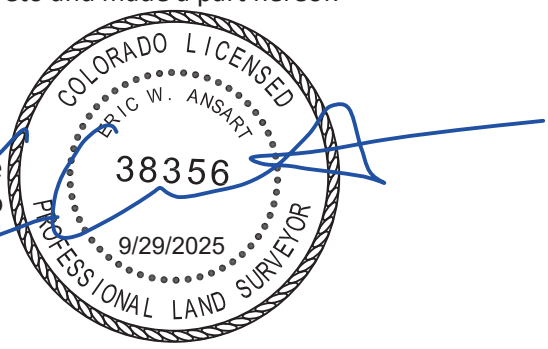
The above-described parcel containing 303 square feet (0.007 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the SW 1/4 of Section 35, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

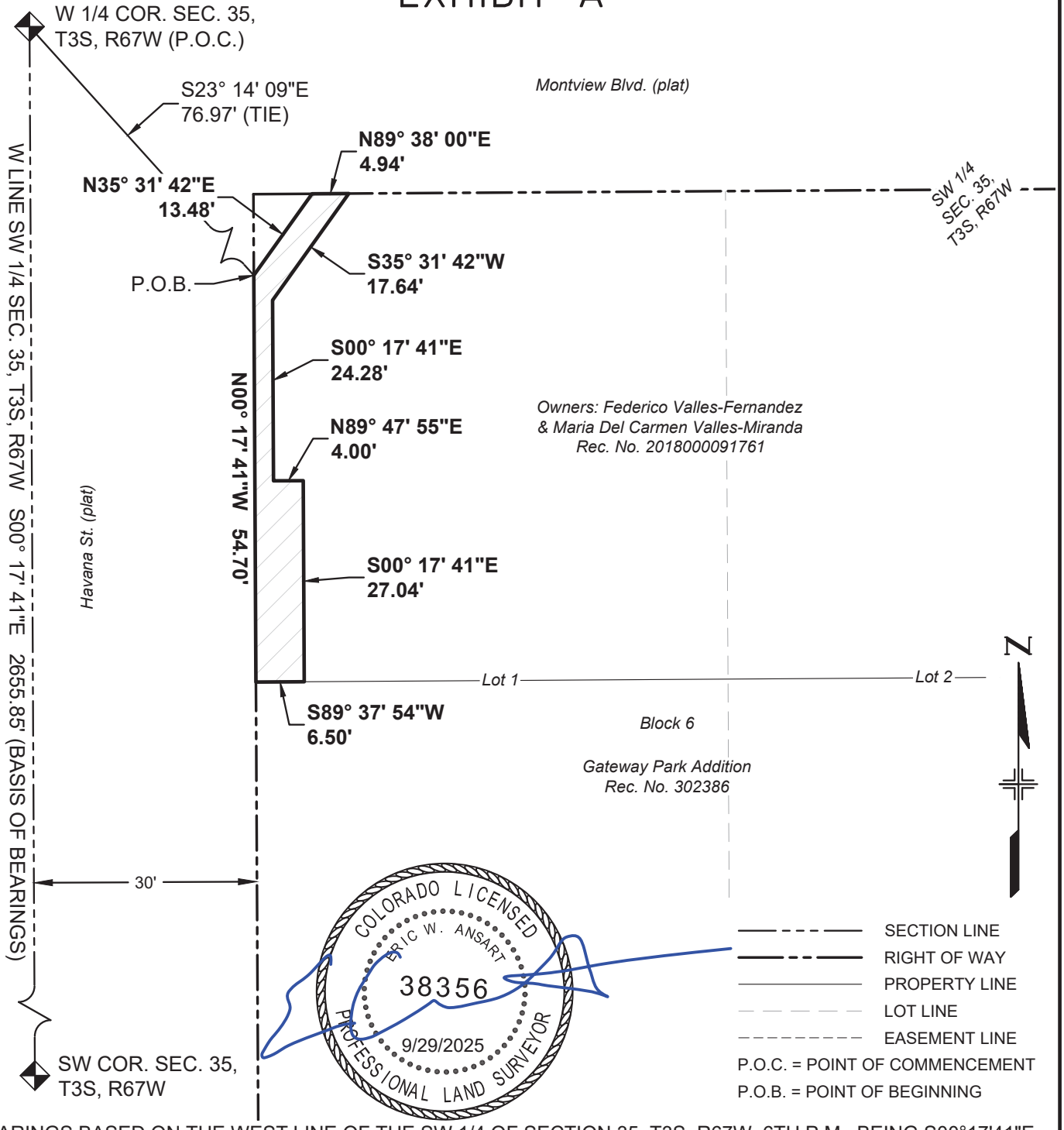
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE SW 1/4 OF SECTION 35, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 303 SQUARE FEET (0.007 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-46
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF SEC. 35, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-47
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 25 & 26, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°23’01”W, a distance of 641.96 feet to the southeasterly corner of said Lot 25, said corner being the **Point of Beginning**;

Thence S89°39'01"W, coincident with the southerly line of said lot, a distance of 8.83 feet;

Thence N34°34'10"E, a distance of 11.94 feet;

Thence N00°17'41"W, a distance of 12.54 feet;

Thence S89°42'19"W, a distance of 4.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to a point on the easterly line of said Block 80;

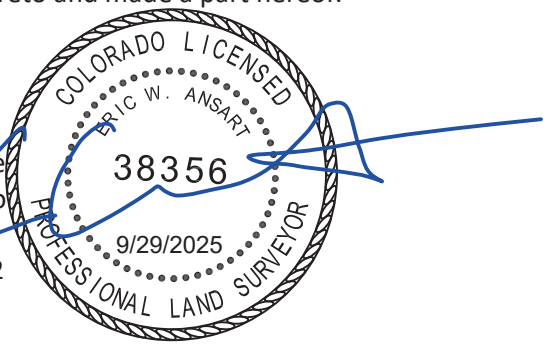
Thence S00°17'41"E, coincident with said easterly line, a distance of 32.33 feet to the **Point of Beginning**.

The above-described parcel containing 143 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

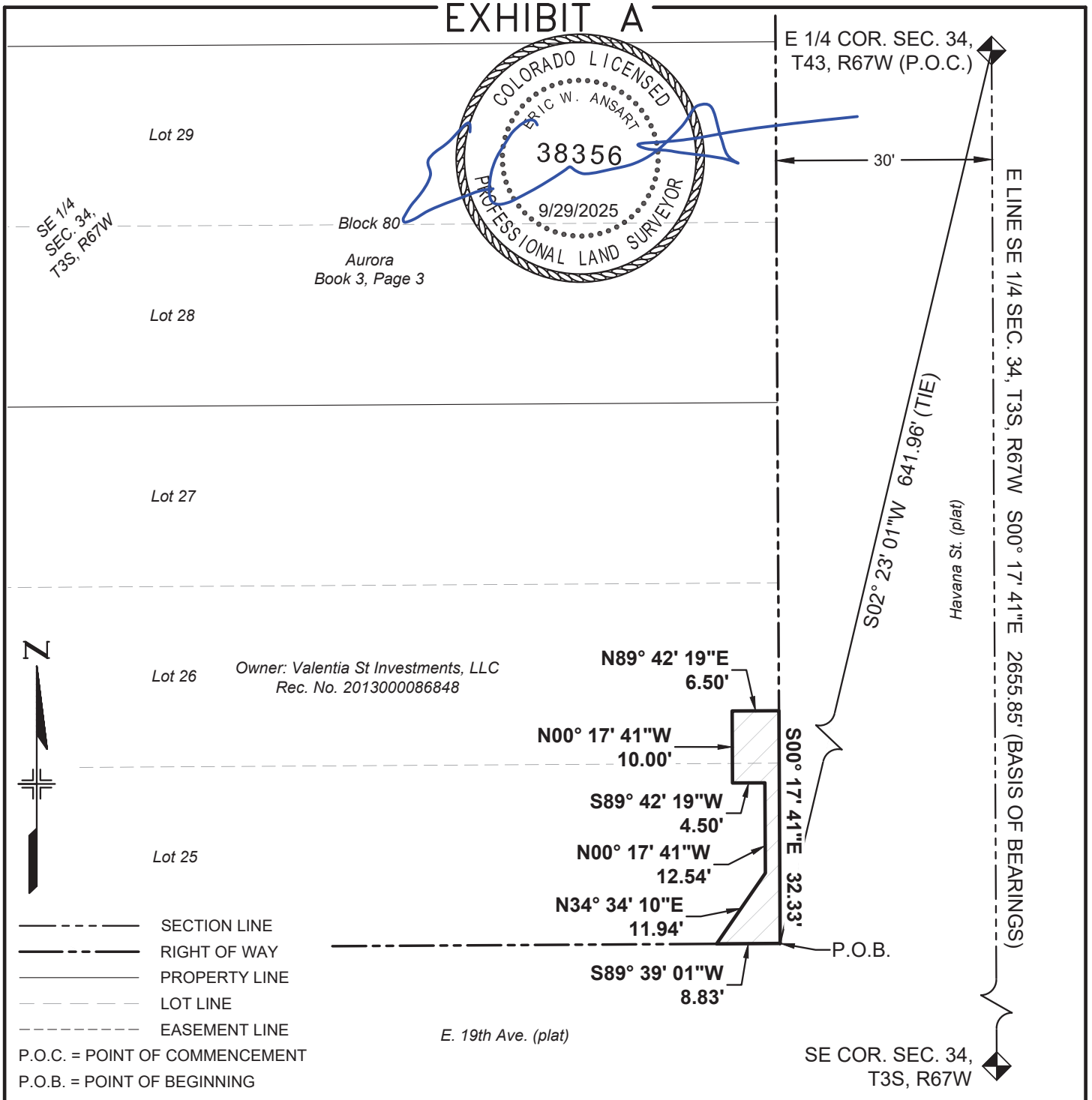


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 143 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-47
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-47A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 26, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°36’01”W, a distance of 594.00 feet to a point on the easterly line of said Lot 26, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 6.00 feet;

Thence S89°42'19"W, a distance of 5.00 feet;

Thence N00°17'41"W, a distance of 6.00 feet;

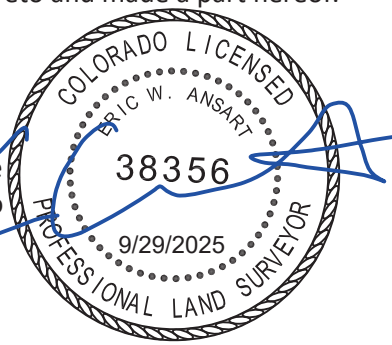
Thence N89°42'19"E, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

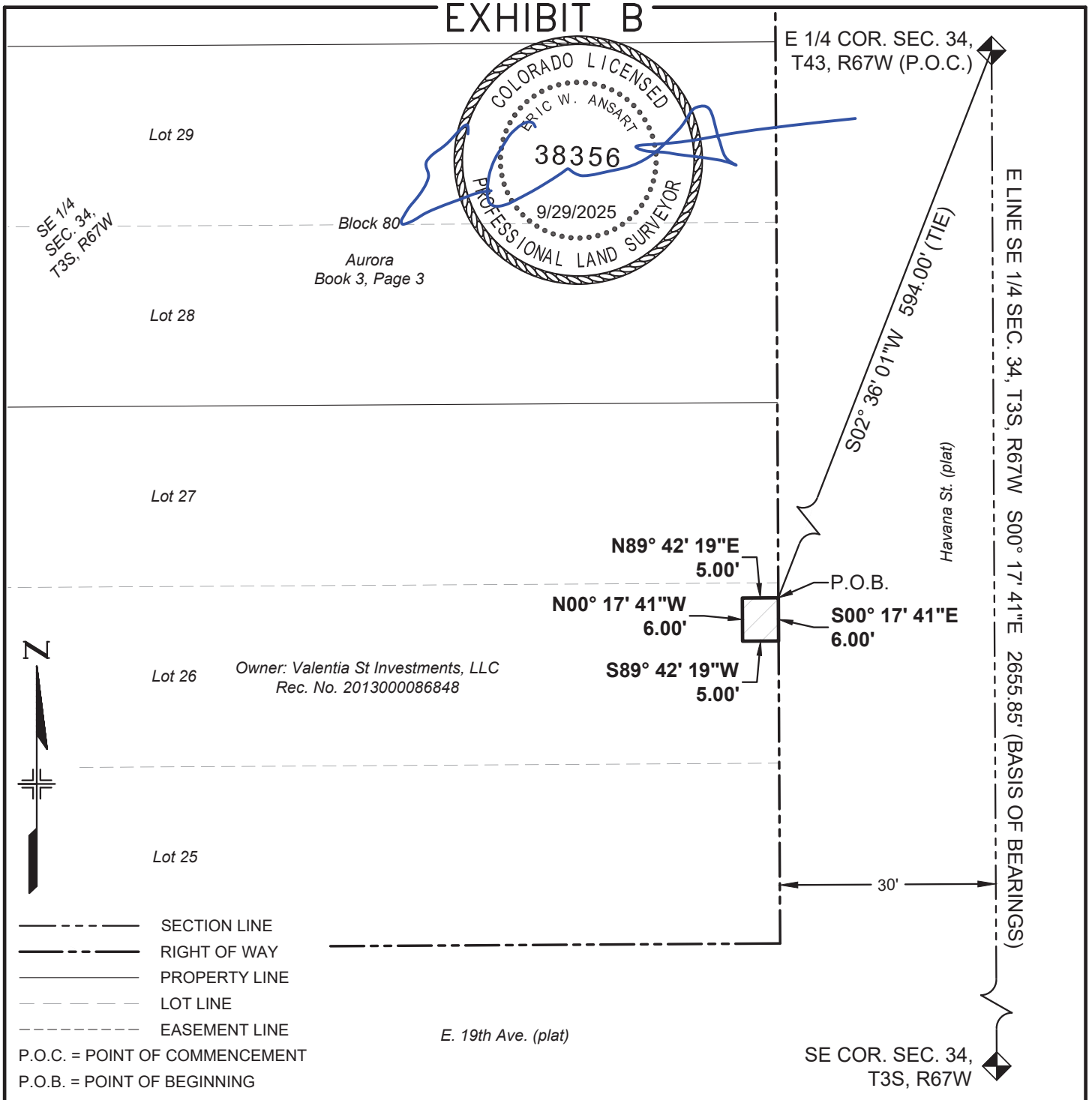


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E
THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-47A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-48
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 28 & 29, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S02°55’10”W, a distance of 535.04 feet to a point on the easterly line of said Block 80, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said block, a distance of 14.27 feet;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 14.27 feet;

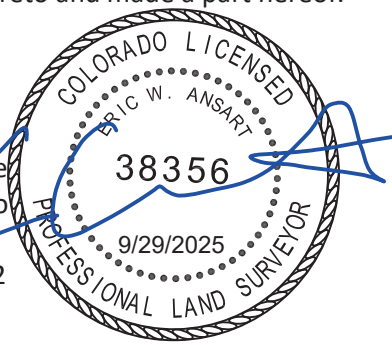
Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 93 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

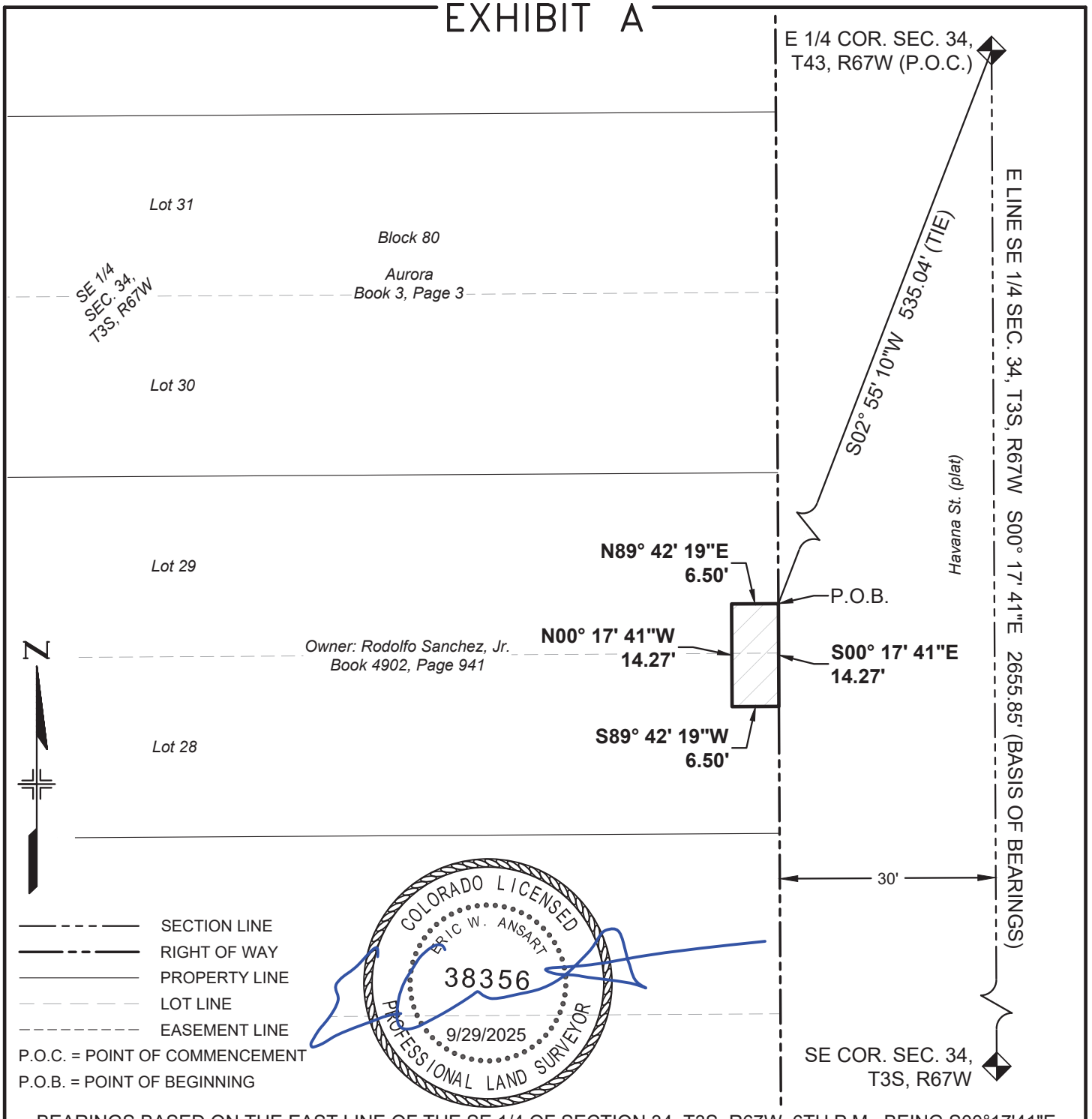


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 93 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-48
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-49
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 30 & 31, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°13’12”W, a distance of 489.34 feet to a point on the easterly line of said Block 80, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said block, a distance of 10.00 feet;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 65 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

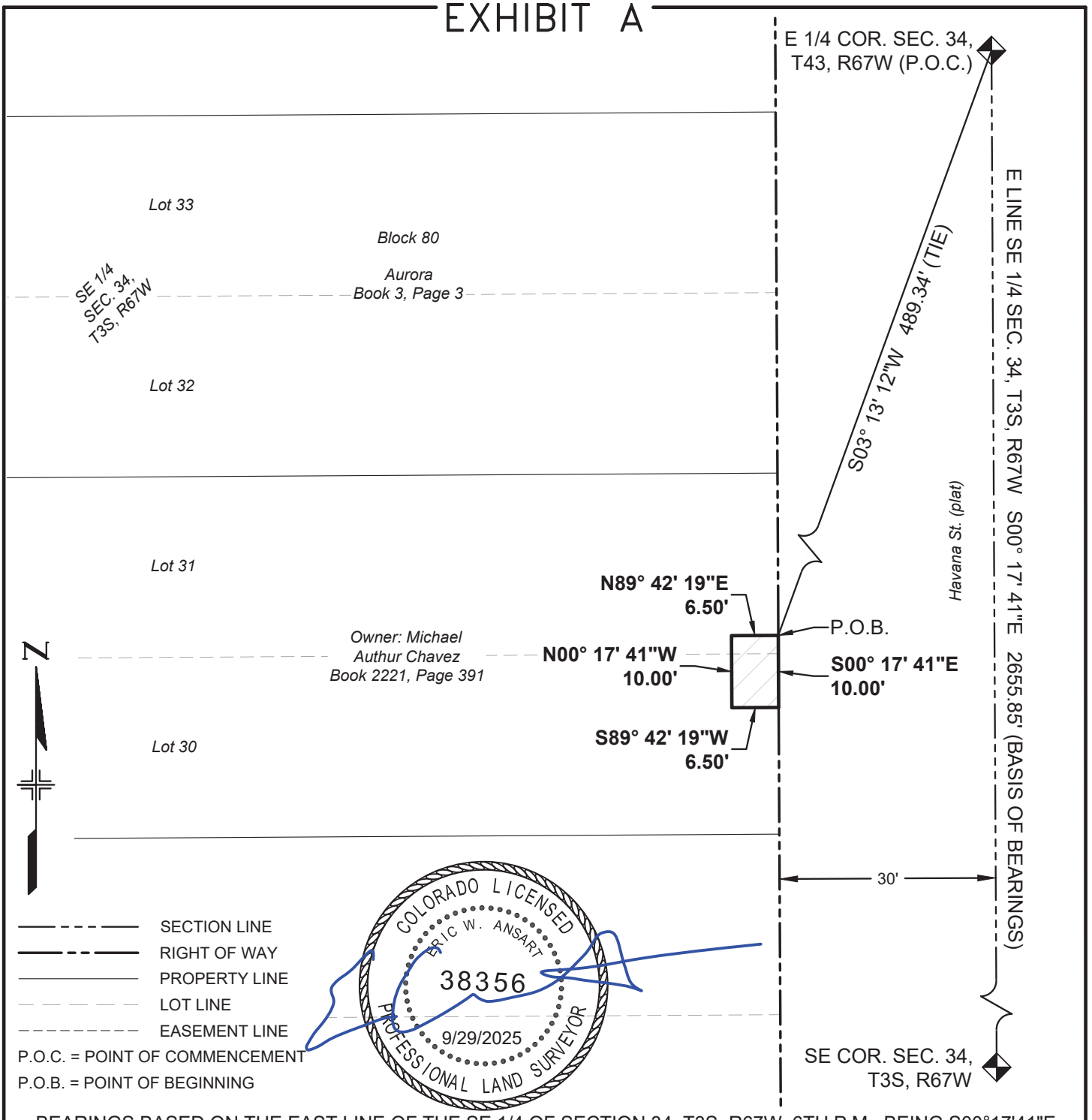


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 65 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-49
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-50
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 32 & 33, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°40’14”W, a distance of 433.81 feet to a point on the easterly line of said Block 80, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said block, a distance of 15.78 feet;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 15.78 feet;

Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 103 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

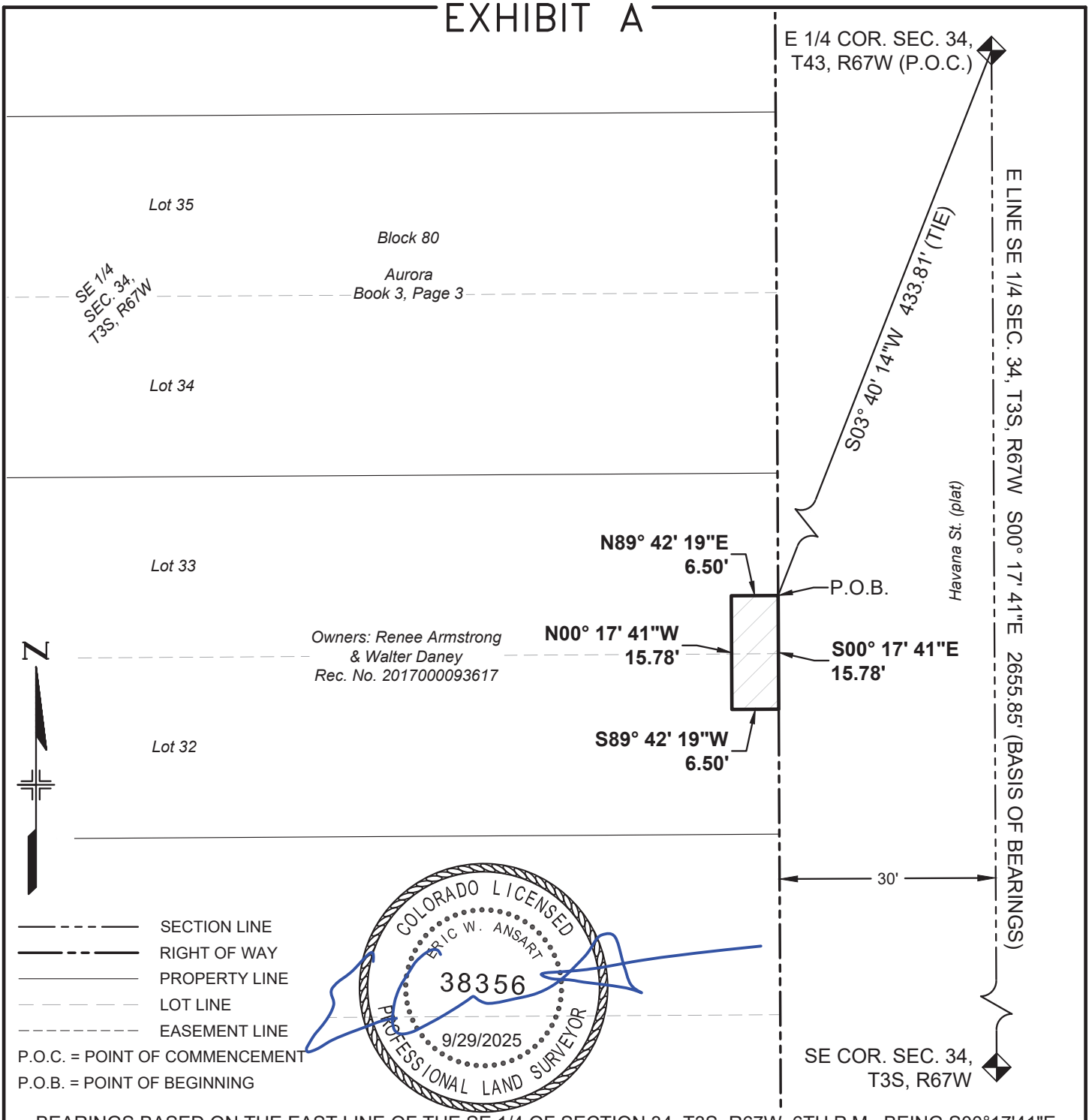


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 103 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-50
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-50A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 33, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°49’56”W, a distance of 416.86 feet to the northeasterly corner of said Lot 33, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 2.87 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 2.87 feet to a point on the northerly line of said Lot 33;

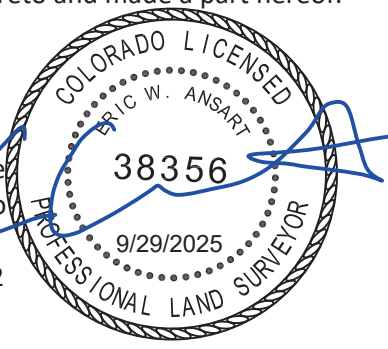
Thence N89°39'01"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 16 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

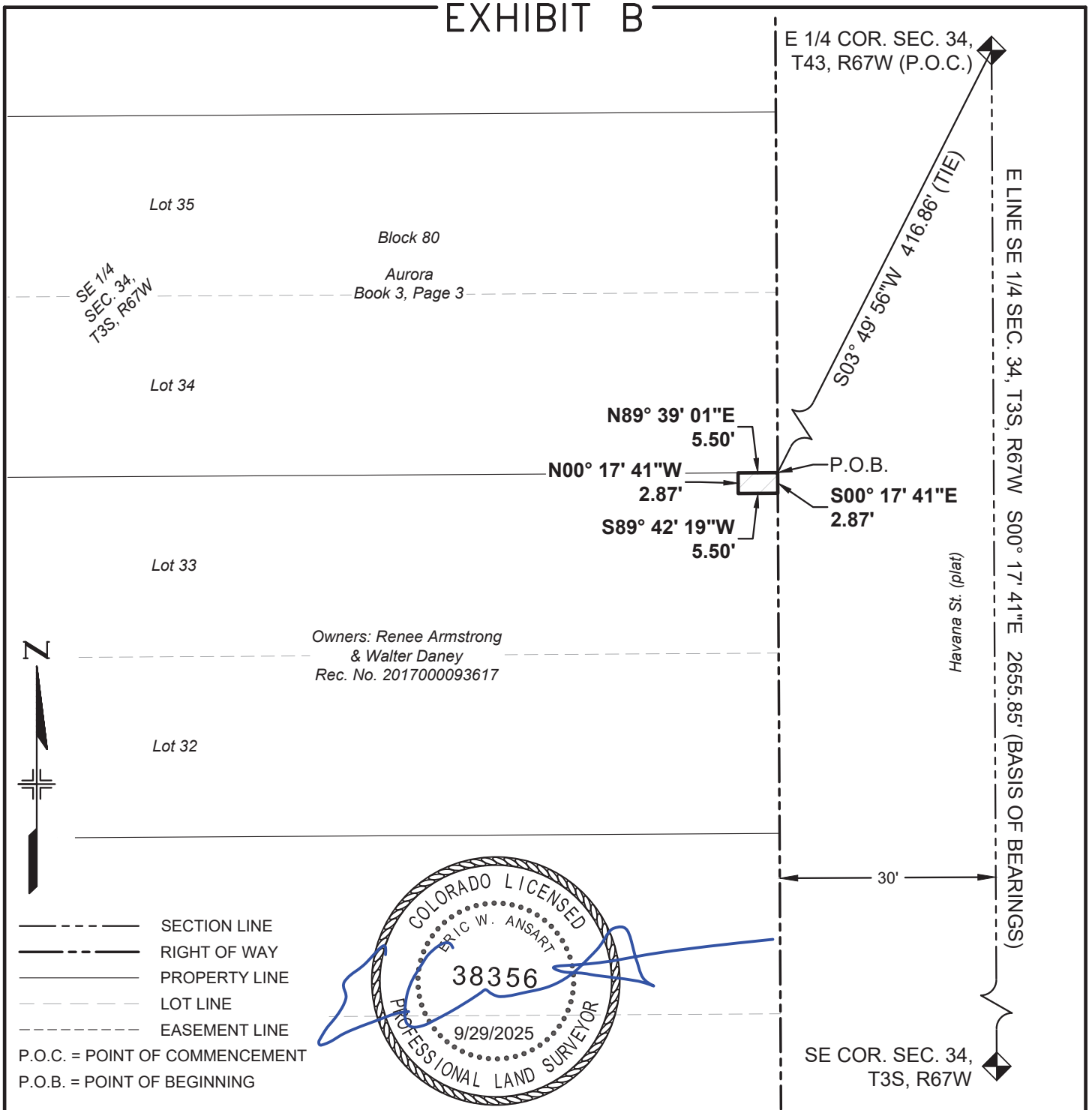


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 16 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-50A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-51
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 34, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S03°49’56”W, a distance of 416.86 feet to the southeasterly corner of said Lot 34, said corner being the **Point of Beginning**;

Thence S89°39'01"W, coincident with the southerly line of said lot, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 15.13 feet;

Thence N89°42'19"E, a distance of 5.50 feet to a point on the easterly line of said Lot 34;

Thence S00°17'41"E, coincident with said easterly line, a distance of 15.13 feet to the **Point of Beginning**.

The above-described parcel containing 83 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

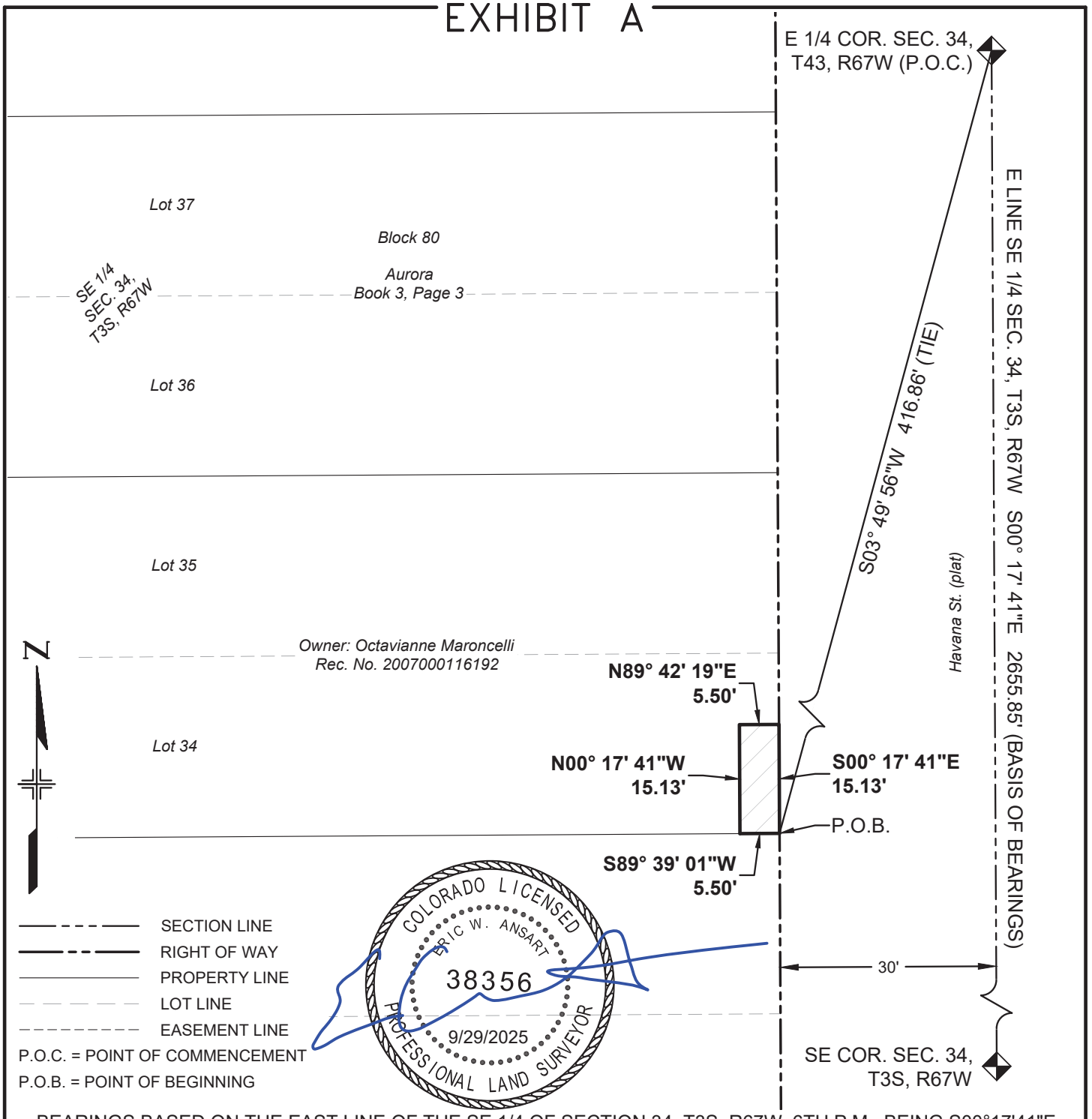


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 83 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-51
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-51A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 35, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S04°23’43”W, a distance of 366.90 feet to the northeasterly corner of said Lot 35, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 3.01 feet;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 3.00 feet to a point on the northerly line of said Lot 35;

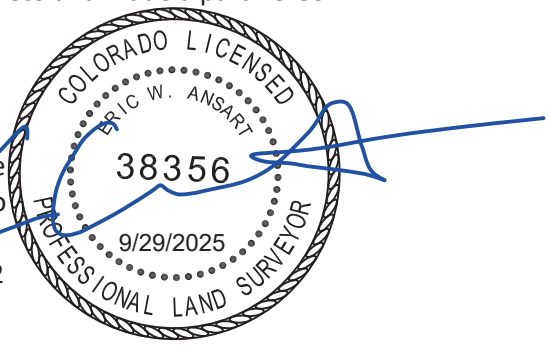
Thence N89°39'01"E, coincident with said northerly line, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 20 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

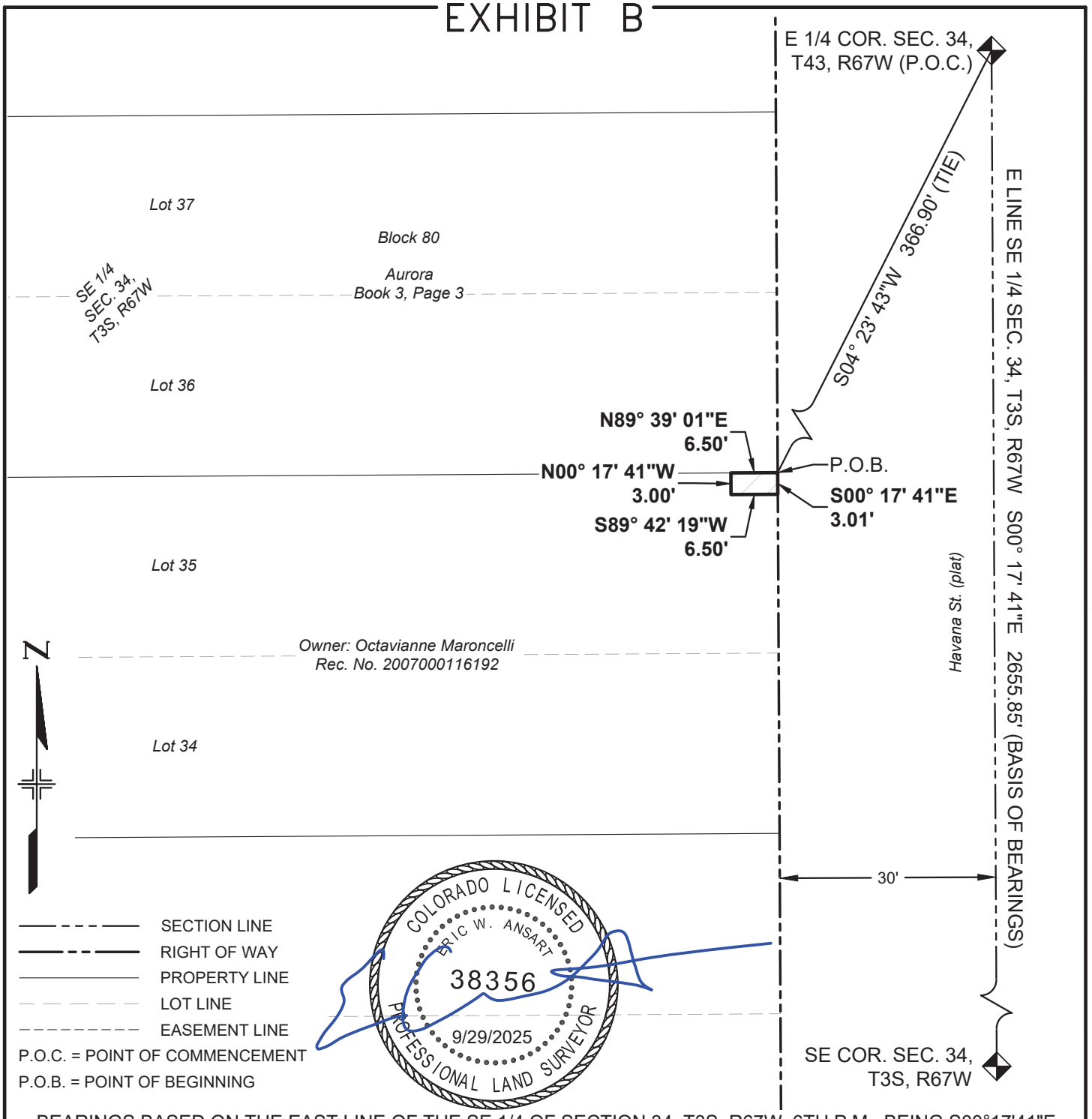


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 20 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-51A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-51B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 35, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S04°10’11”W, a distance of 385.41 feet to a point on the easterly line of said Lot 35, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 6.00 feet;

Thence S89°42'19"W, a distance of 5.00 feet;

Thence N00°17'41"W, a distance of 6.00 feet;

Thence N89°42'19"E, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

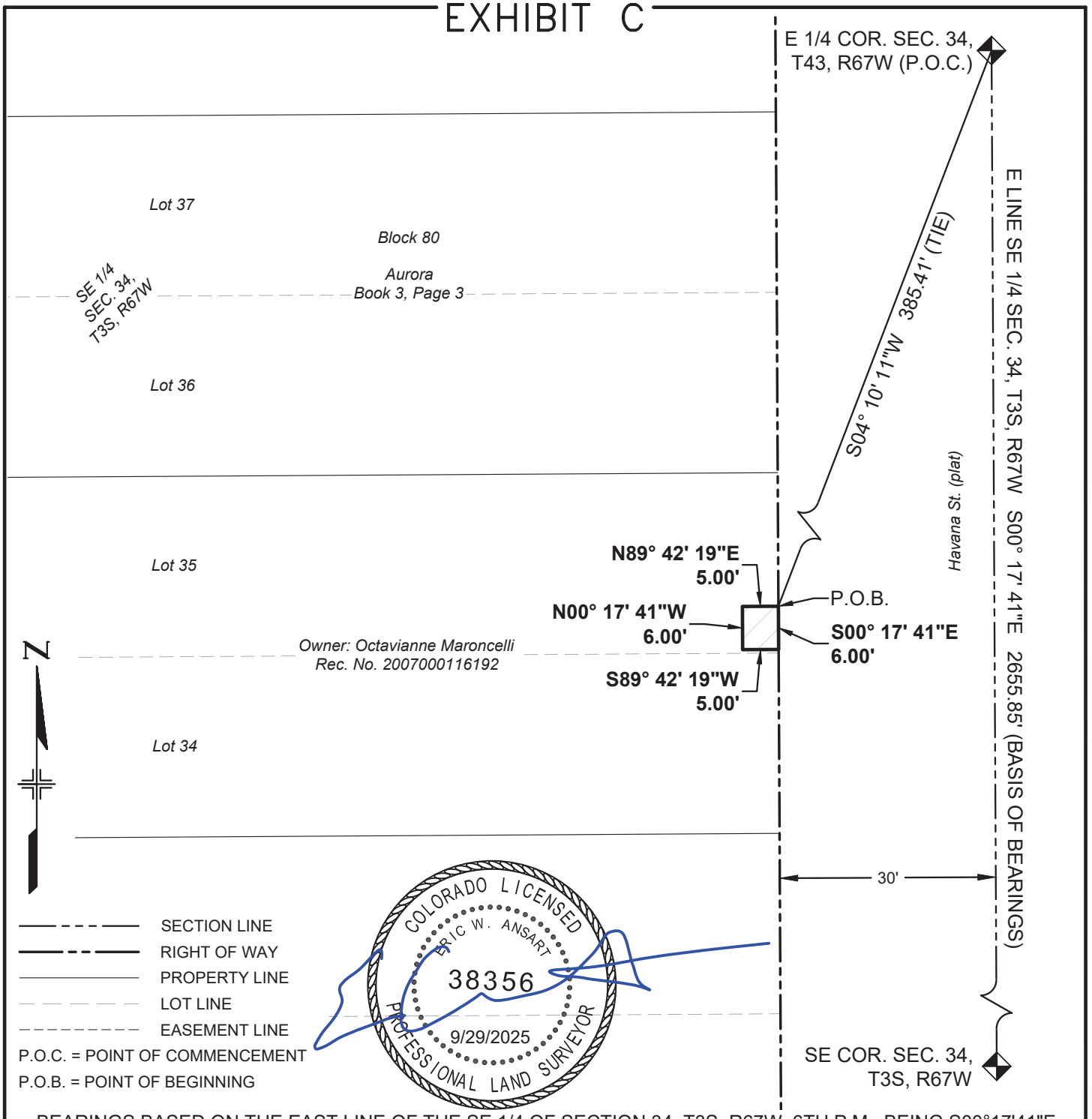


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-51B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-52
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 36 & 37, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S04°23’43”W, a distance of 366.90 feet to the southeasterly corner of said Lot 36, said corner being the **Point of Beginning**;

Thence S89°39'01"W, coincident with the southerly line of said lot, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 33.44 feet;

Thence N89°42'19"E, a distance of 6.50 feet to a point on the easterly line of said Block 80;

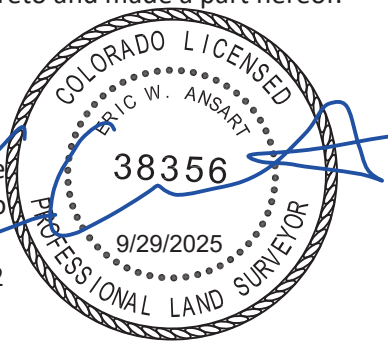
Thence S00°17'41"E, coincident with said easterly line, a distance of 33.43 feet to the **Point of Beginning**.

The above-described parcel containing 217 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

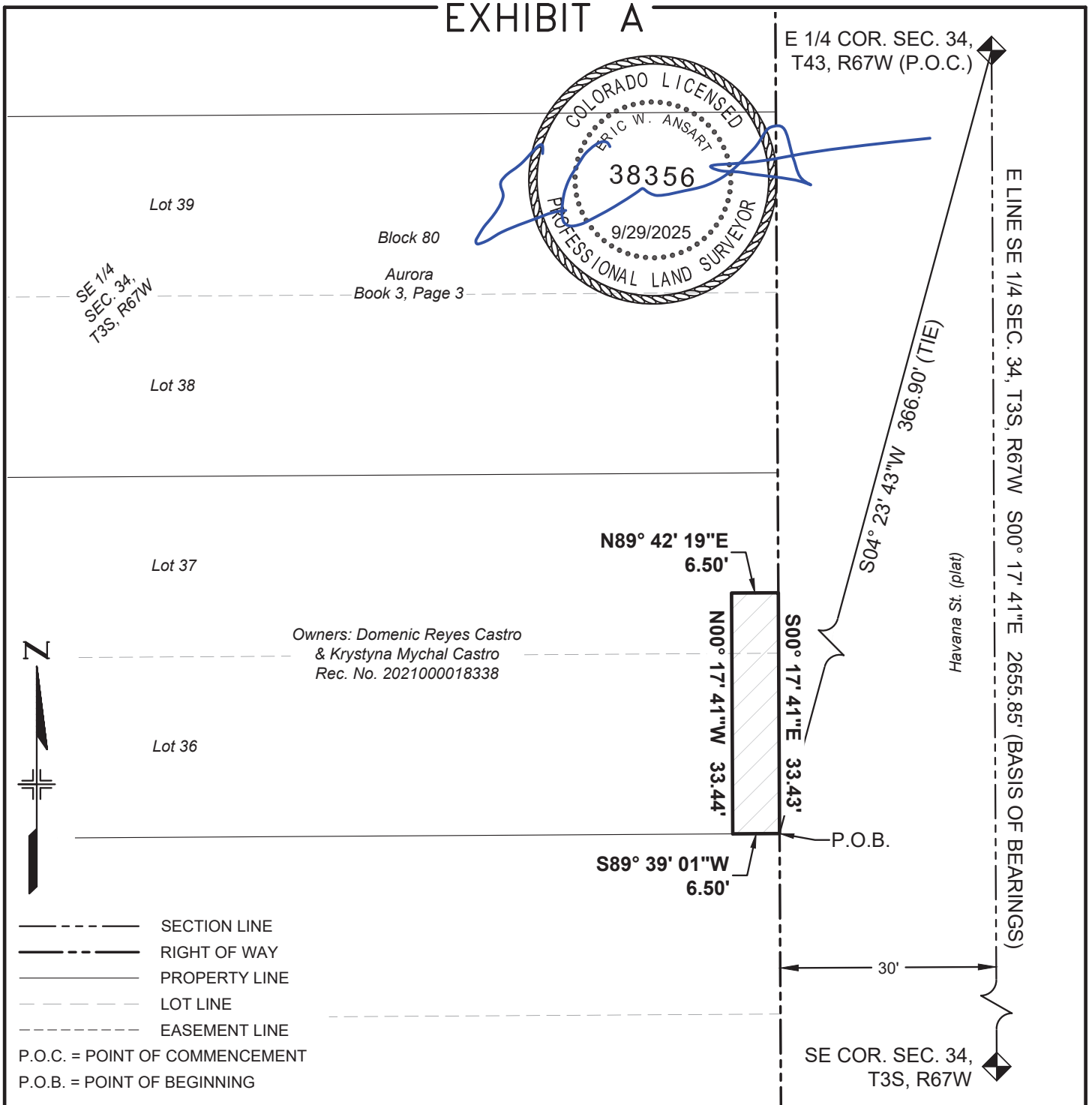


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 217 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-52
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-53
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 38 & 39, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S05°43’37”W, a distance of 286.76 feet to a point on the easterly line of said Block 80, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said block, a distance of 13.40 feet;

Thence S89°42'19"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 13.40 feet;

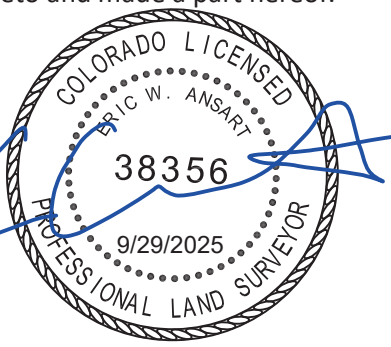
Thence N89°42'19"E, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 87 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

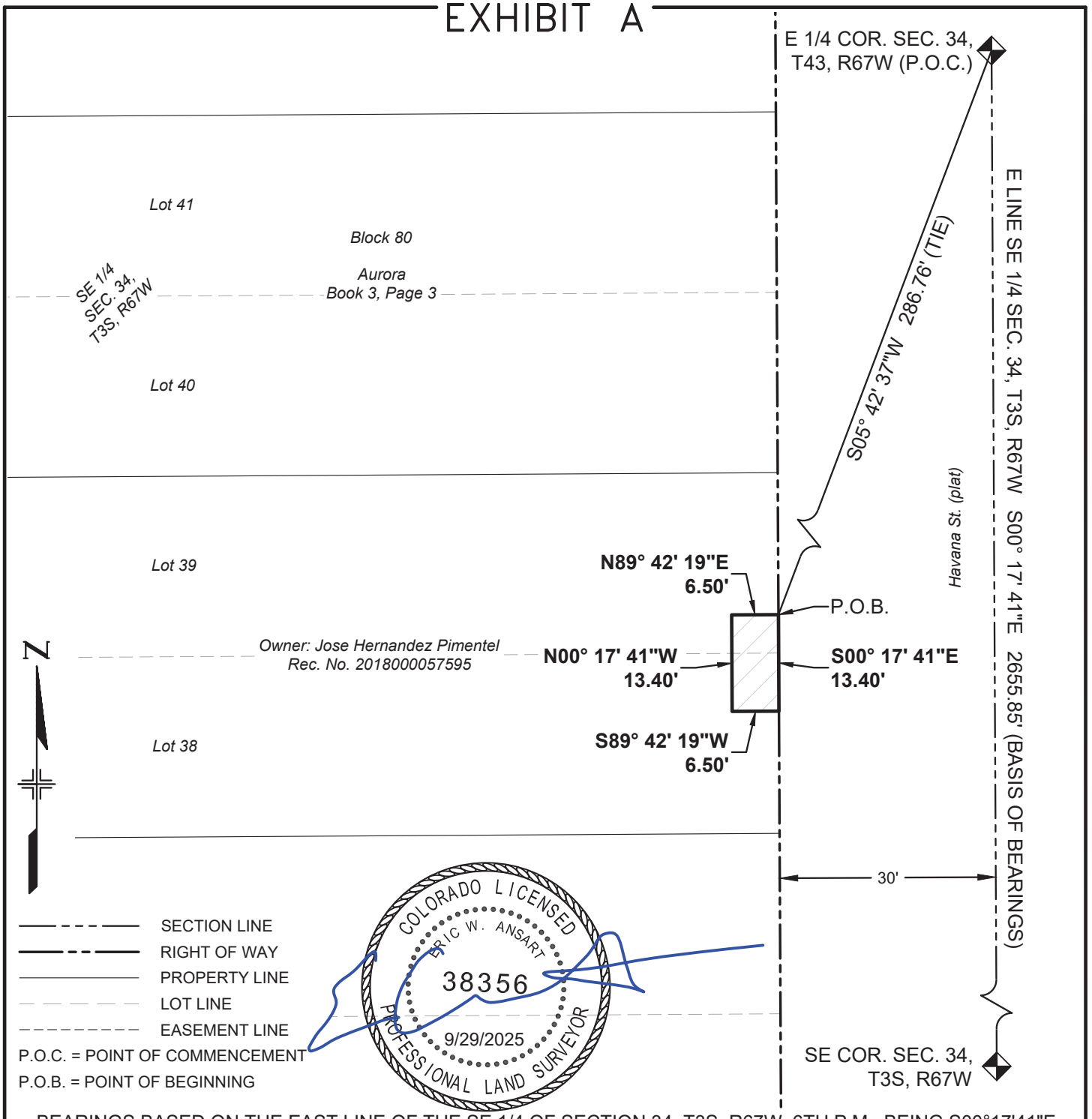


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 87 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-53
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-53A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 39, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S06°09’10”W, a distance of 267.15 feet to the northeasterly corner of said Lot 39, said corner being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said lot, a distance of 15.55 feet;

Thence S89°42'19"W, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 15.55 feet to a point on the northerly line of said Lot 39;

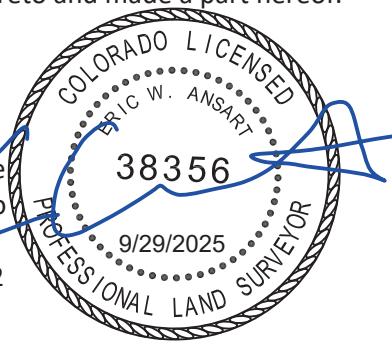
Thence N89°39'01"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 86 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

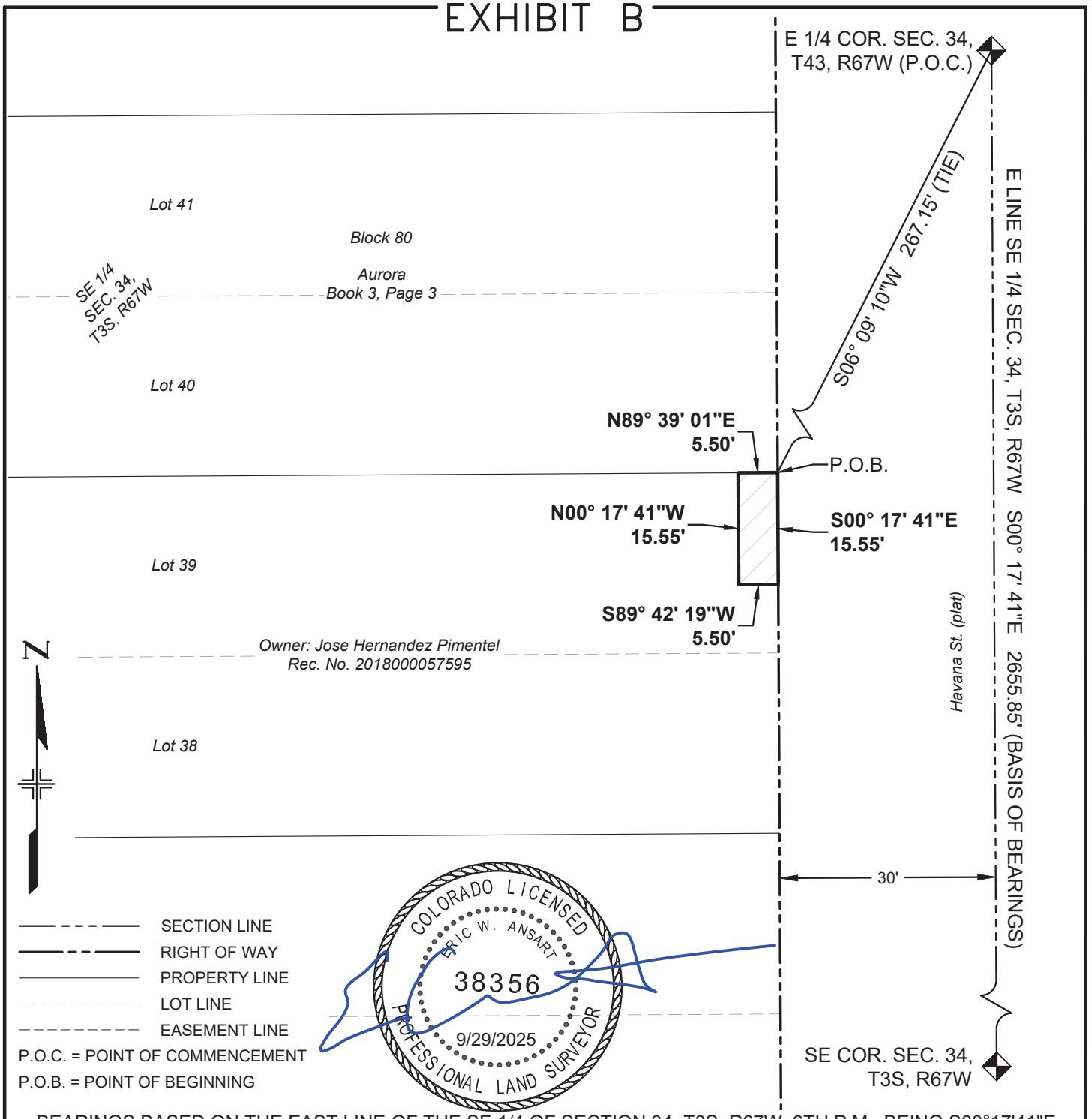


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 86 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-53A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-54
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 40 & 41, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S06°09’10”W, a distance of 267.15 feet to the southeasterly corner of said Lot 40, said corner being the **Point of Beginning**;

Thence S89°39'01"W, coincident with the southerly line of said lot, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 3.00 feet;

Thence N89°39'01"E, a distance of 3.50 feet;

Thence N00°17'41"W, a distance of 13.74 feet;

Thence S89°42'19"W, a distance of 3.50 feet;

Thence N00°17'41"W, a distance of 10.00 feet;

Thence N89°42'19"E, a distance of 3.50 feet;

Thence N00°17'41"W, a distance of 8.37 feet;

Thence S89°42'19"W, a distance of 3.50 feet;

Thence N00°17'41"W, a distance of 14.99 feet to a point on the northerly line of said Lot 41;

Thence N89°39'01"E, coincident with said northerly line, a distance of 5.50 feet to a point on the easterly line of said Block 80;

Thence S00°17'41"E, coincident with said easterly line, a distance of 50.11 feet to the **Point of Beginning**.

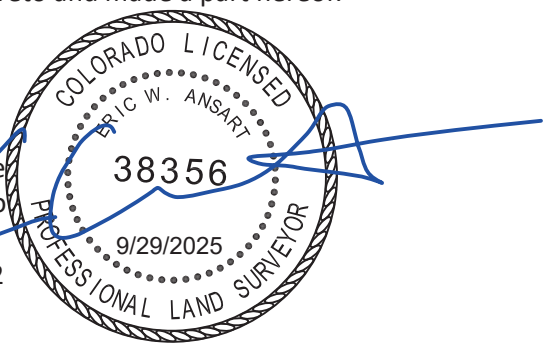
The above-described parcel containing 198 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

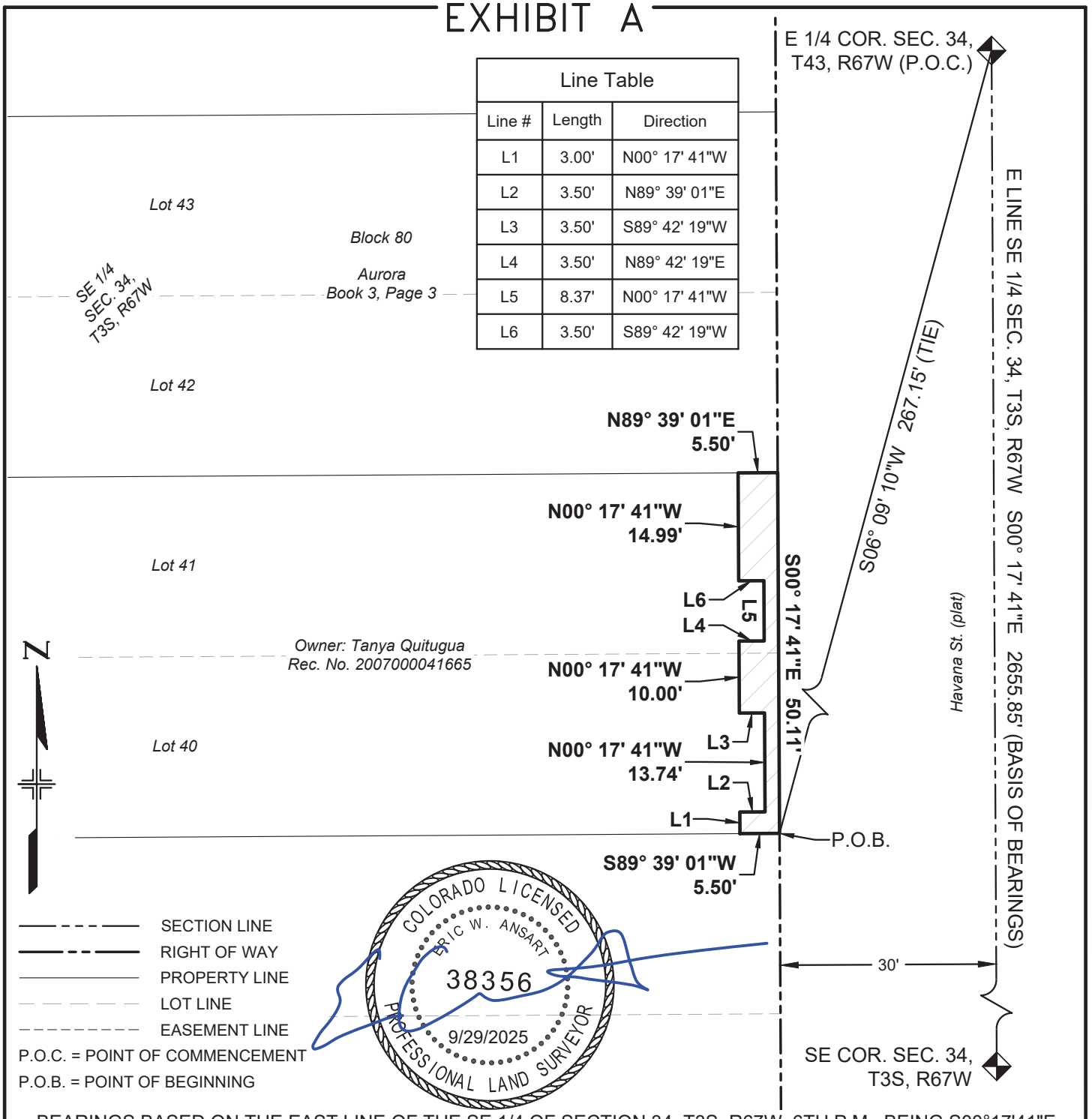
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



Line Table		
Line #	Length	Direction
L1	3.00'	N00° 17' 41"W
L2	3.50'	N89° 39' 01"E
L3	3.50'	S89° 42' 19"W
L4	3.50'	N89° 42' 19"E
L5	8.37'	N00° 17' 41"W
L6	3.50'	S89° 42' 19"W

BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 198 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-54
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-55
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 42 & 43, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S09°15’06”W, a distance of 180.89 feet to a point on the easterly line of said Block 80, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said block, a distance of 36.97 feet to the southeasterly corner of said Lot 42;

Thence S89°39'01"W, coincident with the southerly line of said lot, a distance of 5.50 feet;

Thence N00°17'41"W, a distance of 36.98 feet;

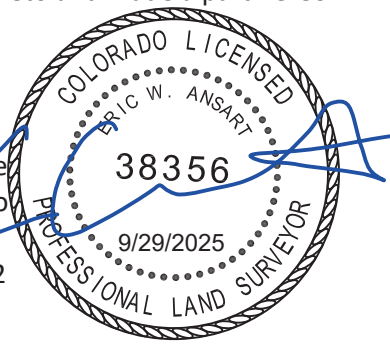
Thence N89°42'19"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 203 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

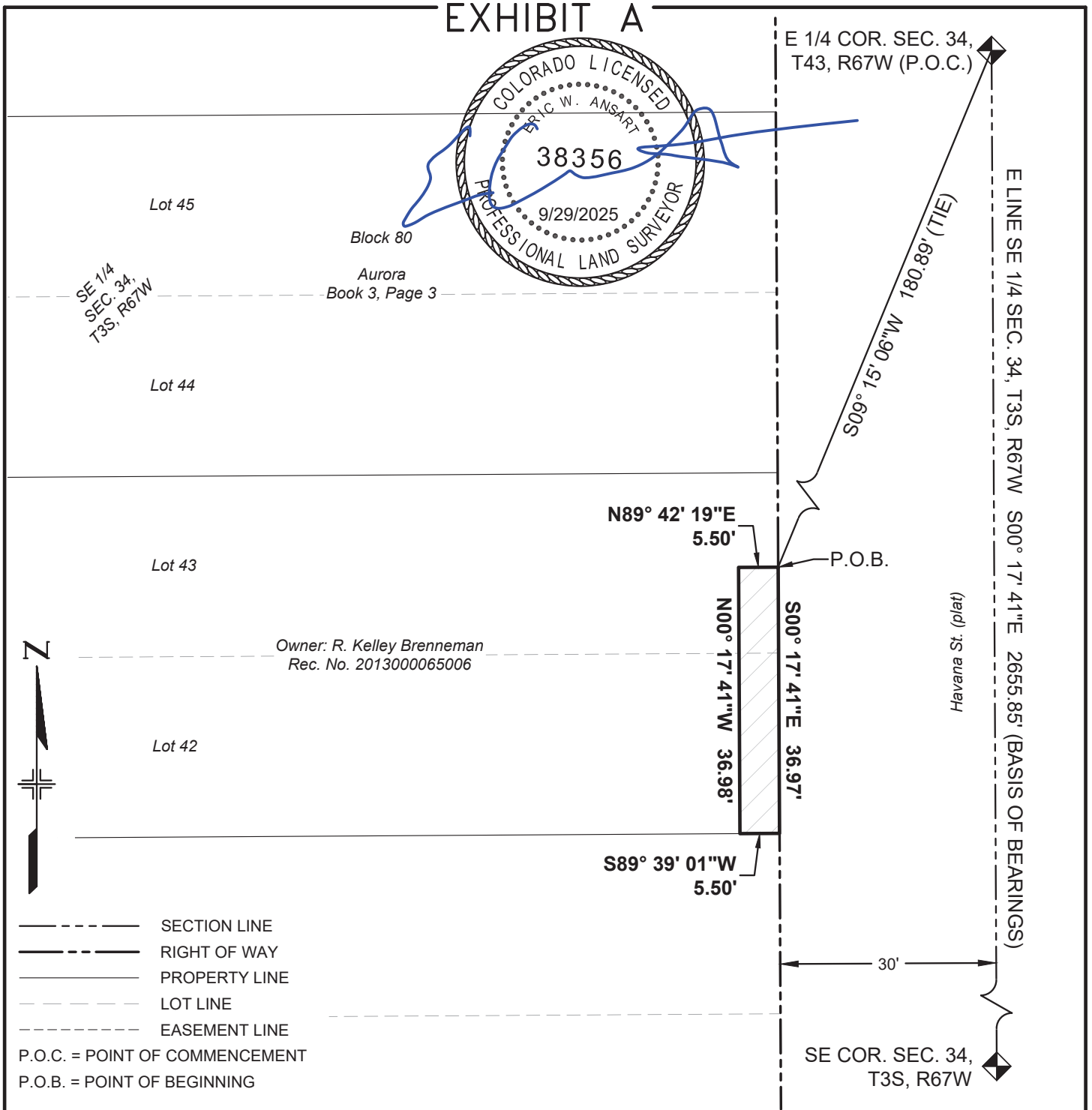


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 203 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-55
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-55A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 43, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S09°59’41”W, a distance of 167.95 feet to the northeasterly corner of said Lot 43, said corner being the **Point of Beginning**;

Thence S00°20'59"E, coincident with the easterly line of said lot, a distance of 3.00 feet;

Thence S89°39'01"W, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 3.00 feet to a point on the northerly line of said Lot 43;

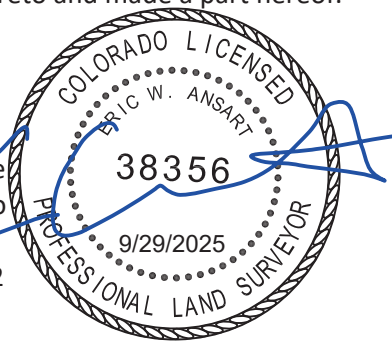
Thence N89°39'01"E, coincident with said northerly line, a distance of 6.50 feet to the **Point of Beginning**.

The above-described parcel containing 20 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

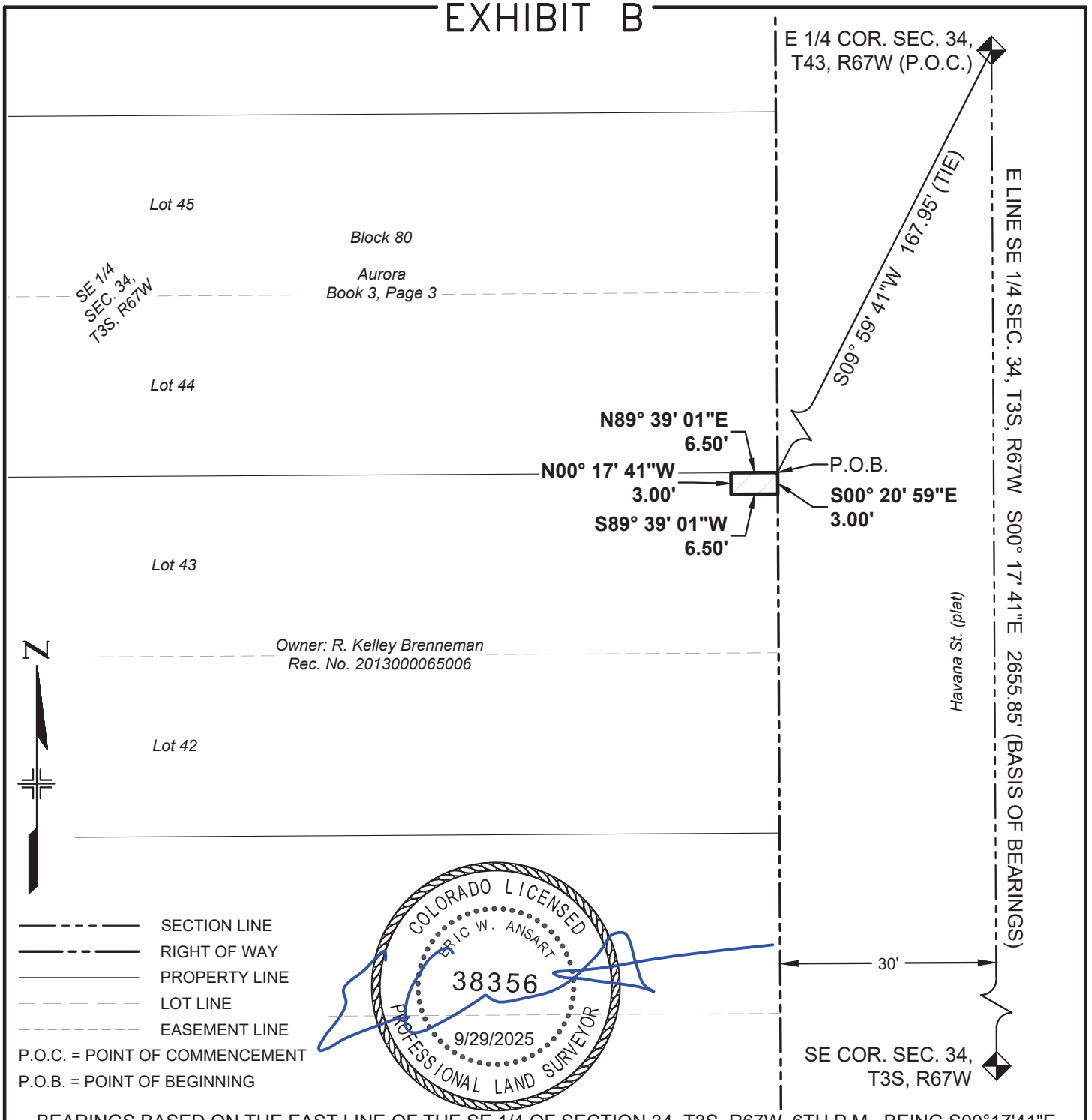


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 20 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-55A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-56
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 44 & 45, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S09°59’41”W, a distance of 167.95 feet to the southeasterly corner of said Lot 44, said corner being the **Point of Beginning**;

Thence S89°39'01"W, coincident with the southerly line of said lot, a distance of 6.50 feet;

Thence N00°17'41"W, a distance of 27.39 feet;

Thence N89°42'19"E, a distance of 4.50 feet;

Thence N00°17'41"W, a distance of 22.72 feet to a point on the northerly line of said Lot 45;

Thence N89°39'01"E, coincident with said northerly line, a distance of 2.00 feet to a point on the easterly line of said Block 80;

Thence S00°17'41"E, coincident with said easterly line, a distance of 50.11 feet to the **Point of Beginning**.

The above-described parcel containing 223 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

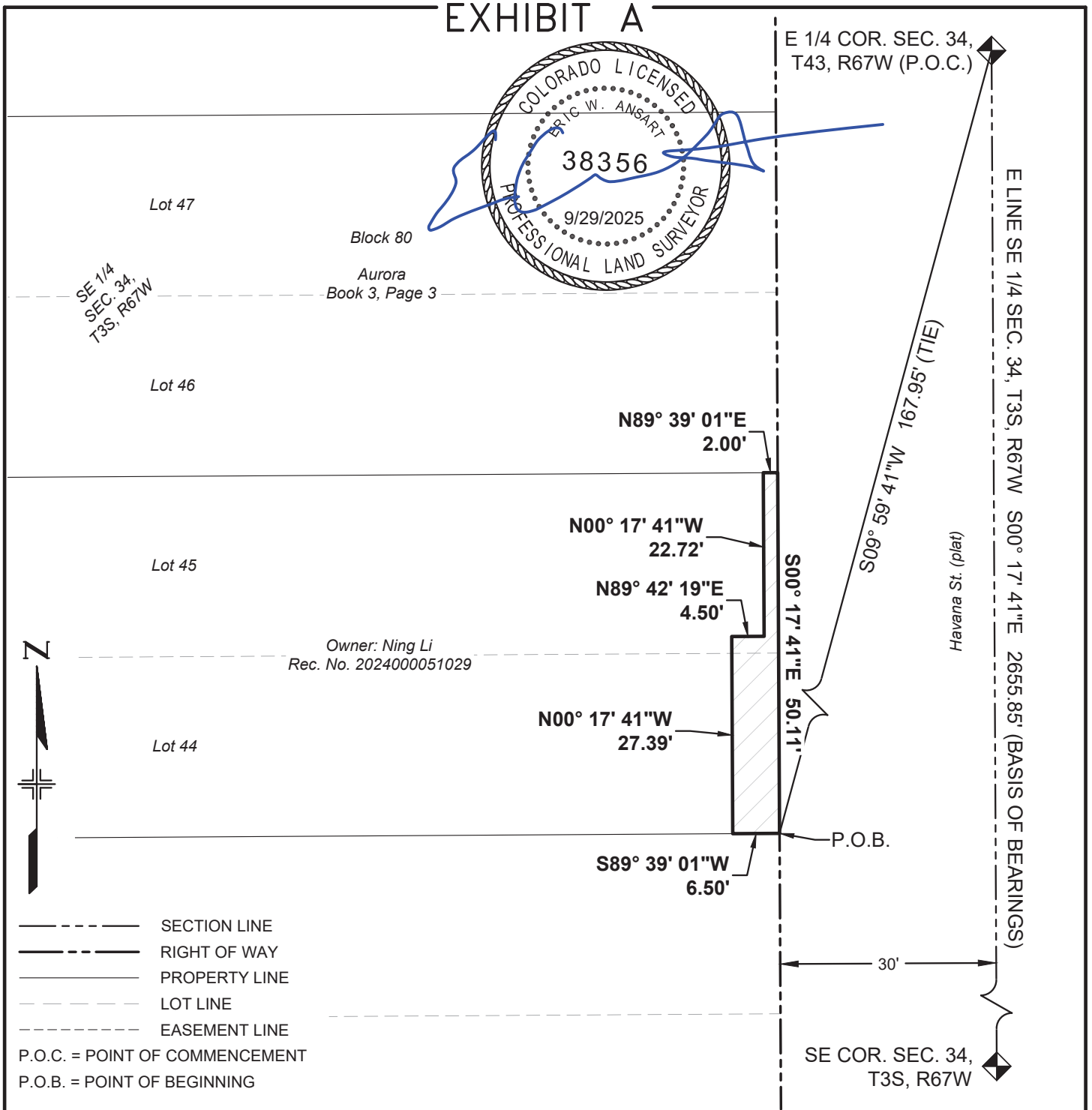


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 223 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-56
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-57
DATE: SEPT. 29, 2025

A permanent easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lot 47, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S22°11’51”W, a distance of 78.42 feet to a point on the easterly line of said Lot 47, said point being the **Point of Beginning**;

Thence N34°47'08"W, a distance of 9.00 feet to a point on the northerly line of said lot;

Thence coincident with the northerly and easterly lines of said lot the following two (2) courses:

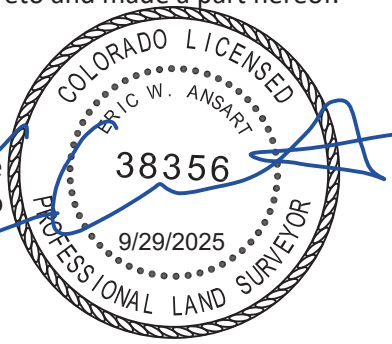
1. Thence N89°39'01"E, a distance of 5.10 feet;
2. Thence S00°17'41"E, a distance of 7.43 feet to the **Point of Beginning**.

The above-described parcel containing 19 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

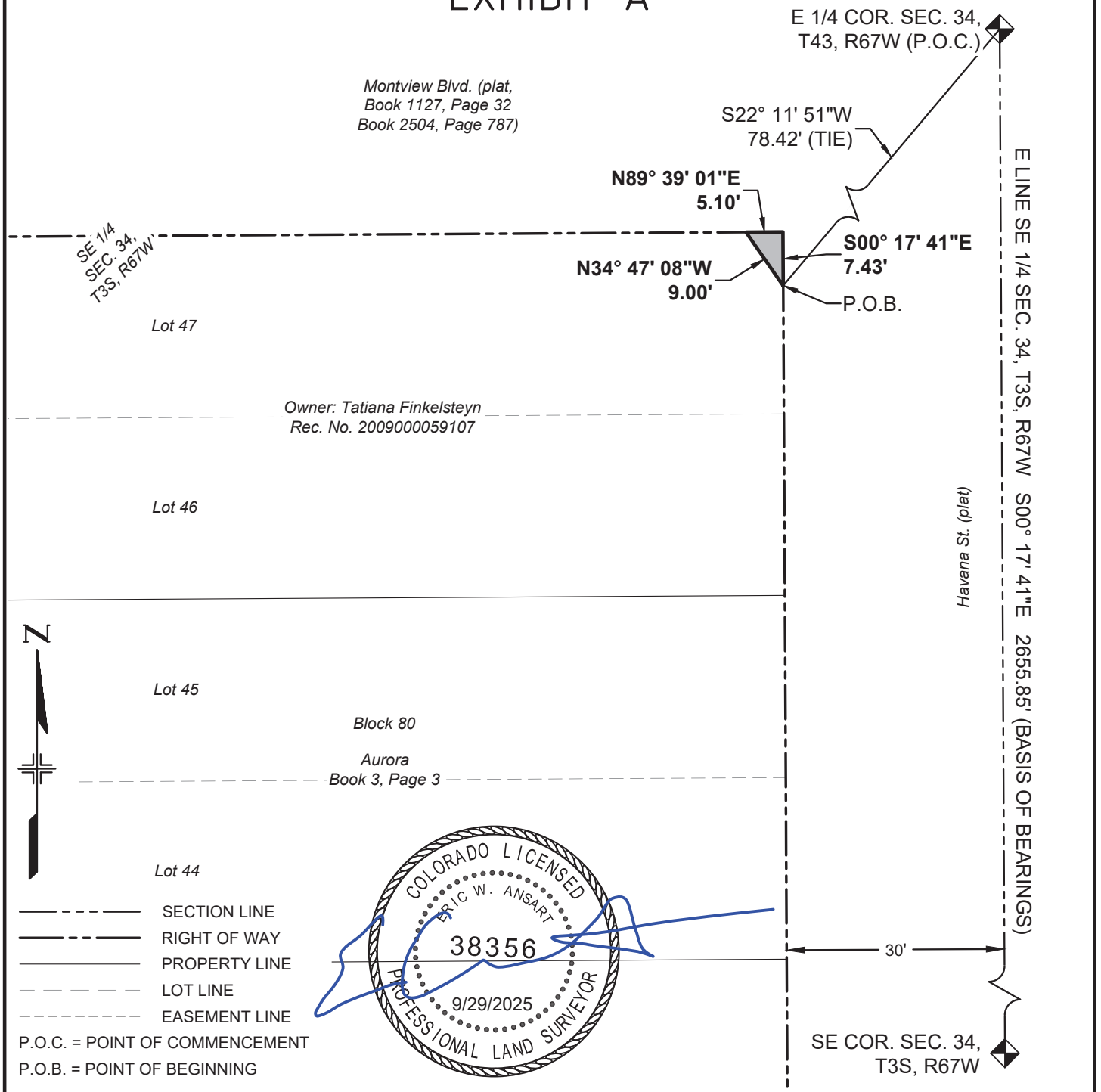
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 19 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-57
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-57
DATE: SEPT. 29, 2025

A temporary construction easement situated in the SE 1/4 of Section 34, Township 3 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Adams, State of Colorado, being a part of Lots 46 & 47, Block 80, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, being more particularly described as follows:

Commencing at the E 1/4 corner of said Section (from whence the SE corner of said section bears S00°17’41”E, a distance of 2655.85 feet);

Thence S22°11’51”W, a distance of 78.42 feet to a point on the easterly line of said Block 80, said point being the **Point of Beginning**;

Thence S00°17'41"E, coincident with the easterly line of said block, a distance of 42.69 feet to the southeasterly corner of said Lot 46;

Thence S89°39'01"W, coincident with the southerly line of said lot, a distance of 2.00 feet;

Thence N00°17'41"W, a distance of 45.60 feet;

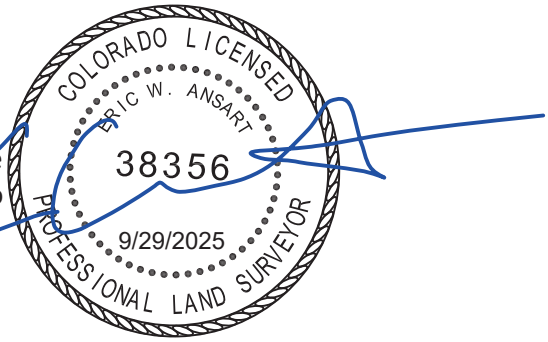
Thence S34°47'08"E, a distance of 3.53 feet to the **Point of Beginning**.

The above-described parcel containing 88 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the SE 1/4 of Section 34, T3S, R67W, 6th P.M., being S00°17’41”E, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the north end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

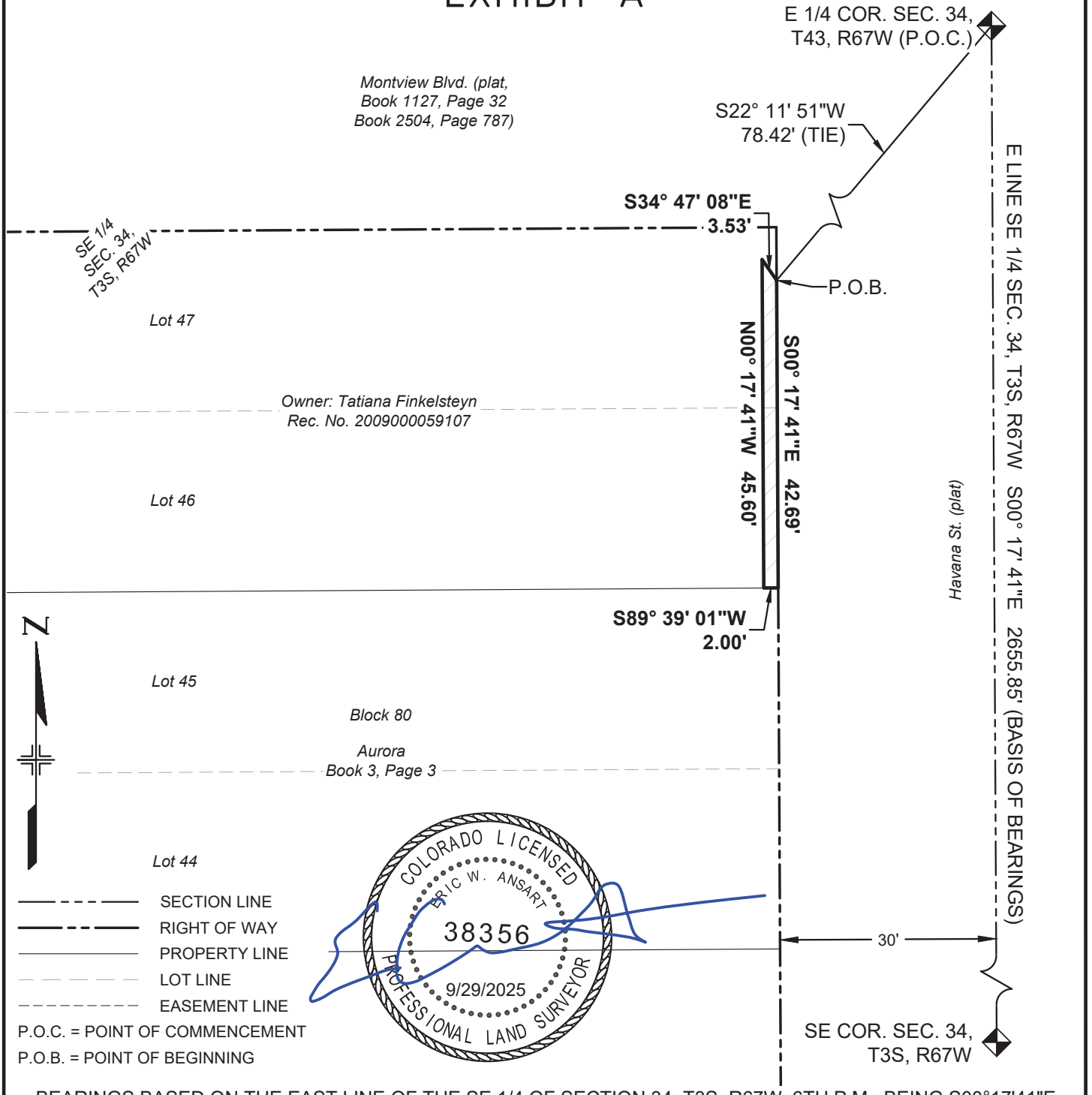
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE SE 1/4 OF SECTION 34, T3S, R67W, 6TH P.M., BEING S00°17'41"E

THE ABOVE DESCRIBED PARCEL CONTAINS 88 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-57
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/11/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE SE 1/4 OF SEC. 34, T3S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-101
DATE: SEPT. 29, 2025

A permanent easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 1 through 8, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S07°49’50”E, a distance of 252.11 feet to a point on the southerly line of said Lot 8, said point being the **Point of Beginning**;

Thence S89°35'51"W, coincident with said southerly line, a distance of 1.93 feet to the southeasterly corner of that parcel of land described in that Warranty Deed in Book 3556 at Page 693 in the office of the Arapahoe County Clerk and Recorder;

Thence coincident with the easterly line of said parcel the following two (2) courses:

1. Thence N00°05'43"W, a distance of 175.13 feet to a point of tangent curvature;
2. Thence along said curve to the right (whose chord bears N12°33'32"E, a distance of 10.95 feet) having a radius of 25.00 feet, and a central angle of 25°18'30", an arc distance of 11.04 feet to a point of non-tangency;

Thence S82°14'33"E, a distance of 7.14 feet;

Thence S00°05'43"E, a distance of 9.35 feet;

Thence S89°54'17"W, a distance of 7.54 feet to a point being 1.93 feet east of said easterly line when measured perpendicular thereto;

Thence S00°05'43"E, parallel with and 1.93 feet east of said easterly line, a distance of 175.48 feet to the **Point of Beginning**.

The above-described parcel containing 425 square feet (0.010 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and the relocation and maintenance of adjacent utilities.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

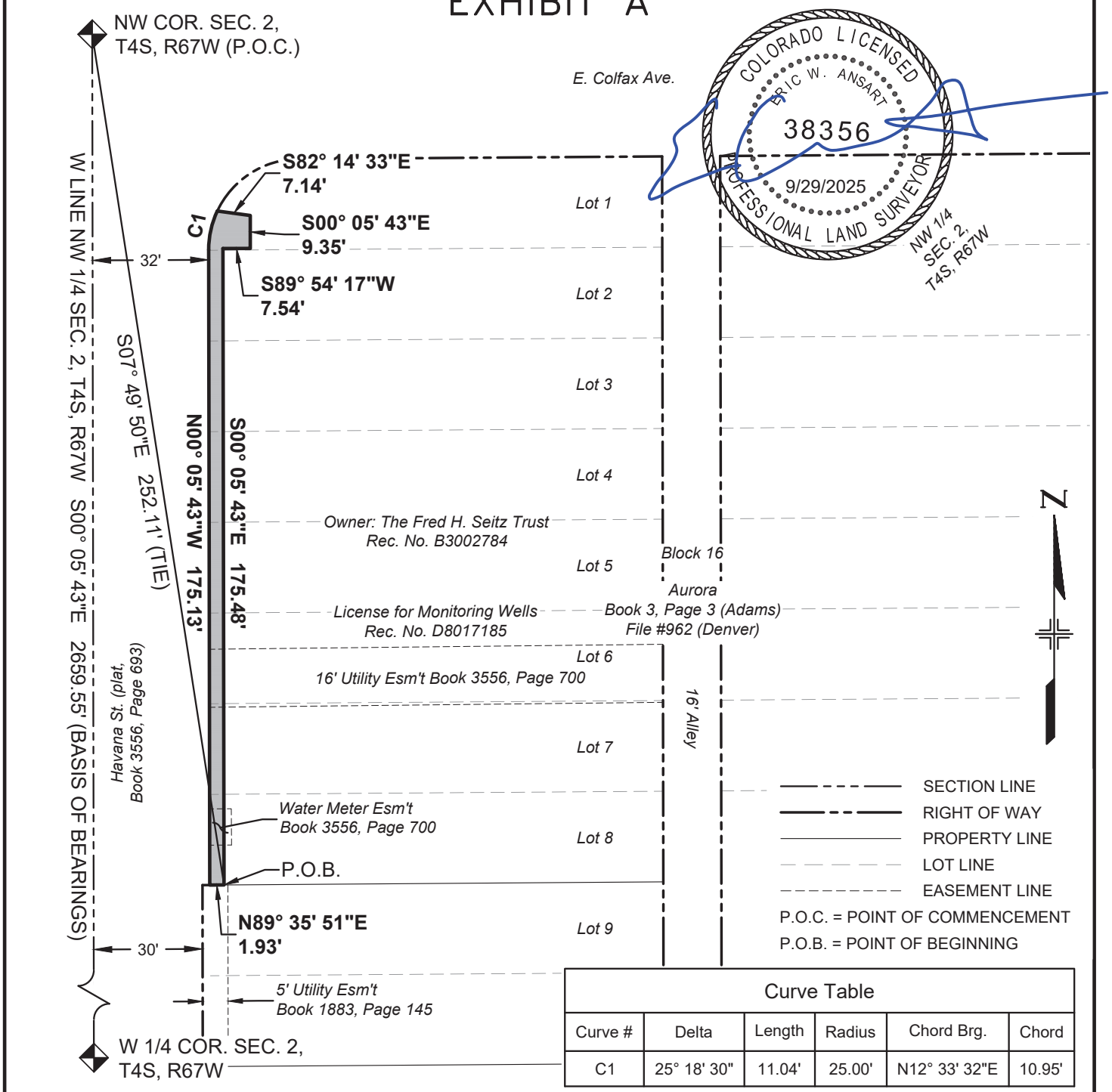
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



Curve Table					
Curve #	Delta	Length	Radius	Chord Brg.	Chord
C1	25° 18' 30"	11.04'	25.00'	N12° 33' 32"E	10.95'

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 425 SQUARE FEET (0.010 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-101
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-101
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 1 through 8, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S07°49’50”E, a distance of 252.11 feet to a point on the southerly line of said Lot 8, said point being the **Point of Beginning**;

Thence N00°05'43"W, a distance of 175.48 feet;

Thence N89°54'17"E, a distance of 3.00 feet;

Thence S00°05'43"E, a distance of 60.81 feet;

Thence S89°43'35"E, a distance of 12.28 feet;

Thence S00°16'25"W, a distance of 51.60 feet;

Thence S89°54'17"W, a distance of 12.00 feet;

Thence S00°11'09"E, a distance of 62.98 feet to a point on said southerly line;

Thence S89°35'51"W, coincident with said southerly line, a distance of 3.05 feet to the **Point of Beginning**.

The above-described parcel containing 1,151 square feet (0.026 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

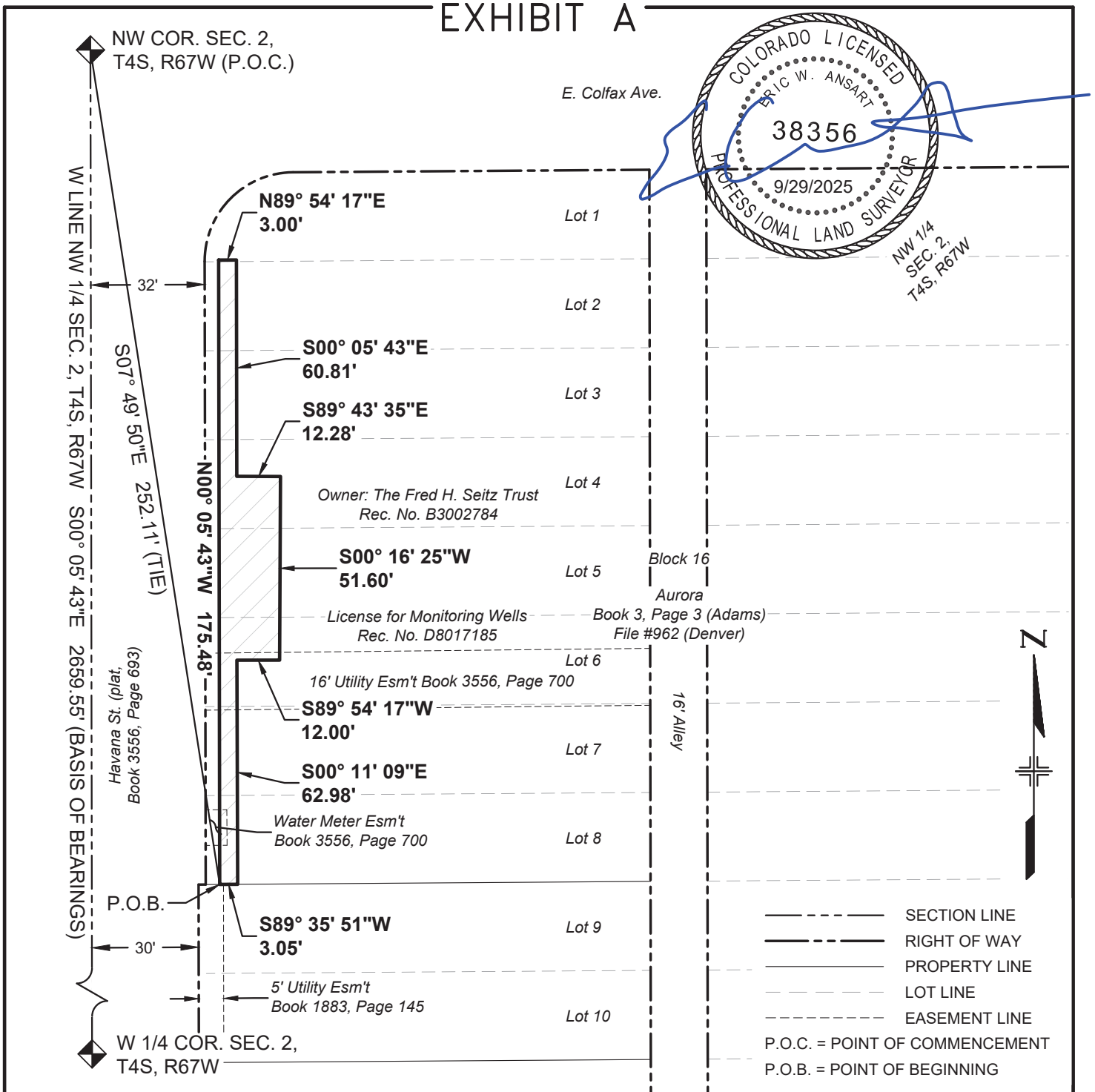
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 1,151 SQUARE FEET (0.026 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-101
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-102
DATE: SEPT. 29, 2025

A permanent easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 9 & 10, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S07°49’50”E, a distance of 252.11 feet to a point on the northerly line of said Lot 9, said point being the **Point of Beginning**;

Thence S00°05'34"E, a distance of 44.41 feet;

Thence S03°26'58"W, a distance of 5.64 feet to a point on the southerly line of said Lot 10;

Thence S89°35'51"W, coincident with said southerly line, a distance of 3.58 feet to the southwesterly corner of said Lot 10;

Thence N00°05'43"W, coincident with the westerly line of said Lot 10 and the westerly line of said Lot 9, a distance of 50.04 feet to the northwesterly corner of said Lot 9;

Thence N89°35'51"E, coincident with the northerly line of said Lot 9, a distance of 3.93 feet to the **Point of Beginning**.

The above-described parcel containing 196 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

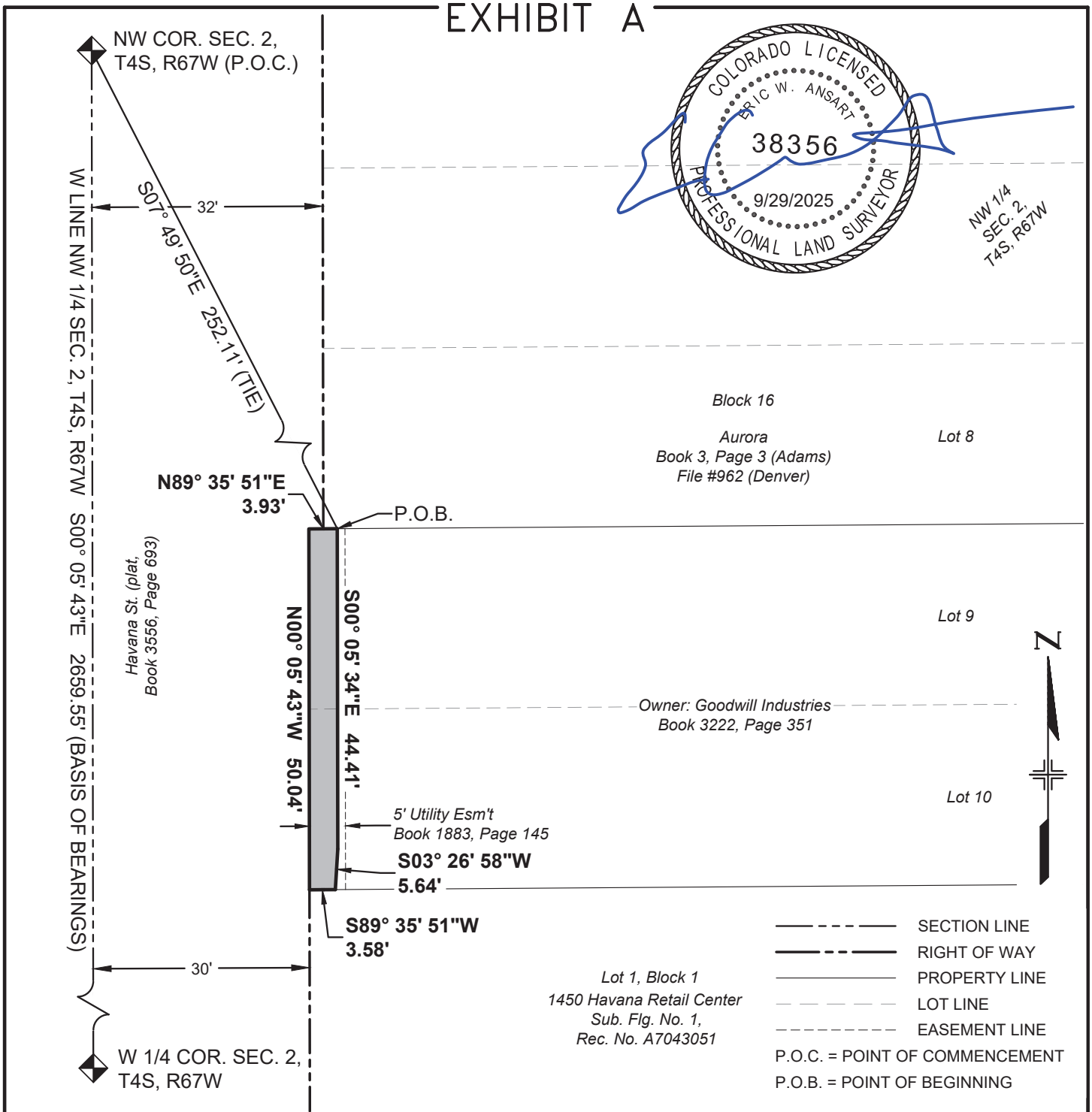


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 196 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-102
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-102
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 9 & 10, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S07°49’50”E, a distance of 252.11 feet to a point on the northerly line of said Lot 9, said point being the **Point of Beginning**;

Thence N89°35'51"E, coincident with said northerly line, a distance of 7.00 feet;

Thence S00°05'43"E, a distance of 50.04 feet to a point on the southerly line of said Lot 10;

Thence S89°35'51"W, coincident with said southerly line, a distance of 7.35 feet;

Thence N03°26'58"E, a distance of 5.64 feet;

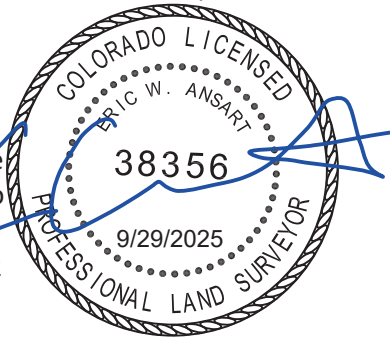
Thence N00°05'34"W, a distance of 44.41 feet to the **Point of Beginning**.

The above-described parcel containing 351 square feet (0.008 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

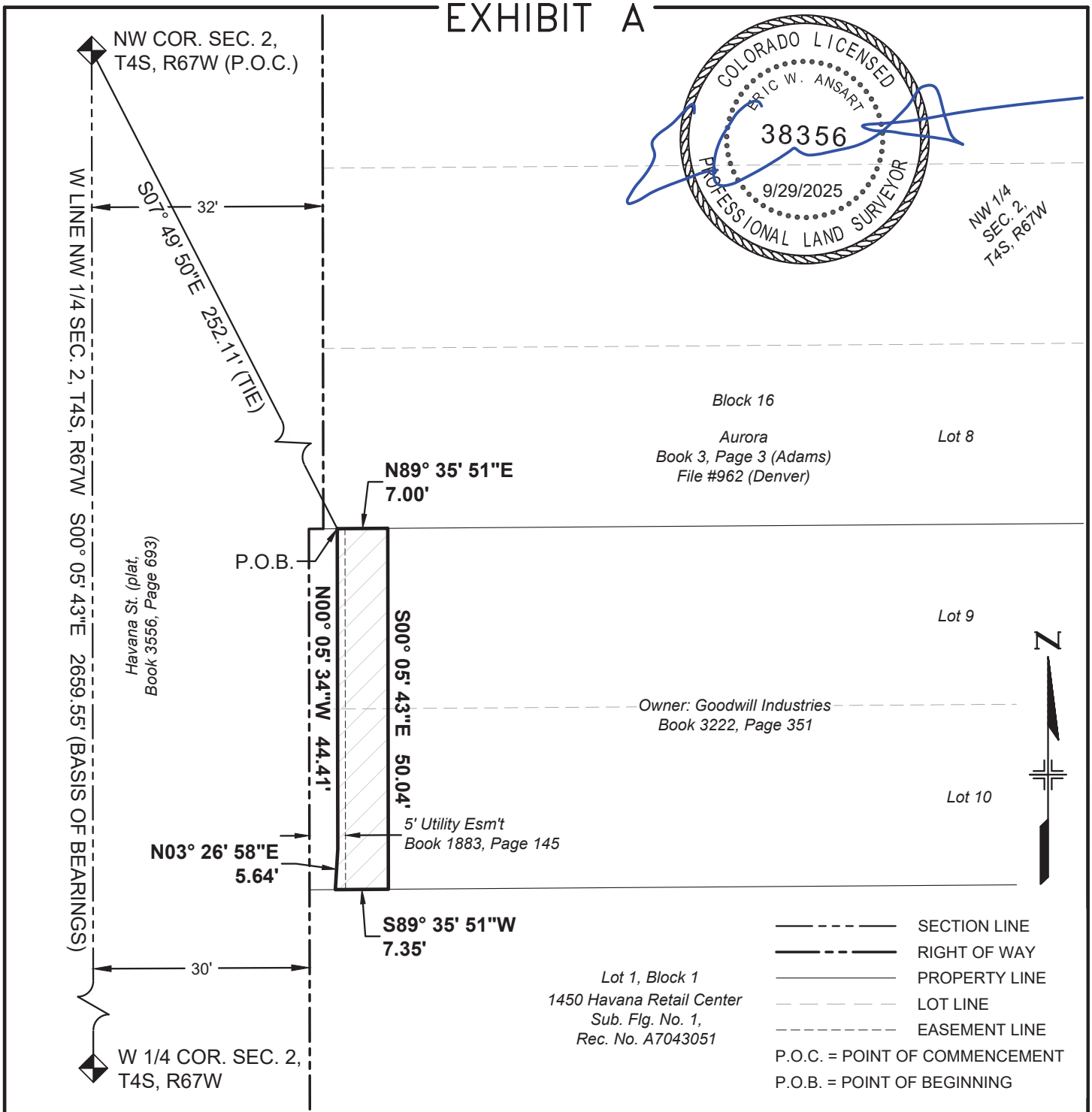


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 351 SQUARE FEET (0.008 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-102
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-103
DATE: SEPT. 29, 2025

A permanent easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 1, Block 1, 1450 Havana Retail Center Subdivision Filing No. 1, the plat of said subdivision being recorded on April 14, 1997, at Rec. No. A7043051 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S06°29’08”E, a distance of 301.73 feet to a point on the northerly line of said Lot 1, said point being the **Point of Beginning**;

Thence S03°26'58"W, a distance of 22.79 feet;

Thence S86°33'02"E, a distance of 3.00 feet;

Thence S03°26'58"W, a distance of 6.00 feet;

Thence N86°33'02"W, a distance of 3.00 feet;

Thence S03°26'58"W, a distance of 29.17 feet to a point on the westerly line of said Lot 1;

Thence coincident with the westerly and northerly lines of said Lot 1 the following two (2) courses:

1. Thence N00°05'43"W, a distance of 57.83 feet;
2. Thence N89°35'51"E, a distance of 3.58 feet to the **Point of Beginning**.

The above-described parcel containing 122 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and the relocation and maintenance of adjacent utilities.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

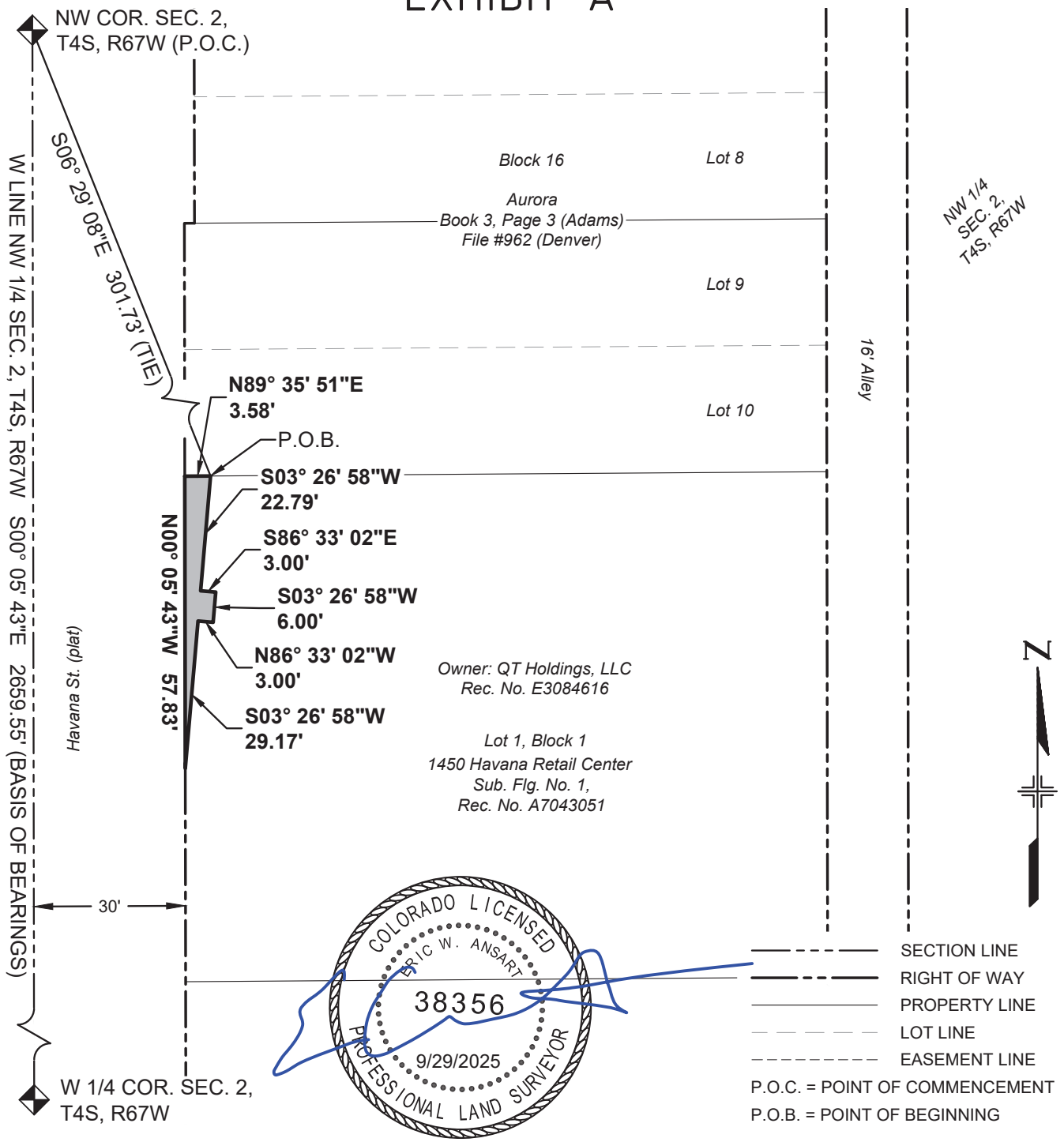


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 122 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-103
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-103
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 1, Block 1, 1450 Havana Retail Center Subdivision Filing No. 1, the plat of said subdivision being recorded on April 14, 1997, at Rec. No. A7043051 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S06°29’08”E, a distance of 301.73 feet to a point on the northerly line of said Lot 1, said point being the **Point of Beginning**;

Thence N89°35'51"E, coincident with said northerly line, a distance of 3.01 feet;

Thence S03°26'58"W, a distance of 22.99 feet;

Thence N86°33'02"W, a distance of 3.00 feet;

Thence N03°26'58"E, a distance of 22.79 feet to the **Point of Beginning**.

The above-described parcel containing 69 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

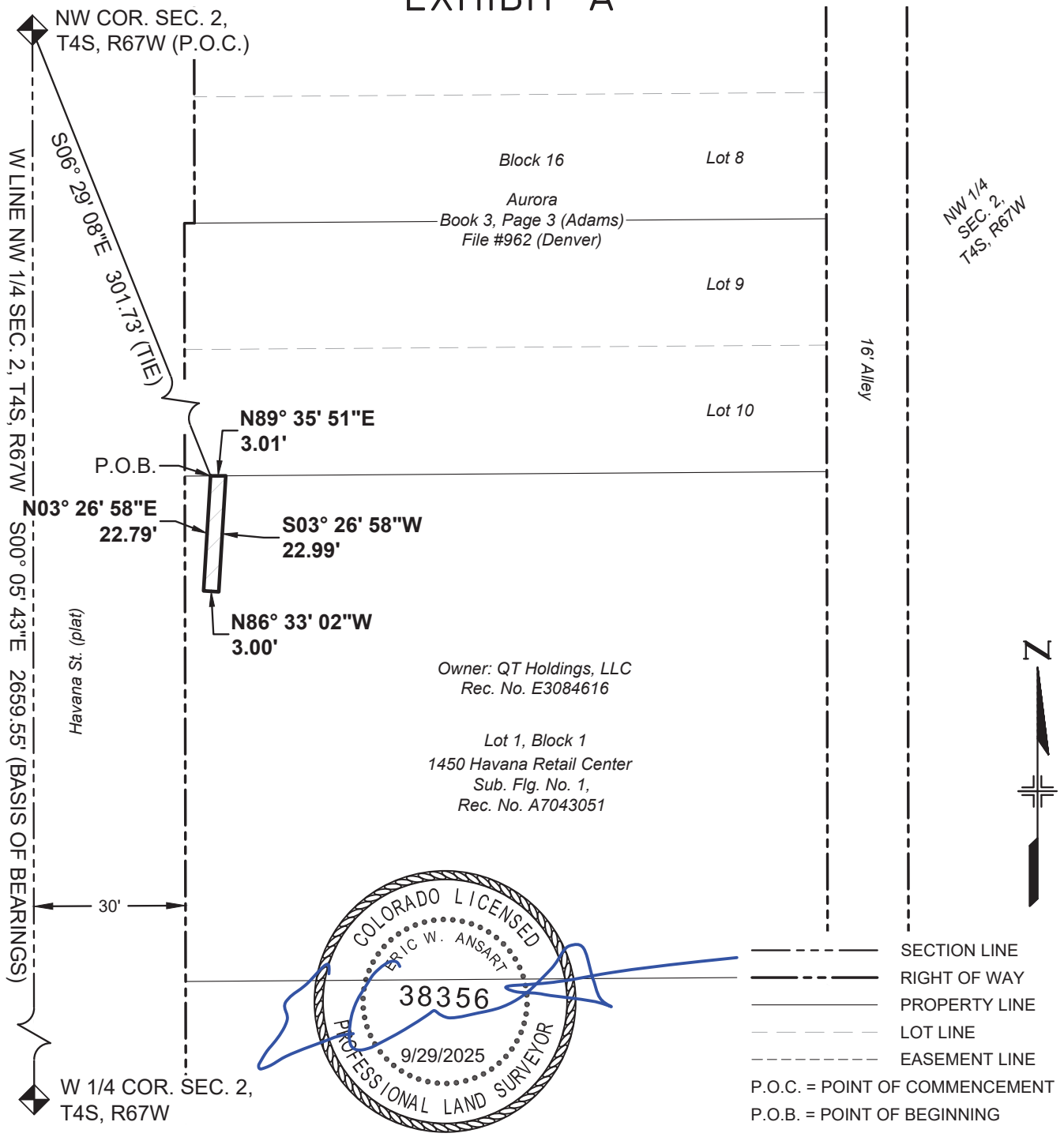


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 69 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-103
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-103A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 1, Block 1, 1450 Havana Retail Center Subdivision Filing No. 1, the plat of said subdivision being recorded on April 14, 1997, at Rec. No. A7043051 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S04°23’08”E, a distance of 401.01 feet to the southwesterly corner of said Lot 1, said corner being the **Point of Beginning**;

Thence N00°05'43"W, coincident with the westerly line of said Lot 1, a distance of 42.18 feet;

Thence N03°26'58"E, a distance of 29.17 feet;

Thence S86°33'02"E, a distance of 3.00 feet;

Thence S03°26'58"W, a distance of 35.43 feet;

Thence S86°33'02"E, a distance of 4.00 feet;

Thence S03°26'58"W, a distance of 35.54 feet to a point on the southerly line of said Lot 1;

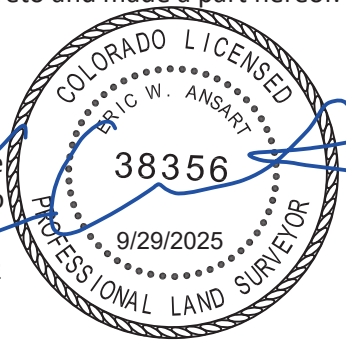
Thence S89°35'51"W, coincident with said southerly line a distance of 4.40 feet to the **Point of Beginning**.

The above-described parcel containing 302 square feet (0.007 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

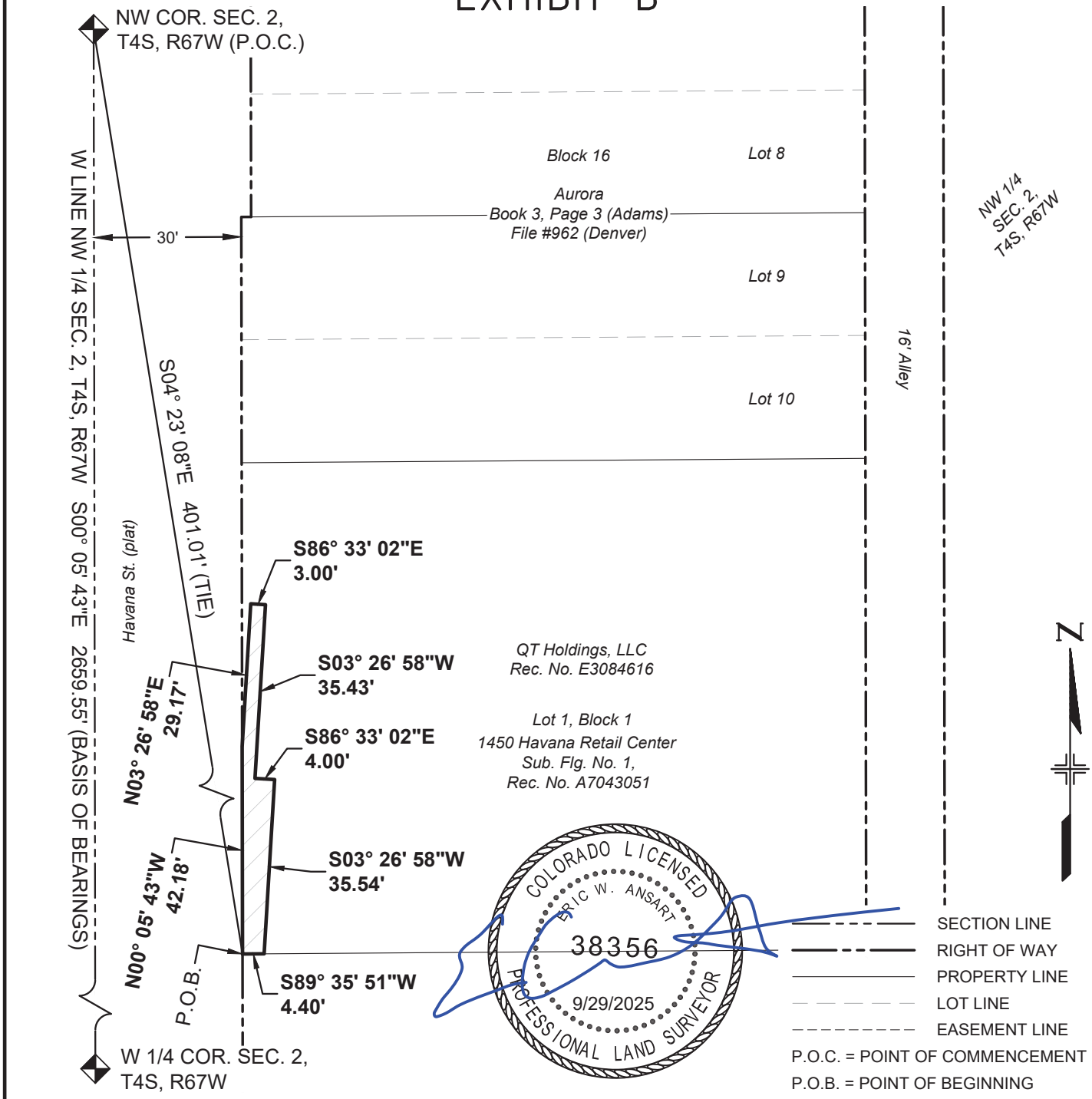


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 302 SQUARE FEET (0.007 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-103A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-104
DATE: SEPT. 29, 2025

A permanent easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 15 & 16, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S04°19’17”E, a distance of 407.10 feet to a point on the westerly line of that parcel of land described in that Warranty Deed recorded on March 18, 1997, at Rec. No. A7031279 in the office of the Arapahoe County Clerk and Recorder, said point being the **Point of Beginning**;

Thence N89°54'17"E, a distance of 5.06 feet;

Thence S00°05'43"E, a distance of 8.02 feet;

Thence S89°54'17"W, a distance of 2.56 feet;

Thence S00°05'43"E, a distance of 34.84 feet to a point on the southerly line of said parcel;

Thence coincident with the southerly and westerly lines of said parcel the following two (2) courses:

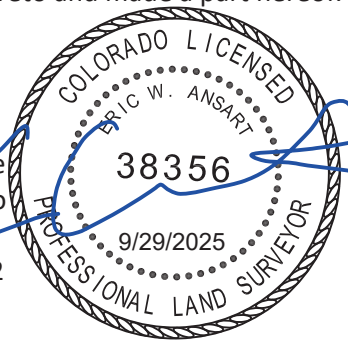
1. Thence S89°36'03"W, a distance of 2.50 feet;
2. Thence N00°05'43"W, a distance of 42.88 feet to the **Point of Beginning**.

The above-described parcel containing 128 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and the relocation and maintenance of adjacent utilities.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

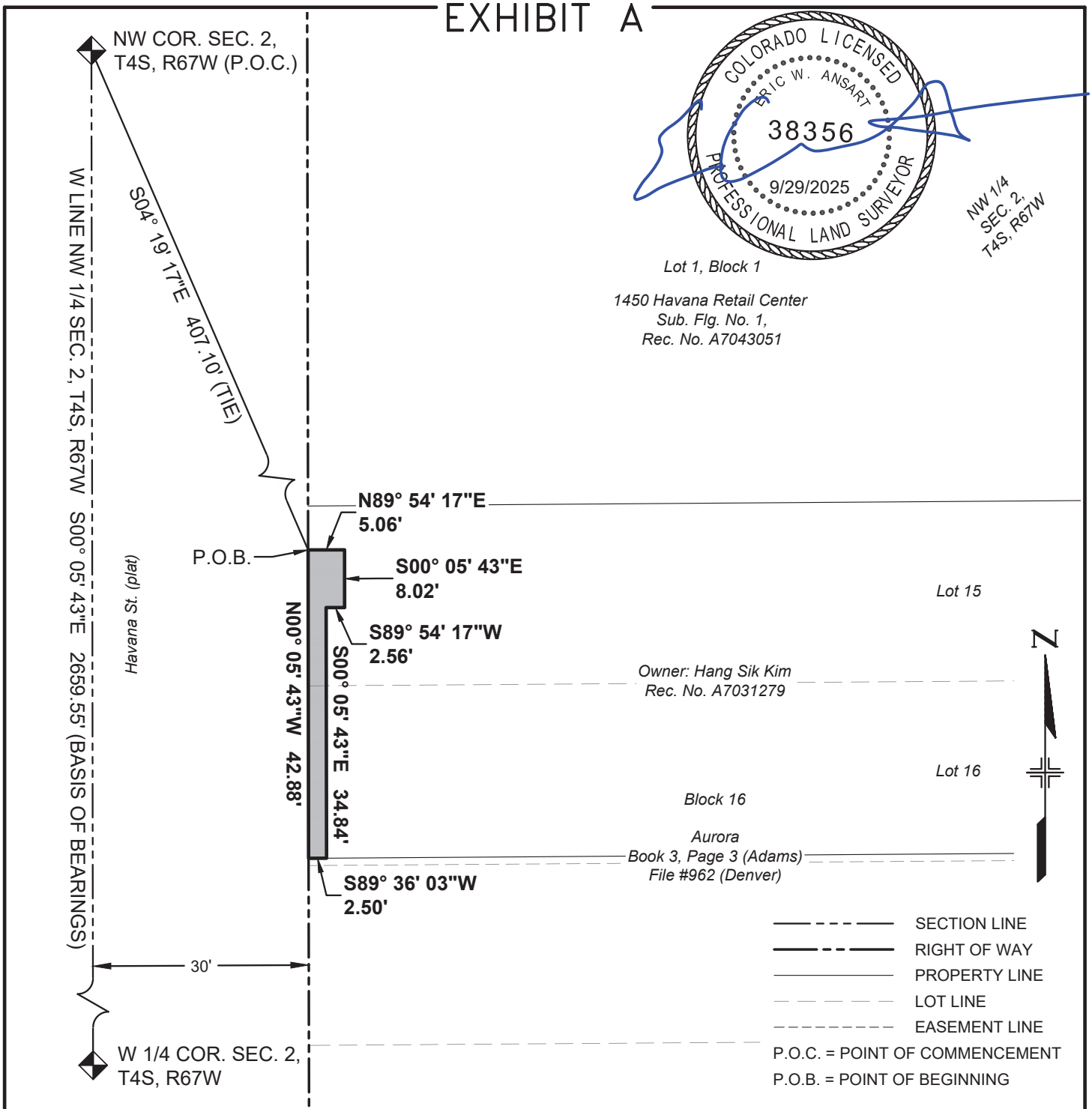


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 128 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-104
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-104
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 15 & 16, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S04°23’08”E, a distance of 401.01 feet to the northwesterly corner of that parcel of land described in that Warranty Deed recorded on March 18, 1997, at Rec. No. A7031279 in the office of the Arapahoe County Clerk and Recorder, said corner being the **Point of Beginning**;

Thence N89°35'51"E, coincident with the northerly line of said parcel, a distance of 9.68 feet;

Thence S00°23'57"E, a distance of 48.98 feet to a point on the southerly line of said parcel;

Thence S89°36'03"W, coincident with said southerly line, a distance of 7.44 feet;

Thence N00°05'43"W, a distance of 34.84 feet;

Thence N89°54'17"E, a distance of 2.56 feet;

Thence N00°05'43"W, a distance of 8.02 feet;

Thence S89°54'17"W, a distance of 5.06 feet to a point on the westerly line of said parcel;

Thence N00°05'43"W, coincident with said westerly line, a distance of 6.10 feet to the **Point of Beginning**.

The above-described parcel containing 353 square feet (0.008 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

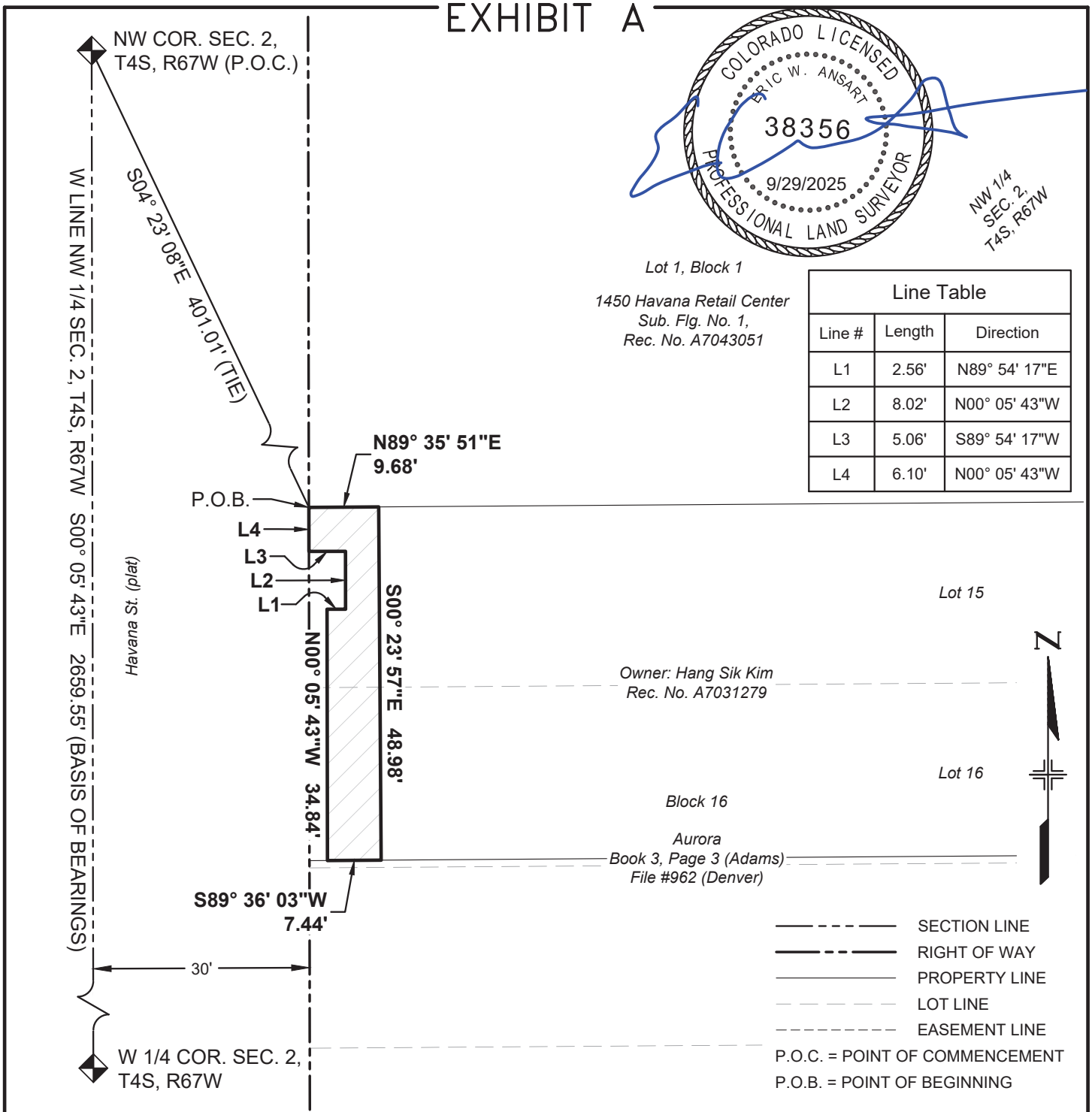


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



Line Table		
Line #	Length	Direction
L1	2.56'	N89° 54' 17"E
L2	8.02'	N00° 05' 43"W
L3	5.06'	S89° 54' 17"W
L4	6.10'	N00° 05' 43"W

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 353 SQUARE FEET (0.008 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-104
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-105
DATE: SEPT. 29, 2025

A permanent easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 16, 17, & 18, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S03°50’16”E, a distance of 497.90 feet to a point on the southerly line of that parcel of land described in that Special Warranty Deed recorded on March 20, 2020, at Rec. No. E0034677 in the office of the Arapahoe County Clerk and Recorder, said point being the **Point of Beginning**;

Thence coincident with the southerly, westerly and northerly lines of said parcel the following three (3) courses:

1. Thence S89°36'03"W, a distance of 2.50 feet;
2. Thence N00°05'44"W, a distance of 47.98 feet;
3. Thence N89°36'03"E, a distance of 2.50 feet;

Thence S00°05'43"E, a distance of 31.44 feet;

Thence N89°54'17"E, a distance of 3.00 feet;

Thence S00°05'43"E, a distance of 6.00 feet;

Thence S89°54'17"W, a distance of 3.00 feet;

Thence S00°05'43"E, a distance of 10.54 feet to the **Point of Beginning**.

The above-described parcel containing 138 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and the relocation and maintenance of adjacent utilities.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

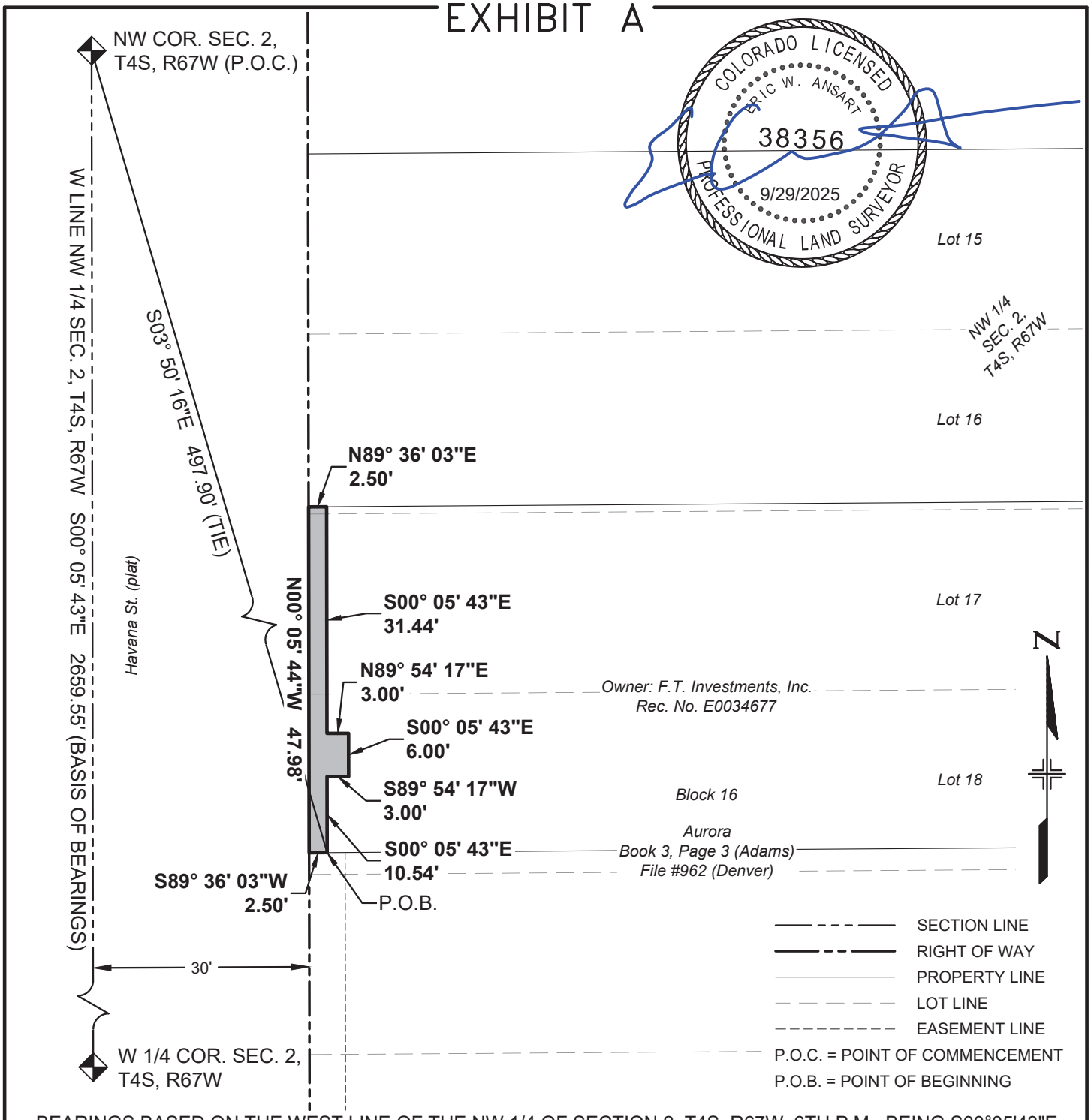
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 138 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-105
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-105 REV
DATE: DEC. 12, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 16, 17, & 18, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S03°50’16”E, a distance of 497.90 feet to a point on the southerly line of that parcel of land described in that Special Warranty Deed recorded on March 20, 2020, at Rec. No. E0034677 in the office of the Arapahoe County Clerk and Recorder, said point being the **Point of Beginning**;

Thence N00°05'43"W, a distance of 10.54 feet;

Thence N89°54'17"E, a distance of 3.00 feet;

Thence N00°05'43"W, a distance of 6.00 feet;

Thence S89°54'17"W, a distance of 3.00 feet;

Thence N00°05'43"W, a distance of 31.44 feet to a point on the northerly line of said parcel;

Thence N89°36'03"E, coincident with said northerly line, a distance of 7.44 feet;

Thence S00°37'29"W, a distance of 47.99 feet to a point on the southerly line of said parcel;

Thence S89°36'03"W, coincident with said southerly line, a distance of 6.84 feet to the **Point of Beginning**.

The above-described parcel containing 324 square feet (0.007 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

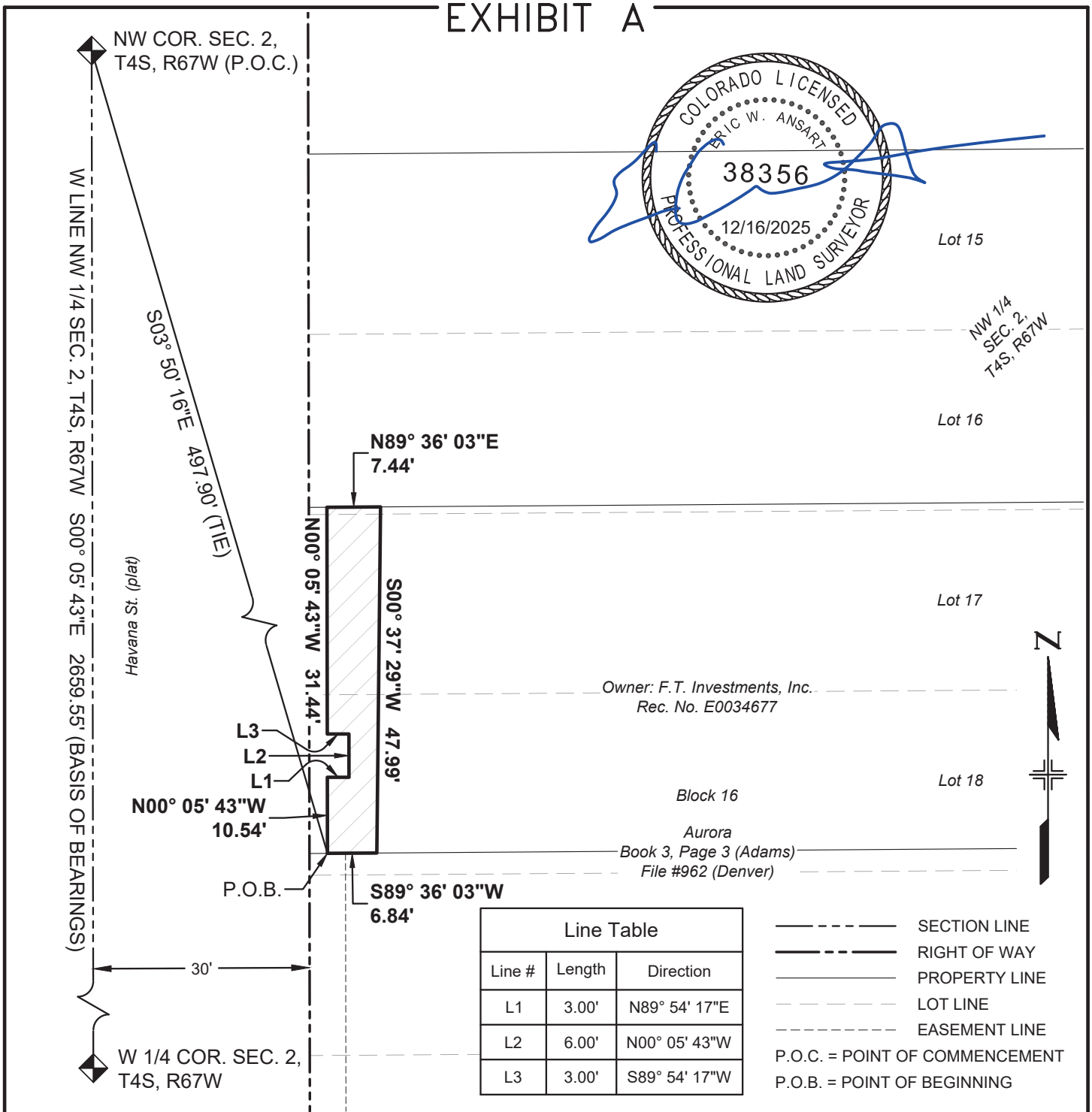
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



Line Table		
Line #	Length	Direction
L1	3.00'	N89° 54' 17"E
L2	6.00'	N00° 05' 43"W
L3	3.00'	S89° 54' 17"W

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 324 SQUARE FEET (0.007 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-105 REV
CHECKED BY:	DATE:	JOB NUMBER:
DMR	12/12/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-106
DATE: SEPT. 29, 2025

A permanent easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 18, 19, & 20, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S03°50’16”E, a distance of 497.90 feet to a point on the northerly line of that parcel of land described in that Quit Claim Deed recorded on May 31, 2007, at Rec. No. B7068832 in the office of the Arapahoe County Clerk and Recorder, said point being the **Point of Beginning**;

Thence S00°05'43"E, a distance of 33.99 feet to a point of tangent curvature;

Thence along said curve to the right (whose chord bears S16°58'46"W, a distance of 8.51 feet) having a radius of 14.50 feet, and a central angle of 34°08'58", an arc distance of 8.64 feet to a point on the westerly line of said parcel, said point being a point of non-tangency;

Thence coincident with the westerly and northerly lines of said parcel the following two (2) courses:

1. Thence N00°05'43"W, a distance of 42.12 feet;
2. Thence N89°36'03"E, a distance of 2.50 feet to the **Point of Beginning**.

The above-described parcel containing 99 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

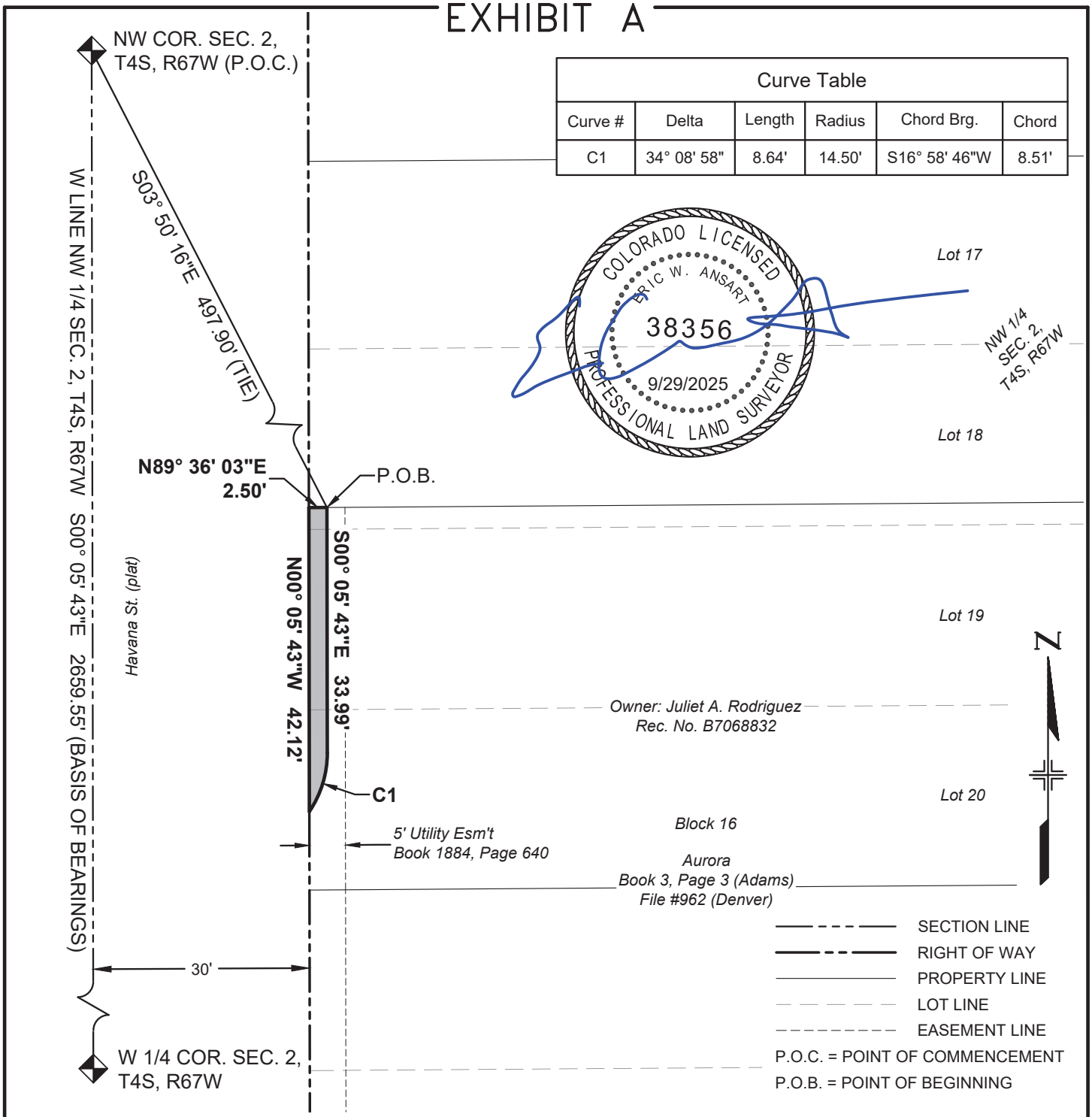


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



Curve Table					
Curve #	Delta	Length	Radius	Chord Brg.	Chord
C1	34° 08' 58"	8.64'	14.50'	S16° 58' 46"W	8.51'

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 99 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-106
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-106 REV
DATE: DEC. 12, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 18, 19, & 20, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S03°50’16”E, a distance of 497.90 feet to a point on the northerly line of that parcel of land described in that Quit Claim Deed recorded on May 31, 2007, at Rec. No. B7068832 in the office of the Arapahoe County Clerk and Recorder, said point being the **Point of Beginning**;

Thence N89°36'03"E, coincident with said northerly line, a distance of 6.84 feet;

Thence S00°03'29"W, a distance of 53.00 feet to a point on the southerly line of said parcel;

Thence S89°36'03"W, coincident with said southerly line, a distance of 9.19 feet;

Thence N00°05'43"W, a distance of 10.88 feet to a point of non-tangent curvature;

Thence along said curve to the left (whose chord bears N16°58'46"E, a distance of 8.51 feet) having a radius of 14.50 feet, and a central angle of 34°08'58", an arc distance of 8.64 feet to a point of tangency;

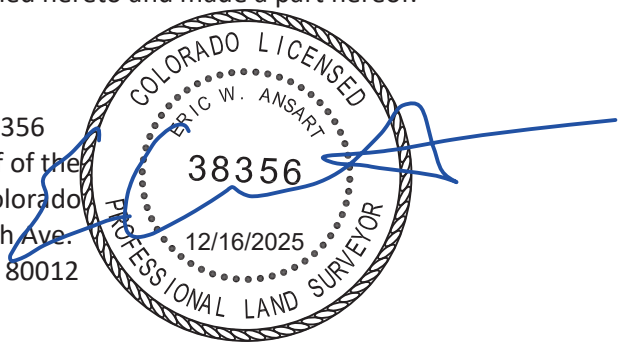
Thence N00°05'43"W, a distance of 33.99 feet to the **Point of Beginning**.

The above-described parcel containing 392 square feet (0.009 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

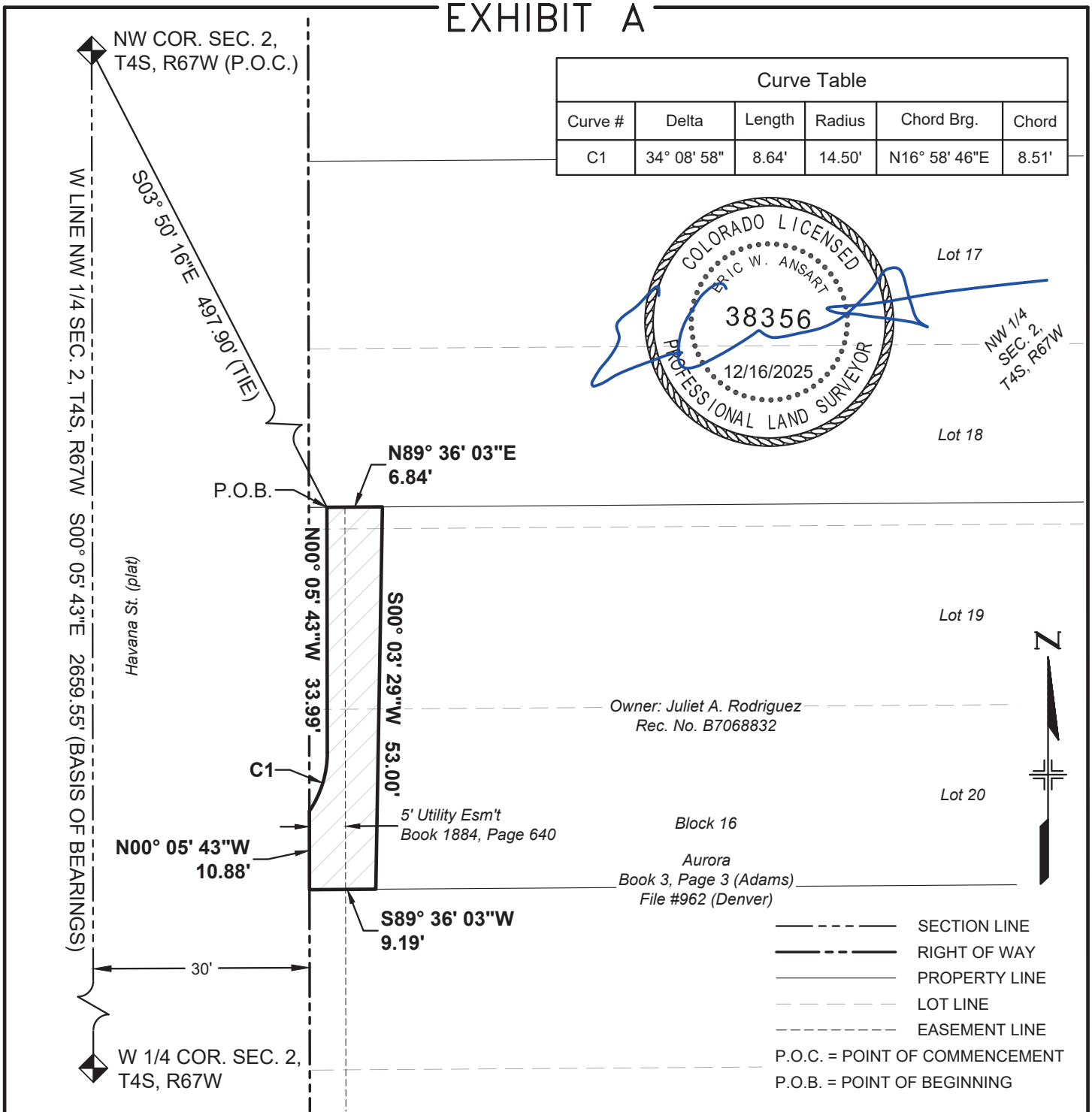


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



Curve Table					
Curve #	Delta	Length	Radius	Chord Brg.	Chord
C1	34° 08' 58"	8.64'	14.50'	N16° 58' 46"E	8.51'

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 392 SQUARE FEET (0.009 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-106 REV
CHECKED BY:	DATE:	JOB NUMBER:
DMR	12/12/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-107
DATE: SEPT. 29, 2025

A permanent easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 24, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°46’19”E, a distance of 642.40 feet to a point on the westerly line of said Lot 24, said point being the **Point of Beginning**;

Thence S45°05'30"E, a distance of 11.46 feet to a point on the southerly line of said Lot 24;

Thence coincident with the southerly and westerly lines of said Lot 24 the following two (2) courses:

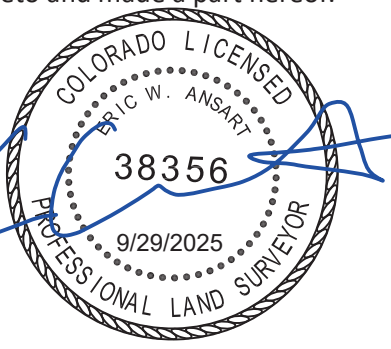
1. Thence S89°36'03"W, a distance of 8.10 feet;
2. Thence N00°05'43"W, a distance of 8.15 feet to the **Point of Beginning**.

The above-described parcel containing 33 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

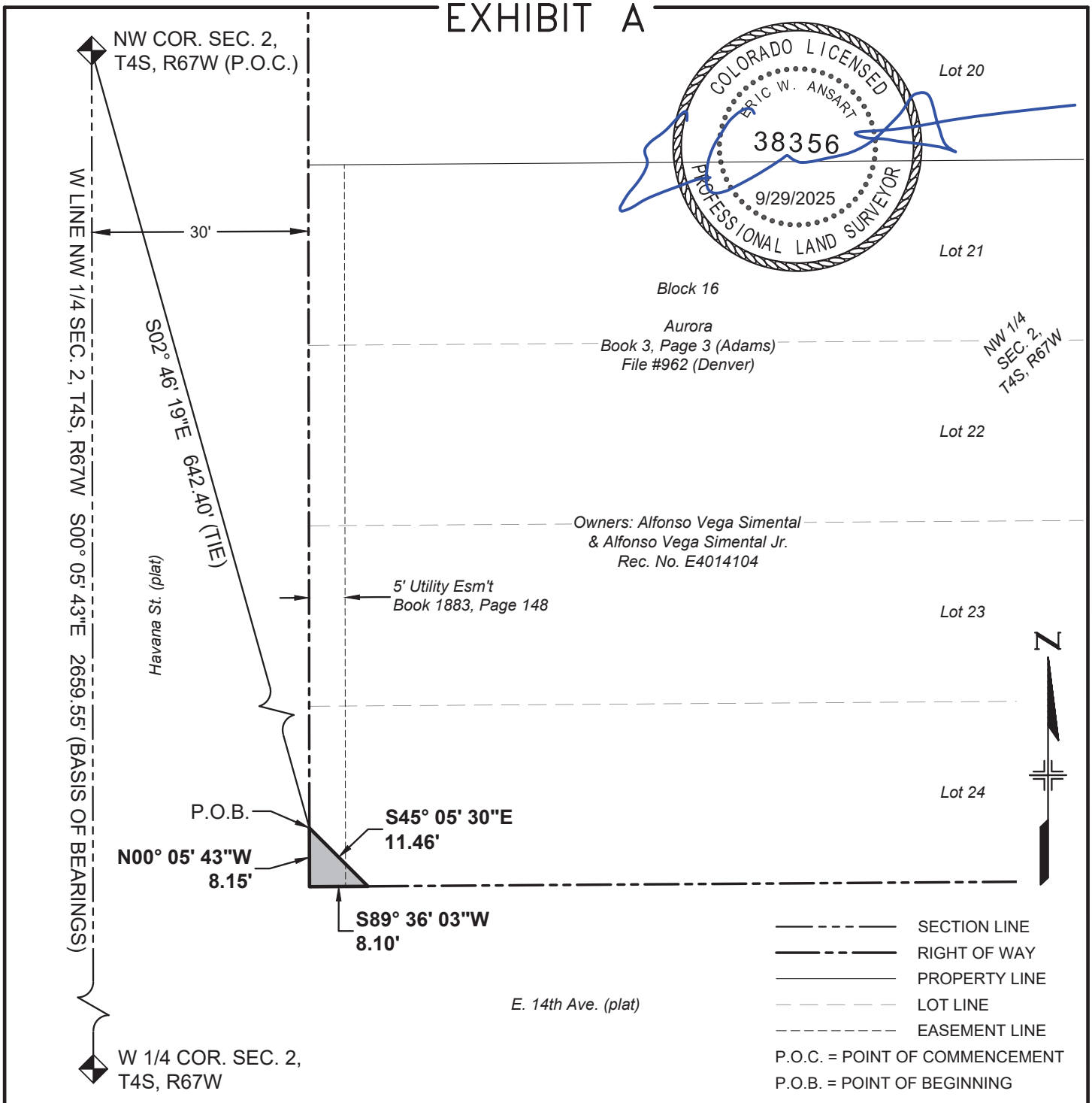
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 33 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-107
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-107
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 21 through 24, Block 16, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°46’19”E, a distance of 642.40 feet to a point on the westerly line of said Lot 24, said point being the **Point of Beginning**;

Thence N00°05'43"W, coincident with the westerly lines of said Lots 21 through 24, a distance of 91.85 feet to the northwesterly corner of said Lot 21;

Thence N89°36'03"E, coincident with the northerly line of said Lot 21, a distance of 6.50 feet;

Thence S00°05'43"E, a distance of 40.83 feet;

Thence S89°54'17"W, a distance of 3.50 feet;

Thence S00°05'43"E, a distance of 49.82 feet;

Thence S45°05'30"E, a distance of 8.96 feet;

Thence N89°36'03"E, a distance of 10.31 feet;

Thence S00°23'57"E, a distance of 3.00 feet to a point on the southerly line of said Lot 24;

Thence S89°36'03"W, coincident with said southerly line, a distance of 11.57 feet;

Thence N45°05'30"W, a distance of 11.46 feet to the **Point of Beginning**.

The above-described parcel containing 480 square feet (0.011 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

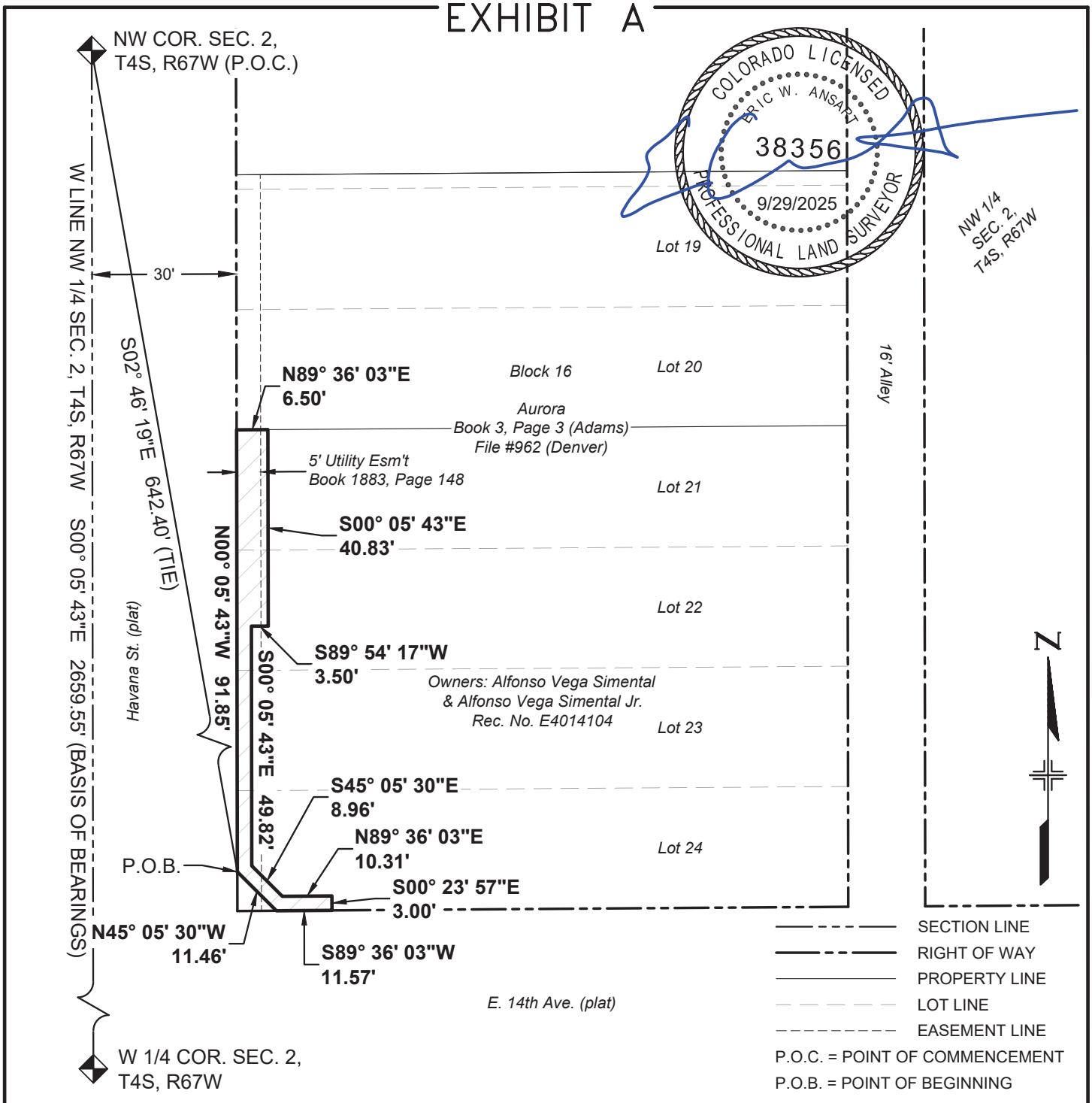
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 480 SQUARE FEET (0.011 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-107
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-108
DATE: SEPT. 29, 2025

A permanent easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 2, Block 1, Rose Subdivision Filing No. 1, the plat of said subdivision being recorded on August 13, 1984, at Rec. No. 2440964 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S06°44’37”W, a distance of 352.72 feet to the southeasterly corner of said Lot 2, said corner being the **Point of Beginning**;

Thence S89°37'11"W, coincident with the southerly line of said Lot 2, a distance of 6.94 feet;

Thence N00°22'49"W, a distance of 13.11 feet;

Thence N31°29'26"E, a distance of 13.38 feet to a point on the easterly line of said Lot 2;

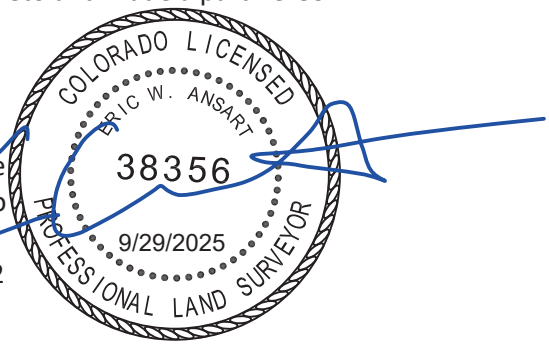
Thence S00°05'43"E, coincident with said easterly line, a distance of 24.47 feet to the **Point of Beginning**.

The above-described parcel containing 131 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

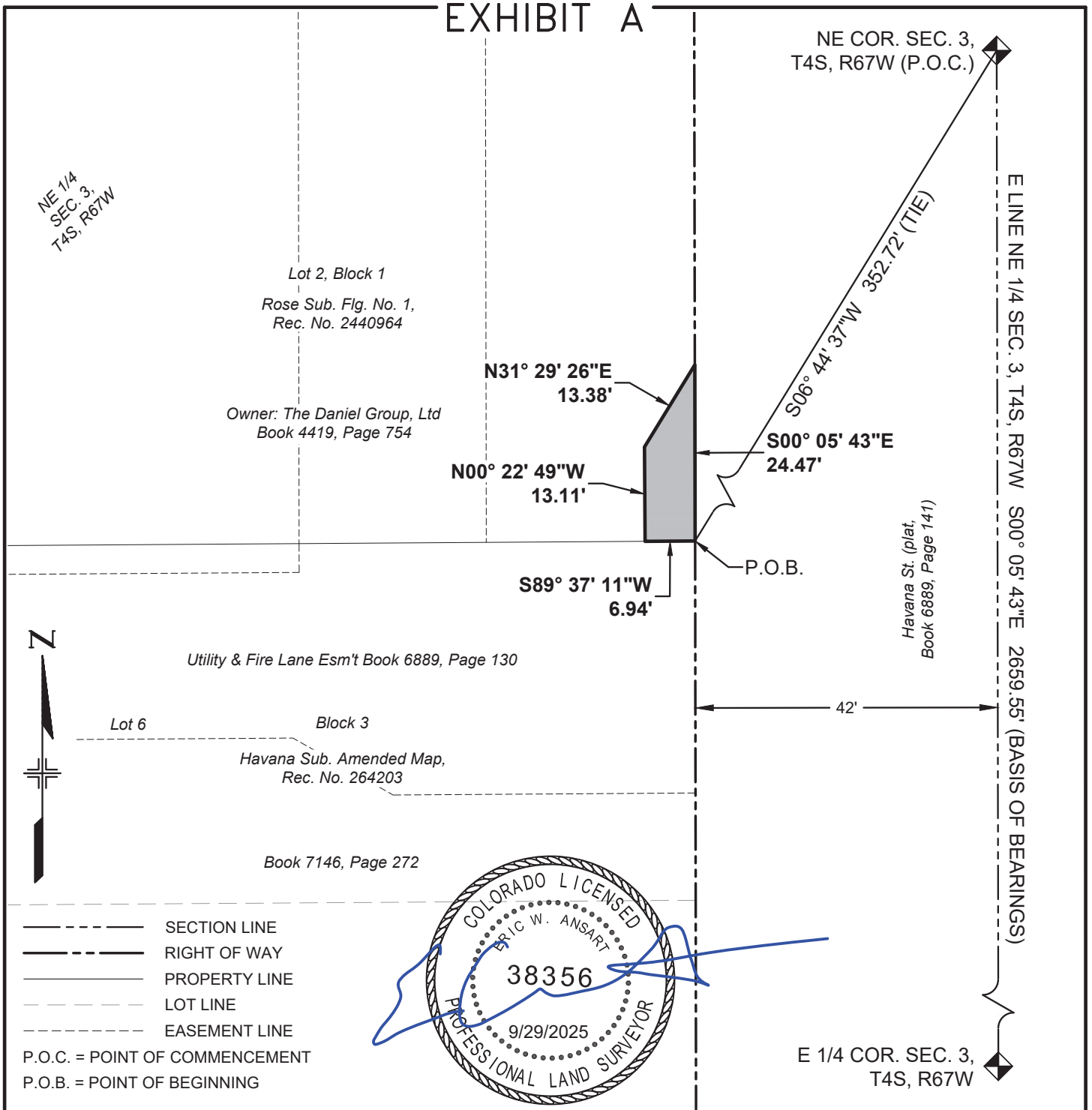


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 131 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-108
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-108A
DATE: SEPT. 29, 2025

A permanent easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 5 & 6, Block 3, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S06°07’38”W, a distance of 387.49 feet to a point on the easterly line of said Lot 6, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line and the easterly line of said Lot 5, a distance of 18.62 feet;

Thence N38°25'15"W, a distance of 4.72 feet to a point on the southerly line of said Lot 6;

Thence S89°37'11"W, coincident with said southerly line, a distance of 14.56 feet;

Thence N00°22'49"W, a distance of 14.90 feet to a point on the southerly line of that Utility and Fire Lane Easement recorded on April 19, 1993, in Book 6889 at Page 130 in said office;

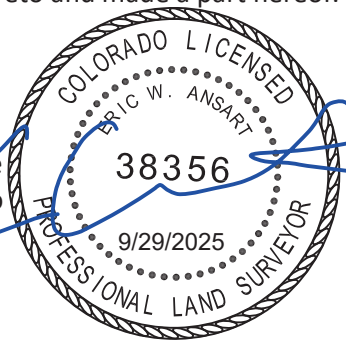
Thence N89°37'11"E, coincident with said southerly line, a distance of 17.56 feet to the **Point of Beginning**.

The above-described parcel containing 267 square feet (0.006 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

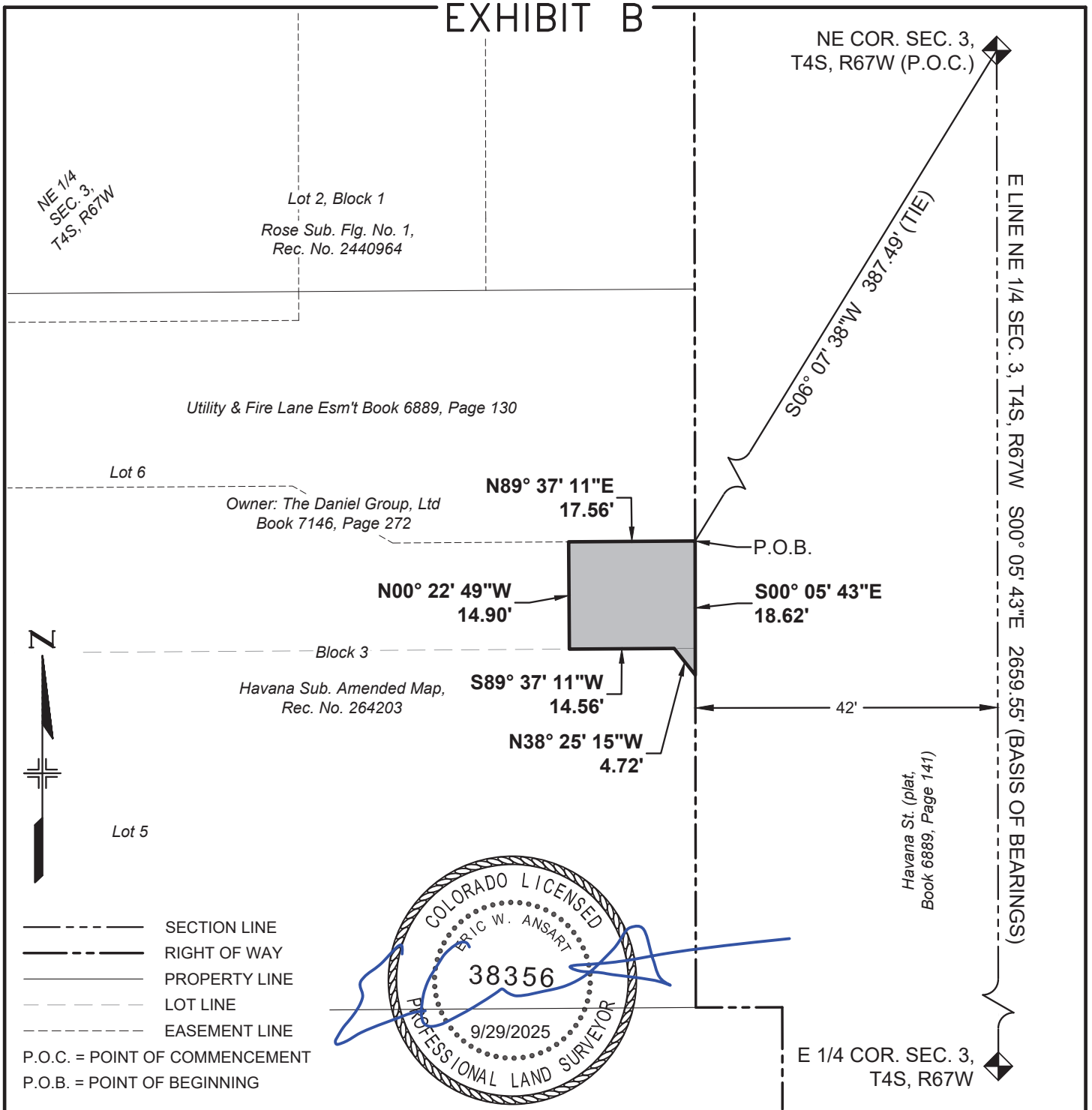


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 267 SQUARE FEET (0.006 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-108A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-108
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 2, Block 1, Rose Subdivision Filing No. 1, the plat of said subdivision being recorded on August 13, 1984, at Rec. No. 2440964 in the office of the Arapahoe County Clerk and Recorder, and also being a part of Lot 6, Block 3, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in said office, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S06°44’37”W, a distance of 352.72 feet to the northeasterly corner of said Lot 6, said corner being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 6, a distance of 35.00 feet the southeasterly corner of that Utility and Fire Lane Easement recorded on April 19, 1993, in Book 6889 at Page 130 in said office;

Thence S89°37'11"W, coincident with the southerly line of said Utility and Fire Lane Easement, a distance of 17.56 feet;

Thence N00°05'43"W, a distance of 35.00 feet to a point on the southerly line of said Lot 2;

Thence N32°14'35"E, a distance of 27.22 feet;

Thence N00°05'43"W, a distance of 194.82 feet;

Thence N89°54'17"E, a distance of 3.00 feet to a point on the easterly line of said Lot 2;

Thence S00°05'43"E, coincident with said easterly line, a distance of 193.26 feet;

Thence S31°29'26"W, a distance of 13.38 feet;

Thence S00°22'49"E, a distance of 13.11 feet to a point on the southerly line of said Lot 2;

Thence N89°37'11"E, coincident with said southerly line, a distance of 6.94 feet to the **Point of Beginning**.

The above-described parcel containing 1,304 square feet (0.030 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

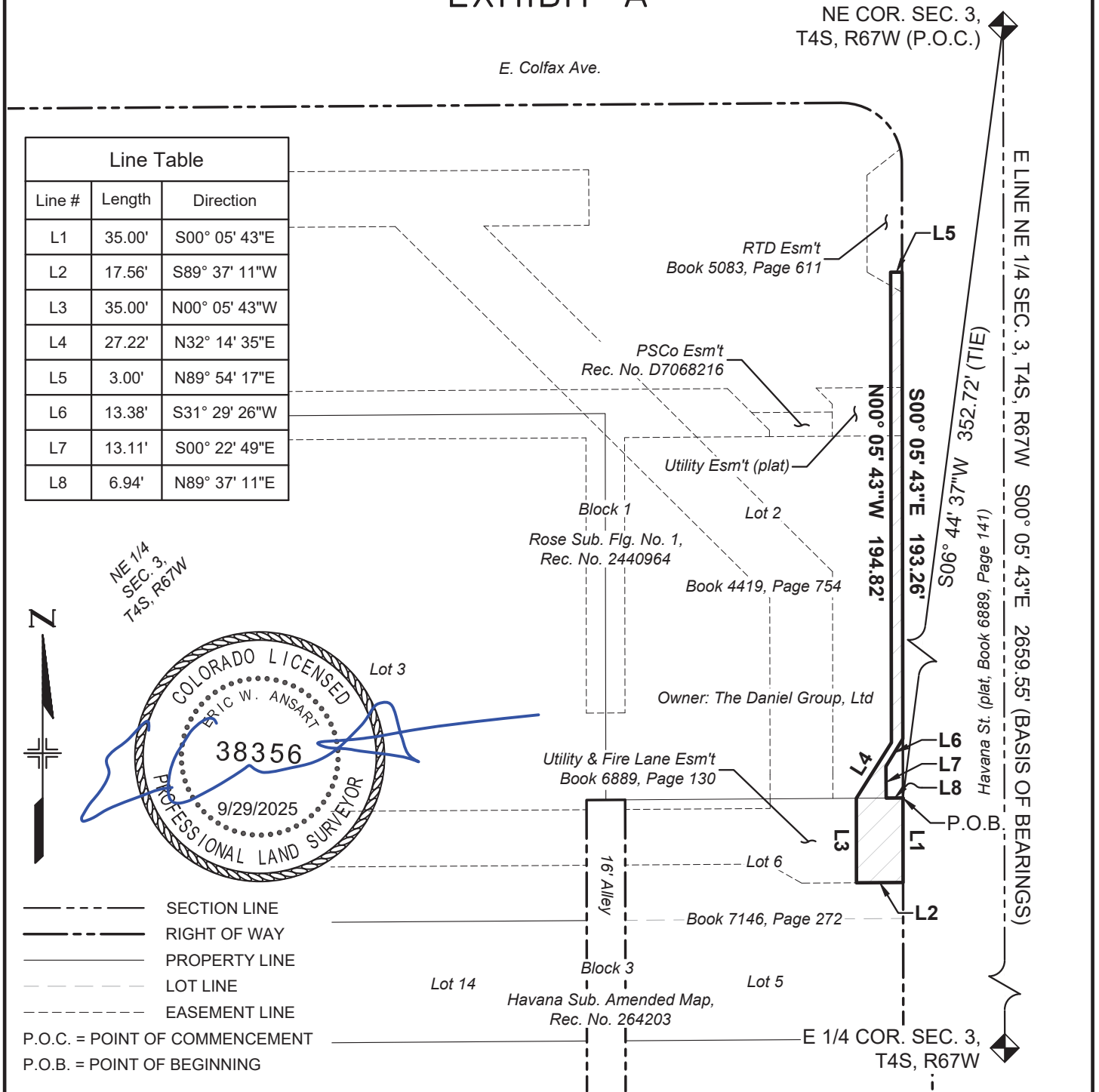
Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR
EXHIBIT A



Line Table		
Line #	Length	Direction
L1	35.00'	S00° 05' 43"E
L2	17.56'	S89° 37' 11"W
L3	35.00'	N00° 05' 43"W
L4	27.22'	N32° 14' 35"E
L5	3.00'	N89° 54' 17"E
L6	13.38'	S31° 29' 26"W
L7	13.11'	S00° 22' 49"E
L8	6.94'	N89° 37' 11"E

BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 1,304 SQUARE FEET (0.030 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-108
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-109
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 4, Block 3, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S03°41’46”W, a distance of 453.69 feet to a point on the easterly line of said Lot 4, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line, a distance of 36.15 feet;

Thence S89°54'23"W, a distance of 5.50 feet;

Thence N00°05'42"W, a distance of 36.15 feet;

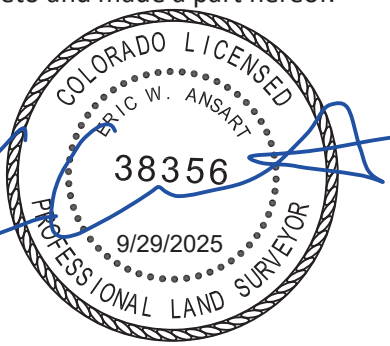
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 199 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

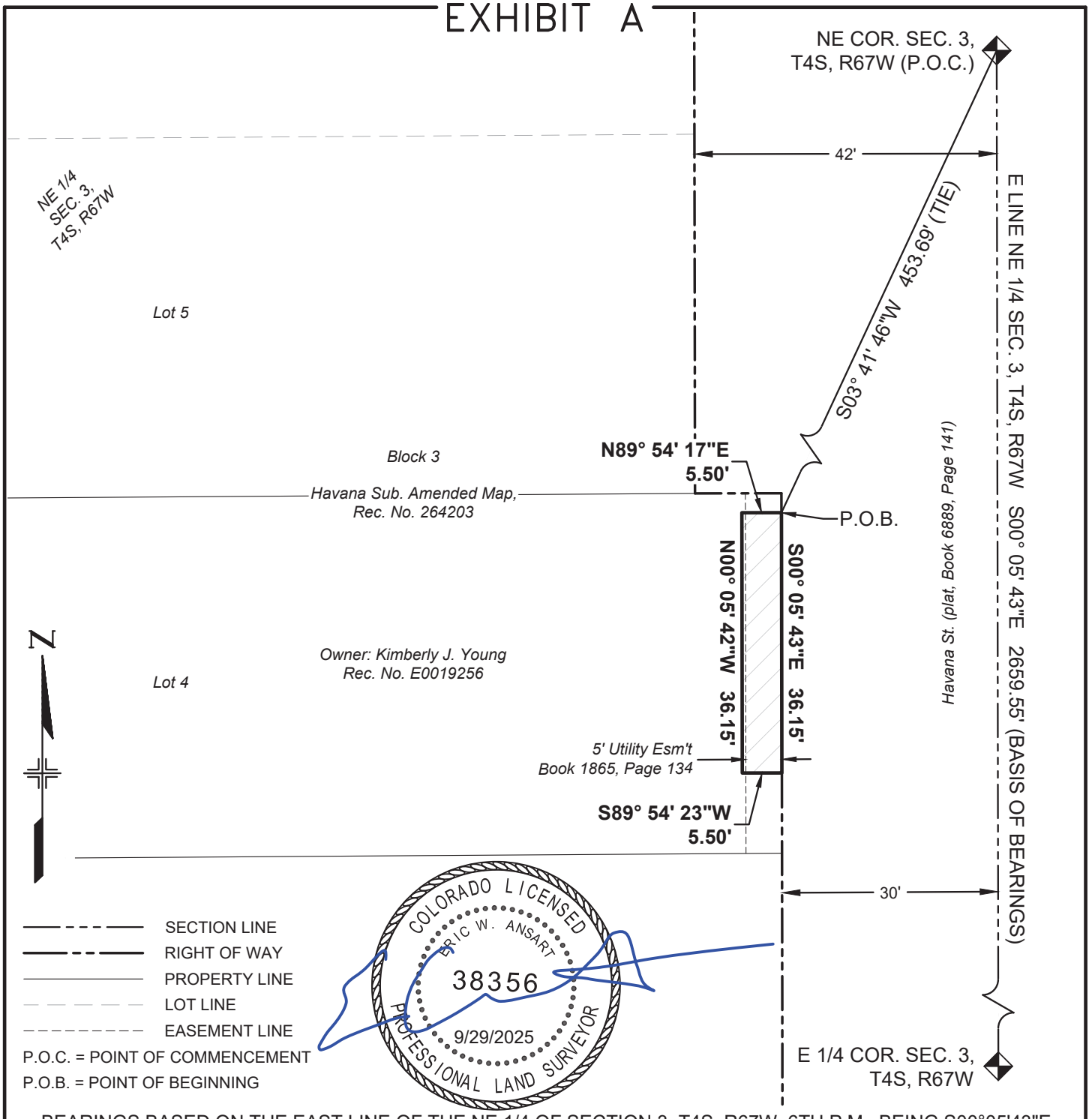


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 199 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-109
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-110
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 3, Block 3, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S03°01’37”W, a distance of 550.82 feet to the southeasterly corner of said Lot 3, said corner being the **Point of Beginning**;

Thence S89°37'11"W, coincident with the southerly line of said Lot 3, a distance of 2.00 feet;

Thence N00°05'43"W, a distance of 14.66 feet;

Thence S89°54'17"W, a distance of 3.50 feet;

Thence N00°05'43"W, a distance of 31.00 feet;

Thence N89°54'17"E, a distance of 3.50 feet;

Thence N00°05'43"W, a distance of 4.34 feet to a point on the northerly line of said Lot 3;

Thence coincident with the northerly and easterly lines of said Lot 3 the following two (2) courses:

1. Thence N89°37'11"E, a distance of 2.00 feet;
2. Thence S00°05'43"E, a distance of 50.00 feet to the **Point of Beginning**.

The above-described parcel containing 209 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

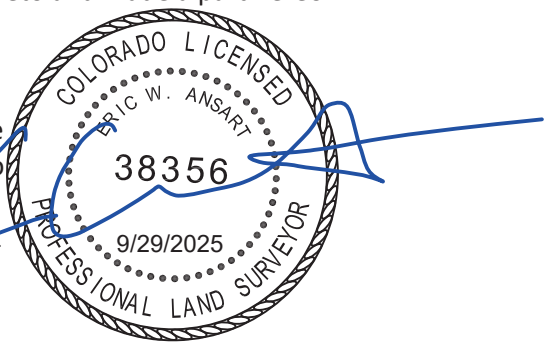
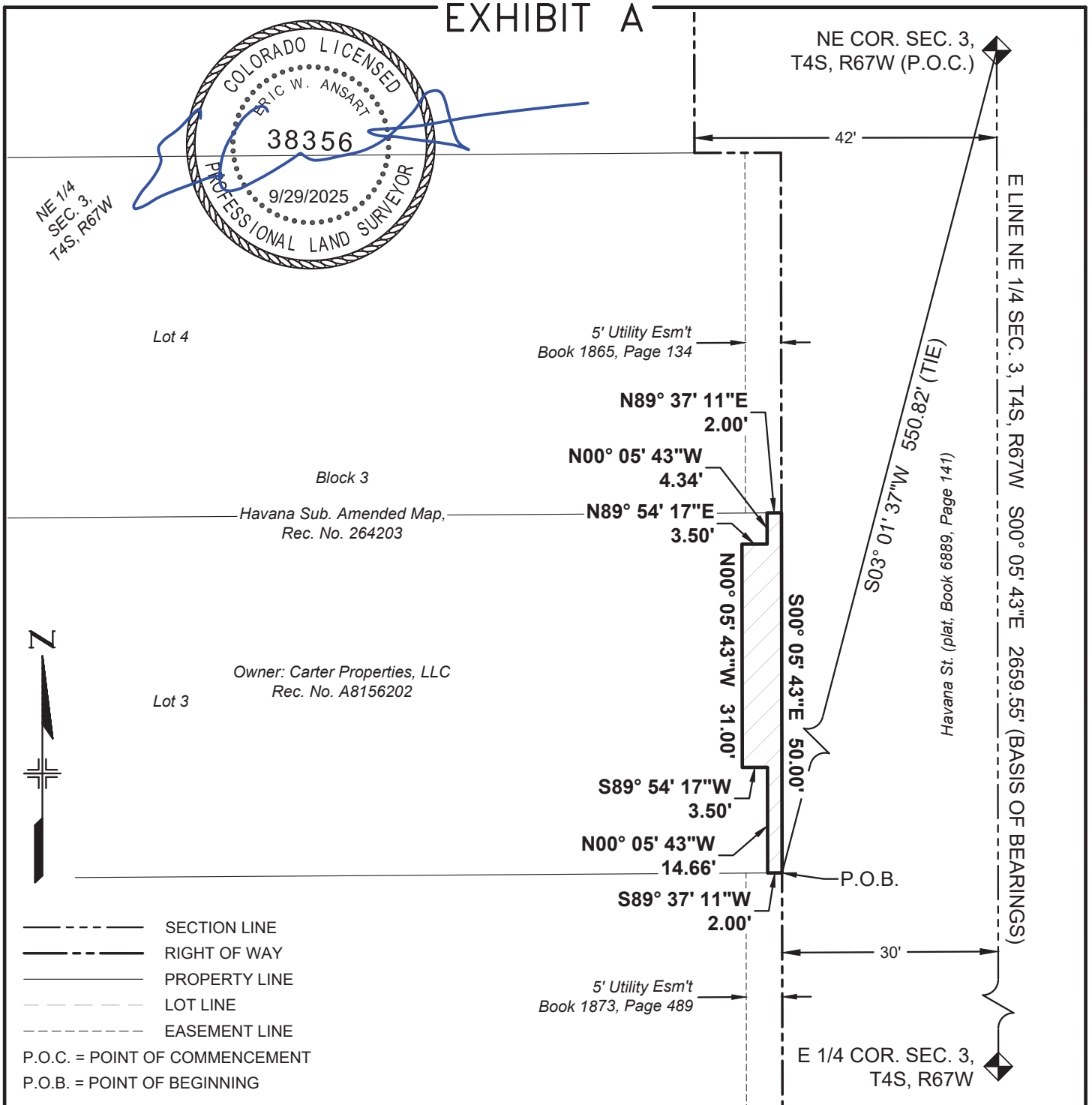


ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 209 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-110
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-111
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 1 & 2, Block 3, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05'43"E, a distance of 2659.55 feet);

Thence S03°01'37"W, a distance of 550.82 feet to the northeasterly corner of that parcel of land described in that Warranty Deed recorded on February 16, 2016, at Rec. No. D6015453 in said office, said corner being the **Point of Beginning**;

Thence coincident with the easterly line of said parcel the following two (2) courses:

1. Thence S00°05'43"E, a distance of 85.00 feet to a point of tangent curvature;
2. Thence along said curve to the right (whose chord bears S41°24'09"W, a distance of 19.88 feet) having a radius of 15.00 feet, and a central angle of 82°59'43", an arc distance of 21.73 feet to a point of non-tangency;

Thence N42°36'16"E, a distance of 16.47 feet;

Thence N00°05'43"W, a distance of 87.77 feet to a point on the northerly line of said parcel;

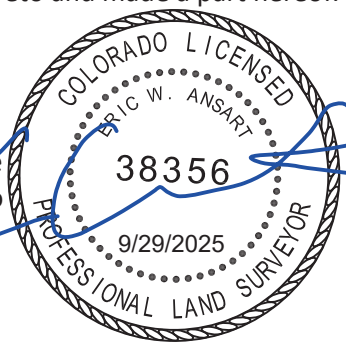
Thence N89°37'11"E, coincident with said northerly line, a distance of 2.00 feet to the **Point of Beginning**.

The above-described parcel containing 221 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05'43"E, being monumented on the north end of said line by a 3" brass cap in a range box "CITY OF AURORA LS 16848 1987" and on the south end by a 3" brass cap in a range box "CITY OF AURORA LS 16419 1989", said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

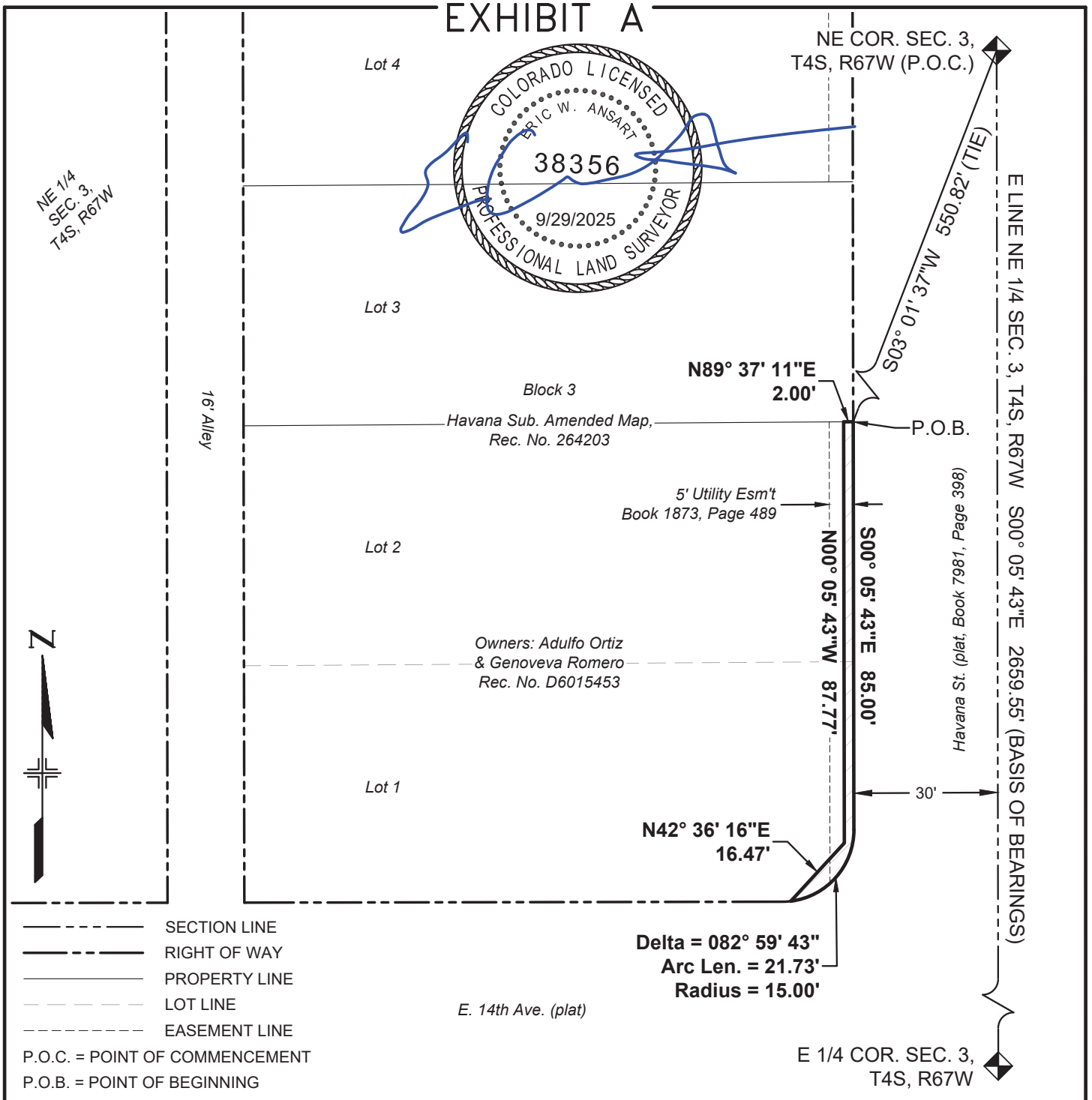


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 221 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-111
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-112
DATE: SEPT. 29, 2025

A permanent easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 1, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°29’17”E, a distance of 718.52 feet to a point on the westerly line of said Lot 1, said point being the **Point of Beginning**;

Thence coincident with the westerly and northerly lines of said Lot 1 the following two (2) courses:

1. Thence N00°05'43"W, a distance of 8.05 feet;
2. Thence N89°36'03"E, a distance of 8.09 feet;

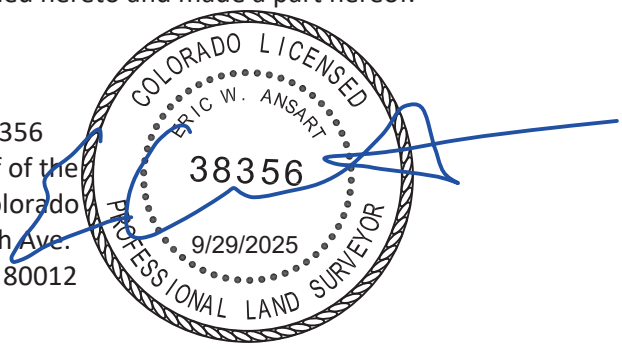
Thence S44°54'17"W, a distance of 11.44 feet to the **Point of Beginning**.

The above-described parcel containing 33 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

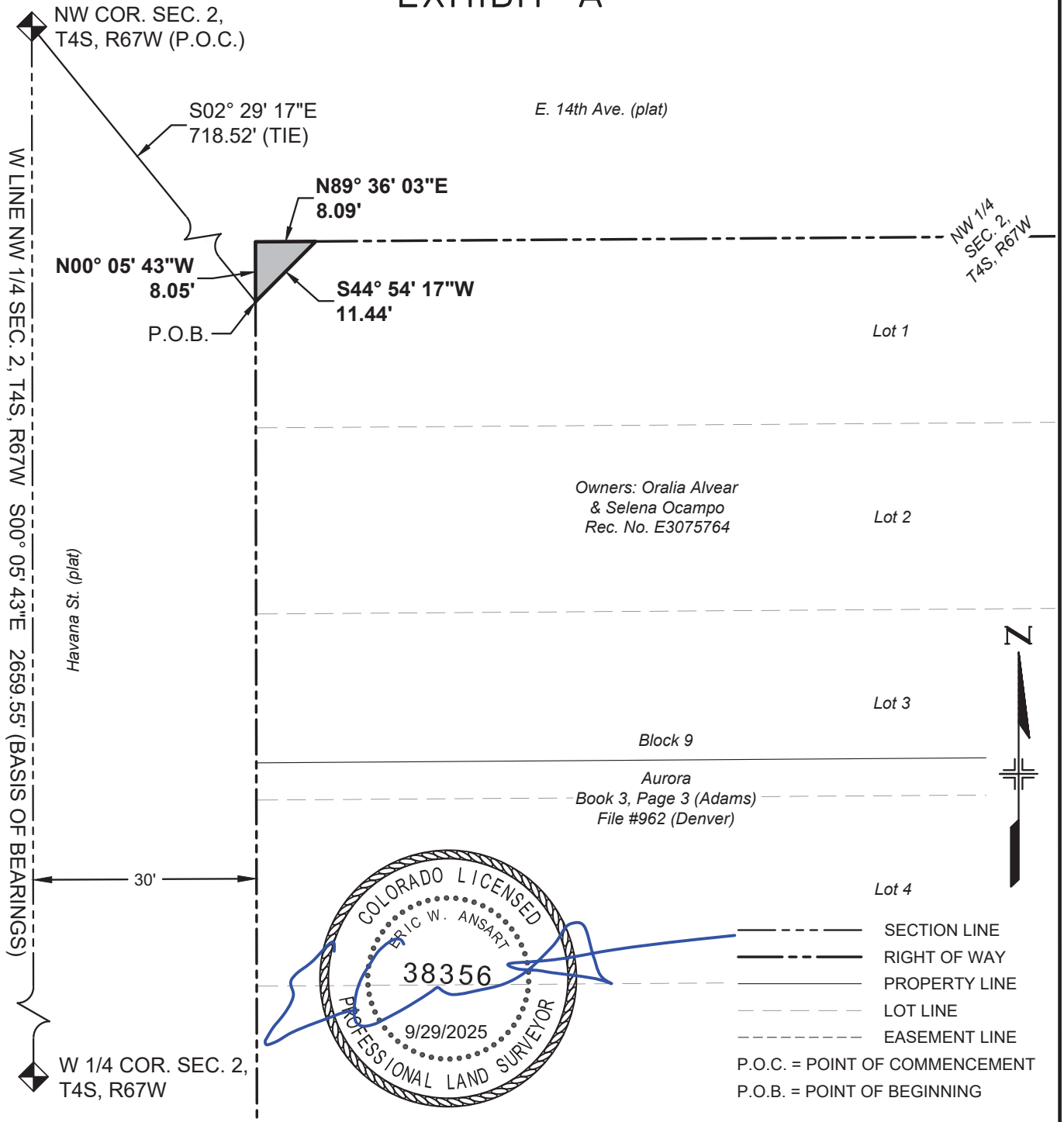
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 33 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-112
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-112
DATE: SEPT. 29, 2025

A temporary construction easement in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 1, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°29’17”E, a distance of 718.52 feet to a point on the westerly line of said Lot 1, said point being the **Point of Beginning**;

Thence N44°54'17"E, a distance of 11.44 feet to a point on the northerly line of said Lot 1;

Thence N89°36'03"E, coincident with said northerly line, a distance of 2.84 feet;

Thence S44°54'17"W, a distance of 15.46 feet to a point on the westerly line of said lot 1;

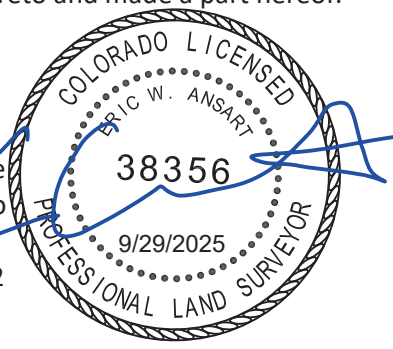
Thence N00°05'43"W, coincident with said westerly line, a distance of 2.83 feet to the **Point of Beginning**.

The above-described parcel containing 27 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

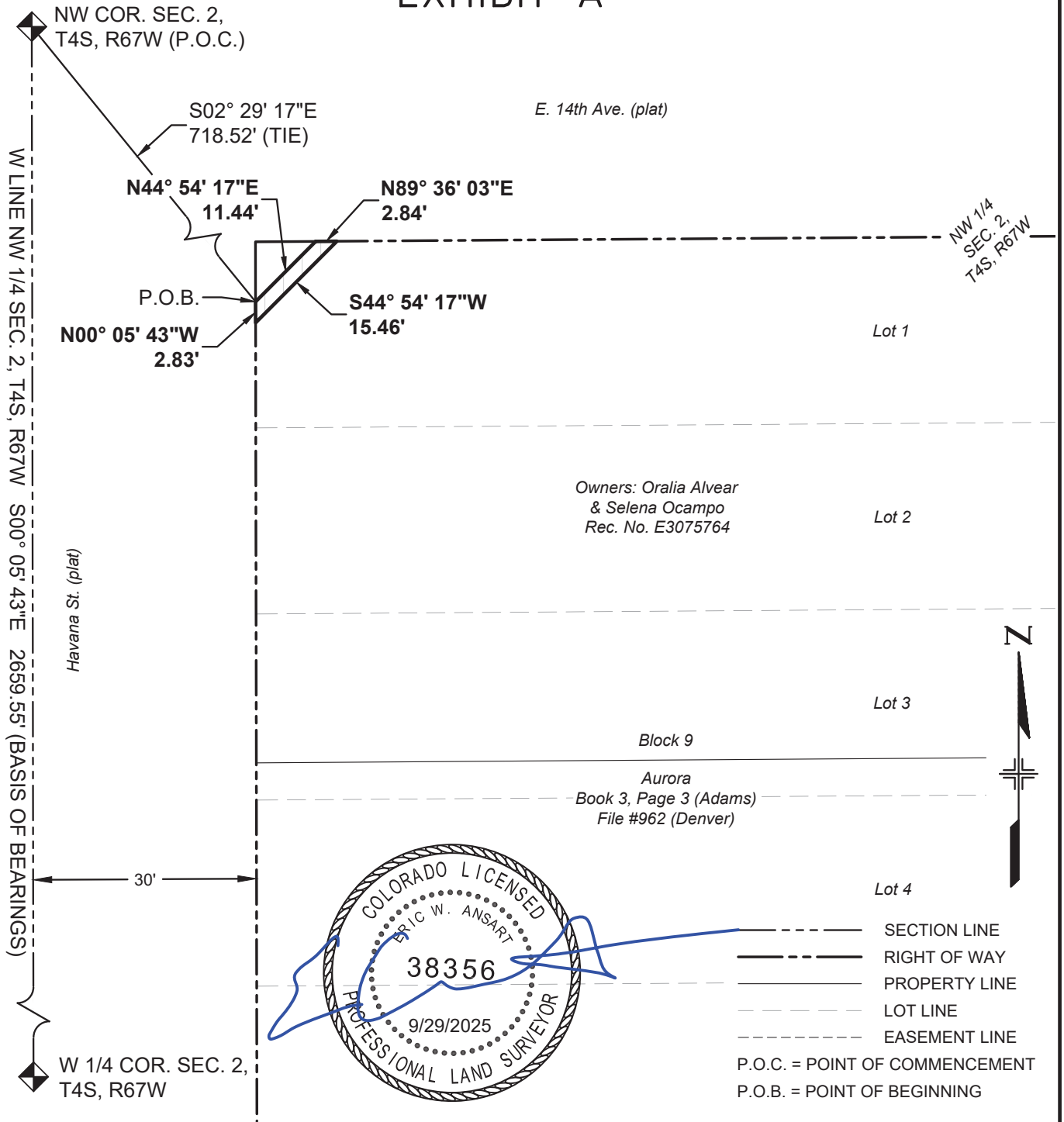


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 27 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-112
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-112A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 2, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°24’53”E, a distance of 741.28 feet to a point on the westerly line of said Lot 2, said point being the **Point of Beginning**;

Thence N89°54'17"E, a distance of 5.50 feet;

Thence S00°05'43"E, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet to a point on the westerly line of said Lot 2;

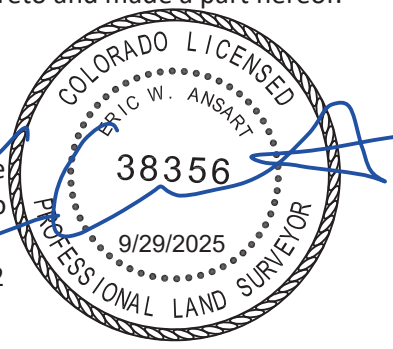
Thence N00°05'43"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

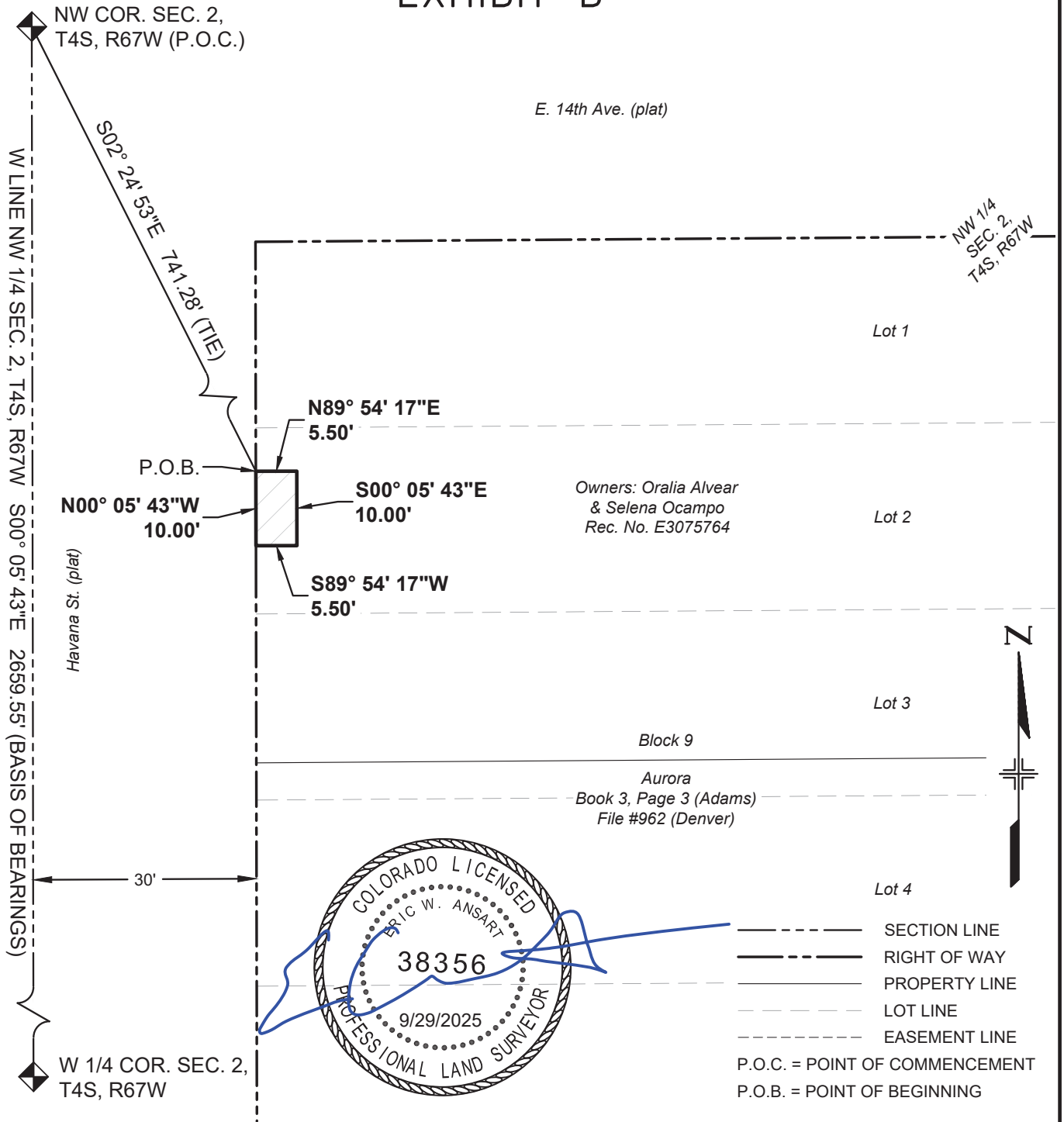


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-112A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-112B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 3, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°17’54”E, a distance of 780.43 feet to the southwesterly corner of that parcel of land described in that Personal Representative’s Deed recorded November 6, 2023, at Rec. No. E3075764, said corner being the **Point of Beginning**;

Thence N00°05'43"W, coincident with the westerly line of said parcel, a distance of 19.70 feet;

Thence N89°54'17"E, a distance of 5.50 feet;

Thence S00°05'43"E, a distance of 19.67 feet to a point on the southerly line of said parcel;

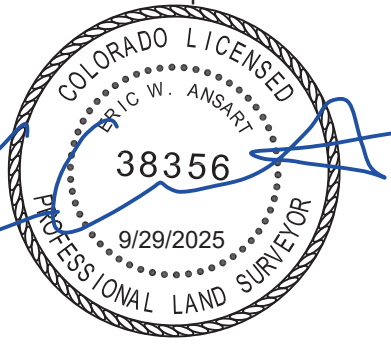
Thence S89°36'03"W, coincident with said southerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 108 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

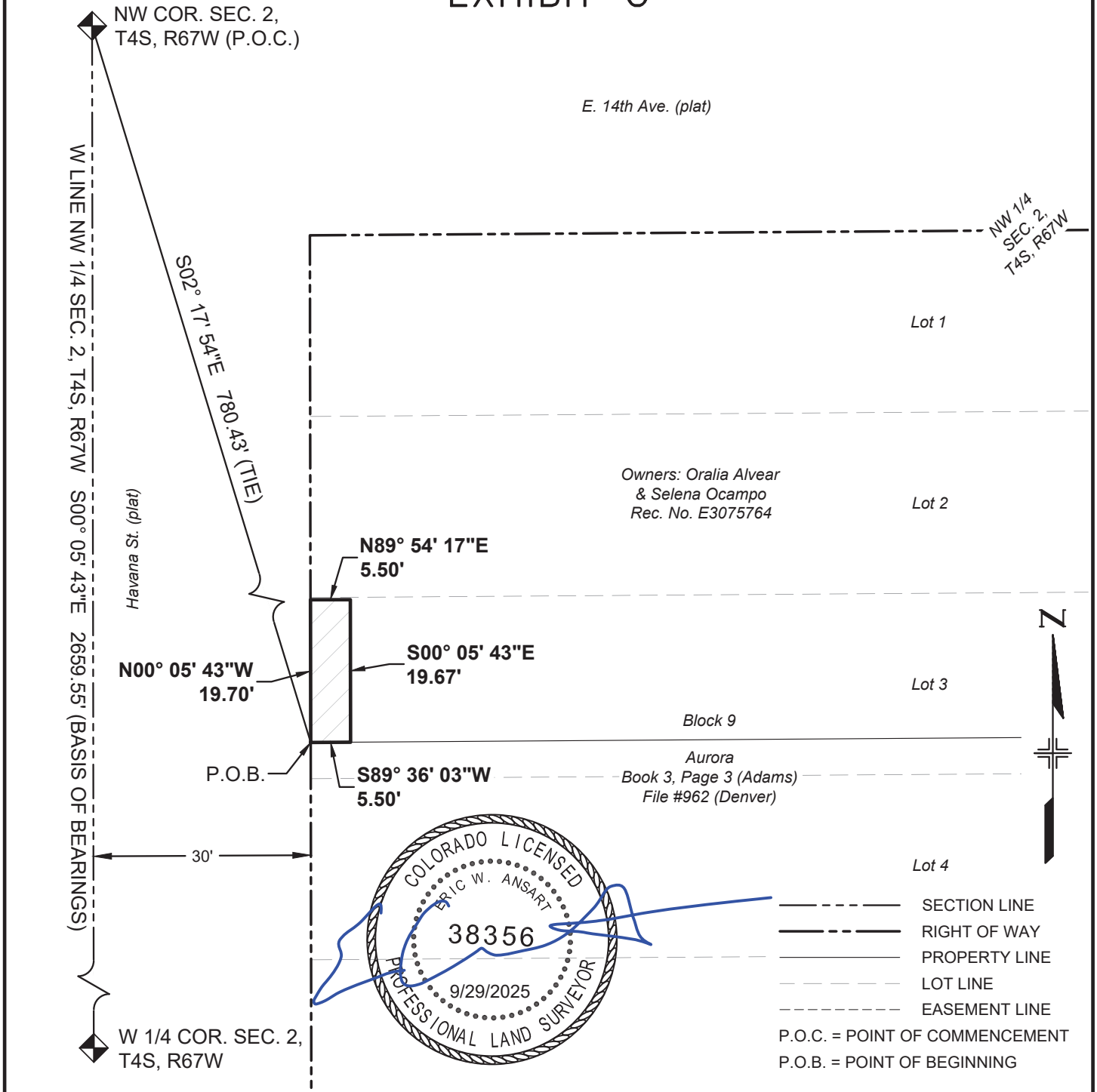


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 108 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-112B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-113
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 3 and 4, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°17’54”E, a distance of 780.43 feet to the northwesterly corner of that parcel of land described in that Warranty Deed recorded September 4, 1996, at Rec. No. A6115031, said corner being the **Point of Beginning**;

Thence N89°36'03"E, coincident with the northerly line of said parcel, a distance of 5.50 feet;

Thence S00°24'02"E, a distance of 3.00 feet;

Thence S89°36'03"W, a distance of 3.52 feet;

Thence S00°05'43"E, a distance of 3.91 feet;

Thence N89°54'17"E, a distance of 3.50 feet;

Thence S00°05'43"E, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet to a point on the westerly line of said parcel;

Thence N00°05'43"W, coincident with said westerly line, a distance of 16.90 feet to the **Point of Beginning**.

The above-described parcel containing 79 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

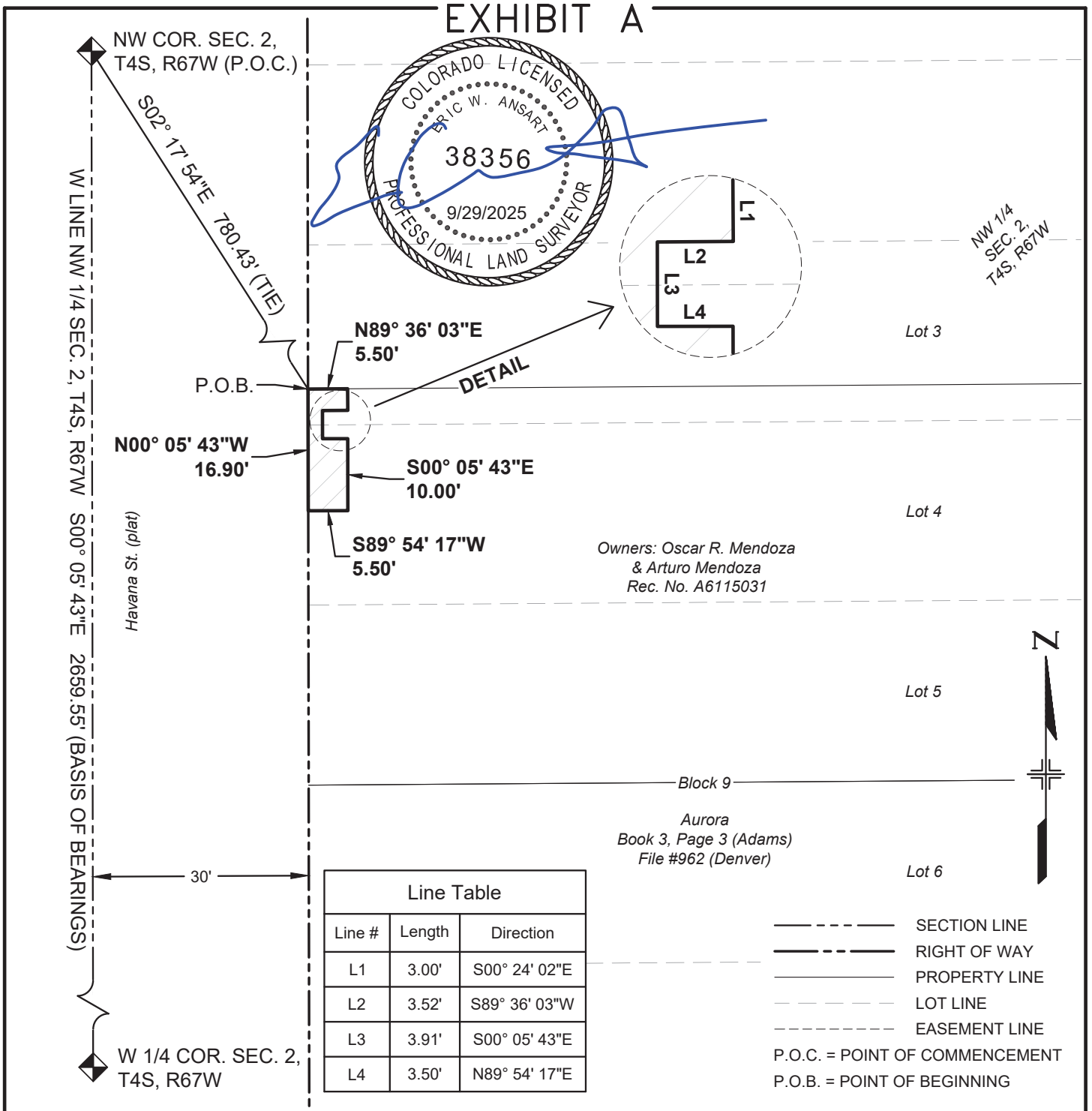


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



Line Table		
Line #	Length	Direction
L1	3.00'	S00° 24' 02"E
L2	3.52'	S89° 36' 03"W
L3	3.91'	S00° 05' 43"E
L4	3.50'	N89° 54' 17"E

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 79 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-113
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-113A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 5, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°12’28”E, a distance of 813.81 feet to a point on the westerly line of said Lot 5, said point being the **Point of Beginning**;

Thence N89°54'17"E, a distance of 5.50 feet;

Thence S00°05'43"E, a distance of 18.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet to a point on the westerly line of said Lot 5;

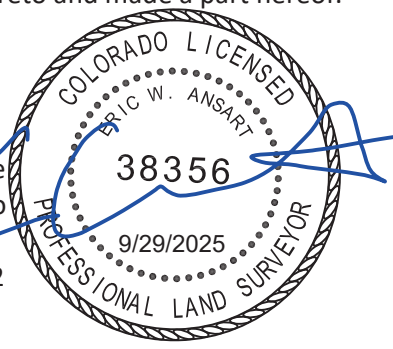
Thence N00°05'43"W, coincident with said westerly line, a distance of 18.00 feet to the **Point of Beginning**.

The above-described parcel containing 99 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

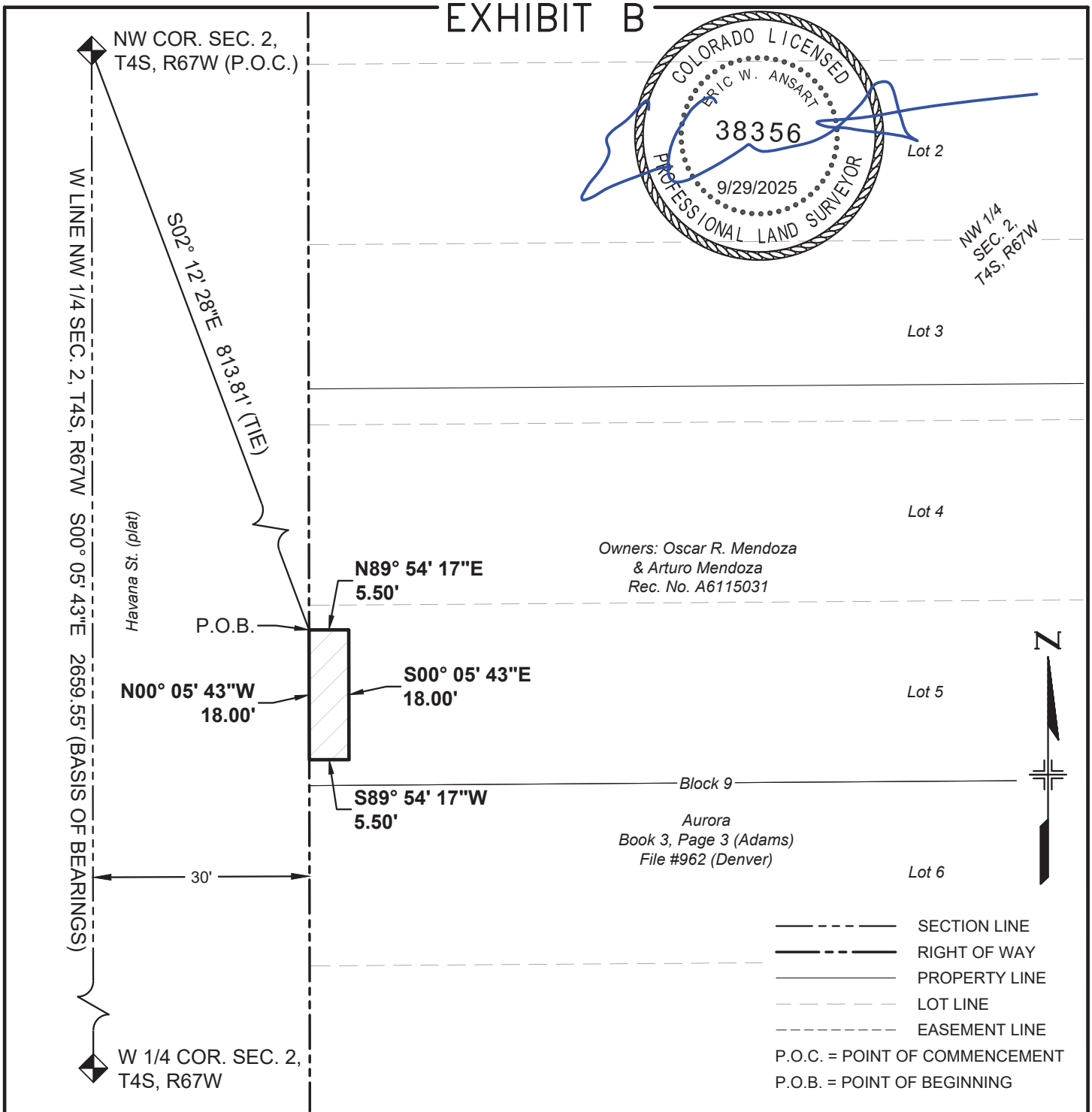


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 99 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-113A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-114
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 6, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°07’26”E, a distance of 847.45 feet to a point on the westerly line of said Lot 6, said point being the **Point of Beginning**;

Thence N89°54'17"E, a distance of 5.50 feet;

Thence S00°05'43"E, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet to a point on the westerly line of said Lot 6;

Thence N00°05'43"W, coincident with said westerly line, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

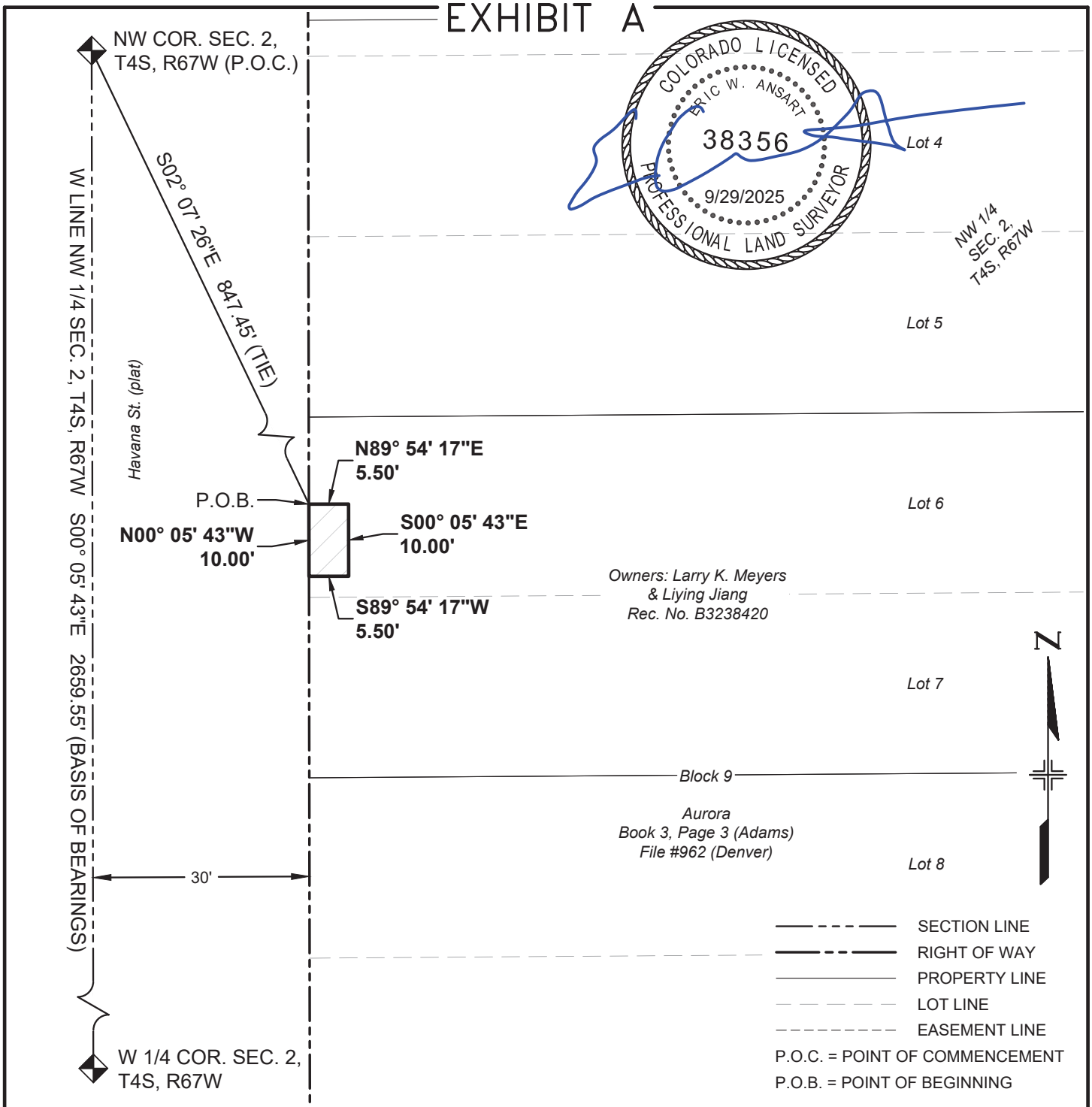


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-114
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-114A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 7, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°02’13”E, a distance of 885.36 feet to the southwesterly corner of said Lot 7, said corner being the **Point of Beginning**;

Thence N00°05'43"W, coincident with the westerly line of said Lot 7, a distance of 20.85 feet;

Thence N89°54'17"E, a distance of 7.50 feet;

Thence S00°05'43"E, a distance of 20.81 feet to a point on the southerly line of said Lot 7;

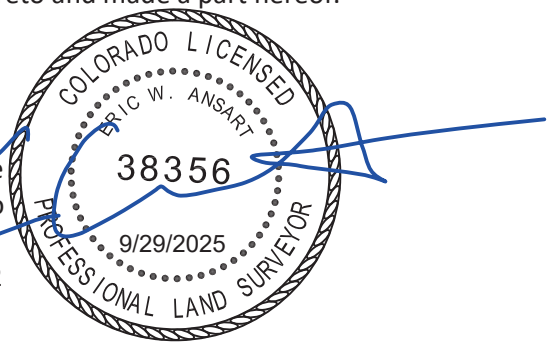
Thence S89°36'03"W, coincident with said southerly line, a distance of 7.50 feet to the **Point of Beginning**.

The above-described parcel containing 156 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

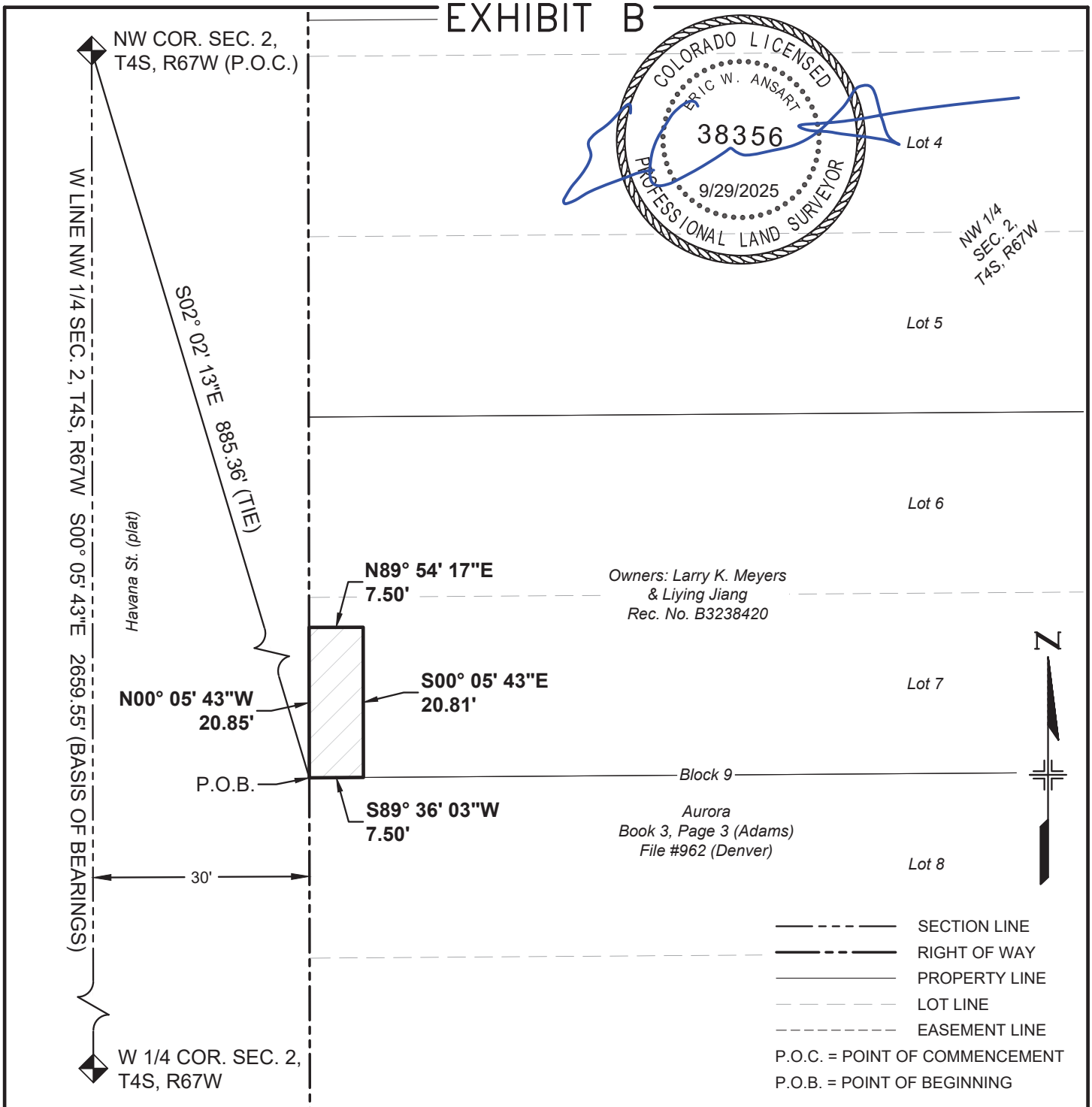


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 156 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-114A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-115
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 8 and 9, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°02’13”E, a distance of 885.36 feet to the northwesterly corner of said Lot 8, said corner being the **Point of Beginning**;

Thence N89°36'03"E, coincident with the northerly line of said Lot 8, a distance of 2.00 feet;

Thence S00°05'43"E, a distance of 16.28 feet;

Thence N89°54'17"E, a distance of 2.50 feet;

Thence S00°05'43"E, a distance of 15.66 feet;

Thence N89°54'17"E, a distance of 4.00 feet;

Thence S00°05'43"E, a distance of 18.03 feet to a point on the southerly line of said Lot 9;

Thence S89°36'03"W, coincident with said southerly line, a distance of 8.50 feet to the southwesterly corner of said Lot 9;

Thence N00°05'43"W, coincident with the westerly line of said Lot 9 and the westerly line of said Lot 8, a distance of 50.00 feet to the **Point of Beginning**.

The above-described parcel containing 256 square feet (0.006 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

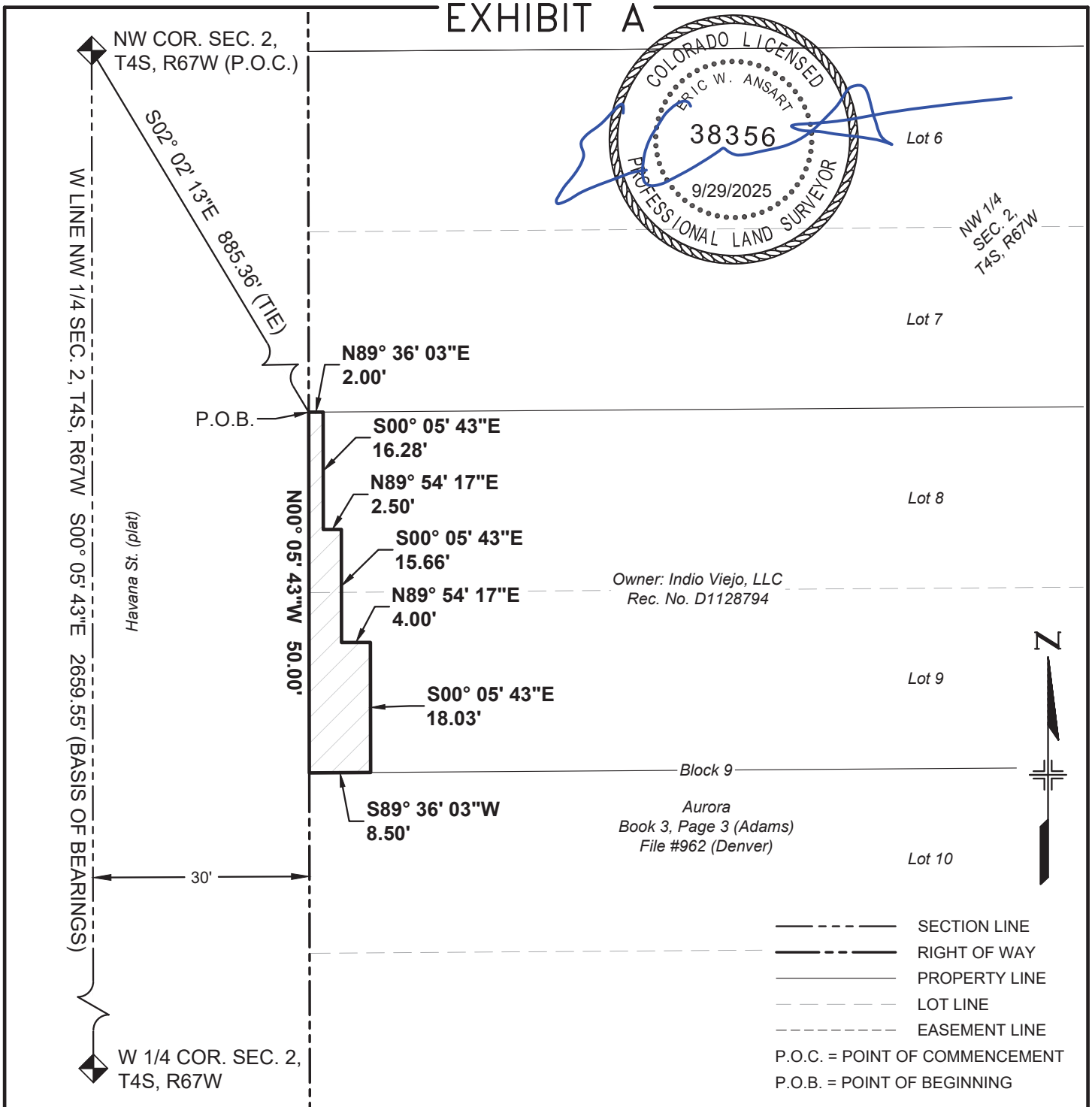
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 256 SQUARE FEET (0.006 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-115
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-116
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 10, 11, and 12, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°47’49”E, a distance of 1010.30 feet to the southwesterly corner of said Lot 12, said corner being the **Point of Beginning**;

Thence N00°05'43"W, coincident with the westerly line of said Lot 12, the westerly line of said Lot 11, and the westerly line of said Lot 10, a distance of 75.00 feet to the northwesterly corner of said Lot 10;

Thence N89°36'03"E, coincident with the northerly line of said Lot 10, a distance of 8.50 feet;

Thence S00°05'43"E, a distance of 27.21 feet;

Thence S89°54'17"W, a distance of 6.50 feet;

Thence S00°05'43"E, a distance of 43.44 feet;

Thence N89°54'17"E, a distance of 4.50 feet;

Thence S00°05'43"E, a distance of 4.36 feet to a point on the southerly line of said Lot 12;

Thence S89°36'03"W, coincident with said southerly line, a distance of 6.50 feet to the **Point of Beginning**.

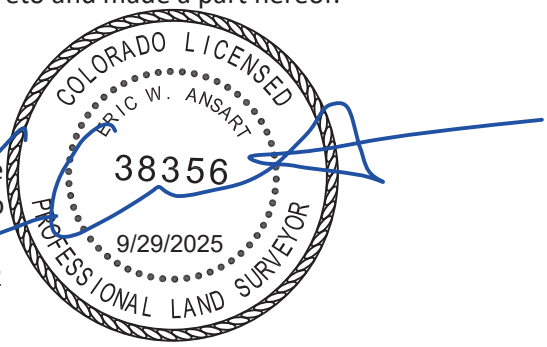
The above-described parcel containing 346 square feet (0.008 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

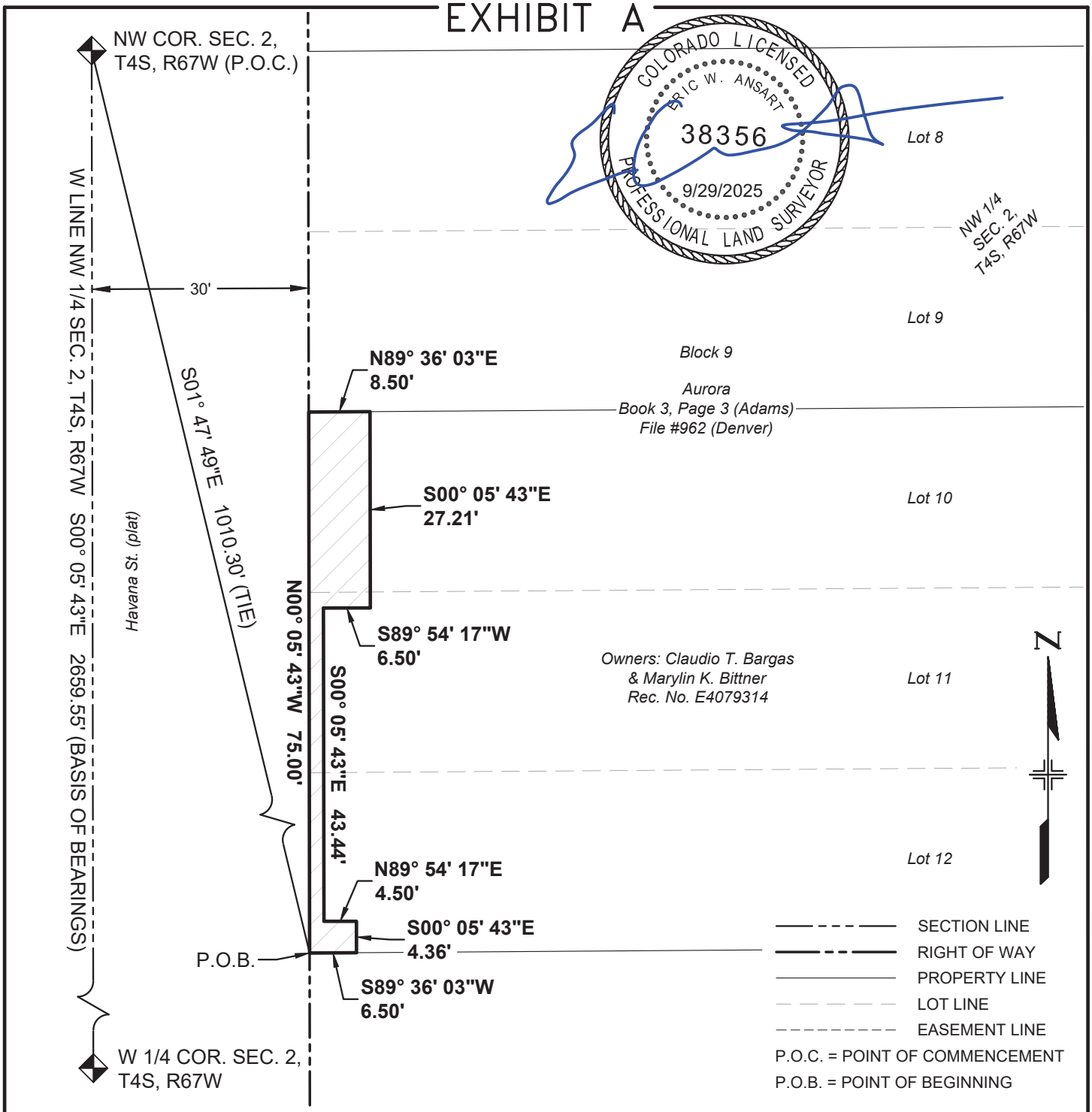


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 346 SQUARE FEET (0.008 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-116
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-117
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 13, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°47’49”E, a distance of 1010.30 feet to the northwesterly corner of said Lot 13, said corner being the **Point of Beginning**;

Thence N89°36'03"E, coincident with the northerly line of said Lot 13, a distance of 6.50 feet;

Thence S00°05'43"E, a distance of 15.95 feet;

Thence S89°54'17"W, a distance of 6.50 feet to a point on the westerly line of said Lot 13;

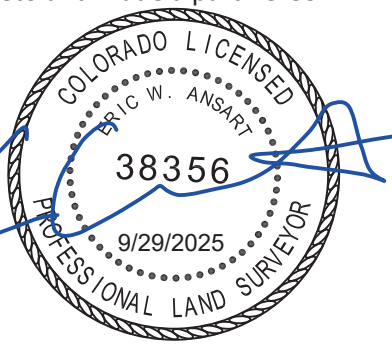
Thence N00°05'43"W, coincident with said westerly line, a distance of 15.92 feet to the **Point of Beginning**.

The above-described parcel containing 104 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

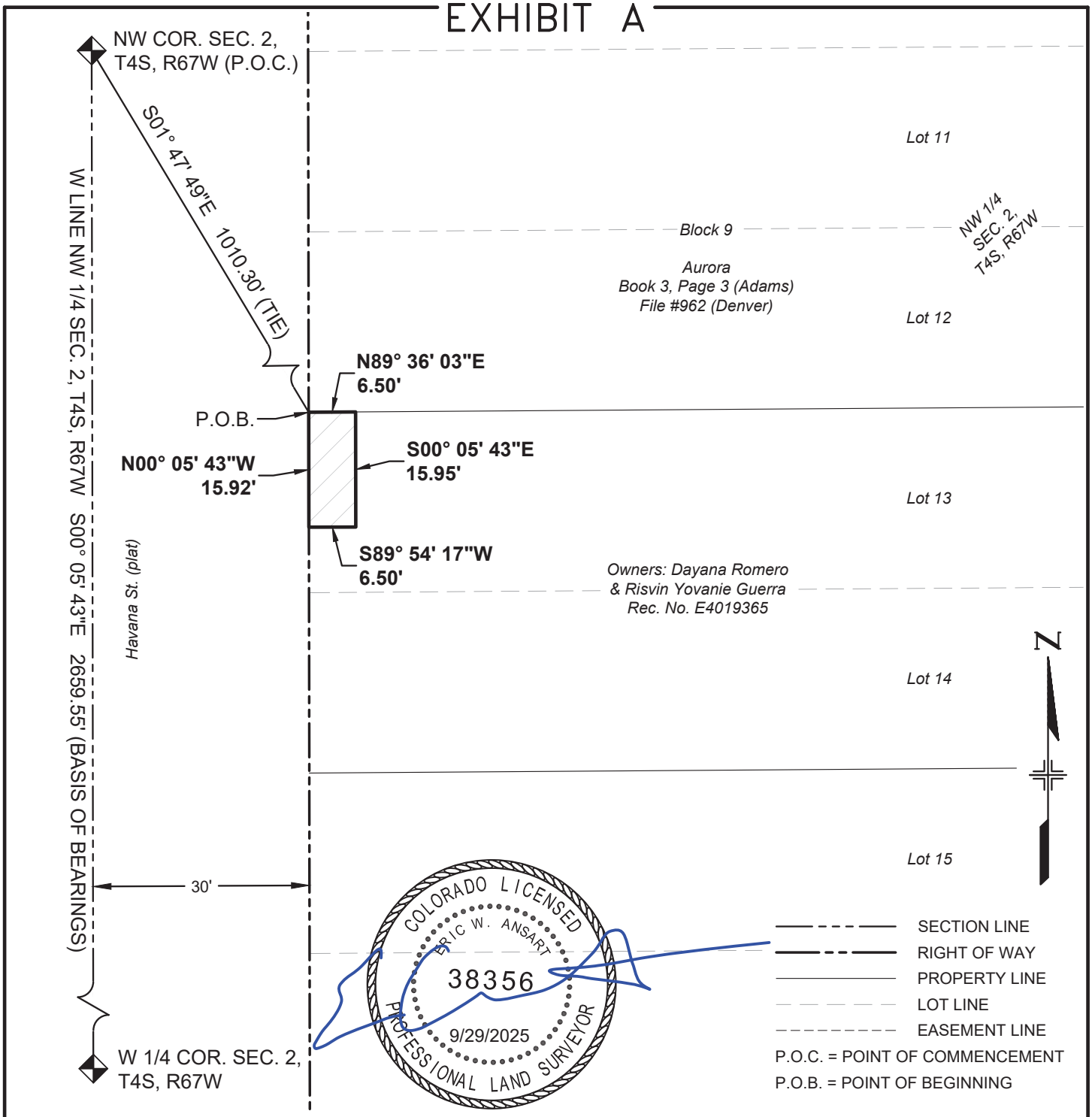


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 104 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-117
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-117A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 13 and 14, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°45’55”E, a distance of 1029.31 feet to a point on the westerly line of said Lot 13, said point being the **Point of Beginning**;

Thence N89°54'17"E, a distance of 5.50 feet;

Thence S00°05'43"E, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet to a point on the westerly line of said Lot 14;

Thence N00°05'43"W, coincident with the westerly line of said Lot 14 and the westerly line of said Lot 13, a distance of 10.00 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

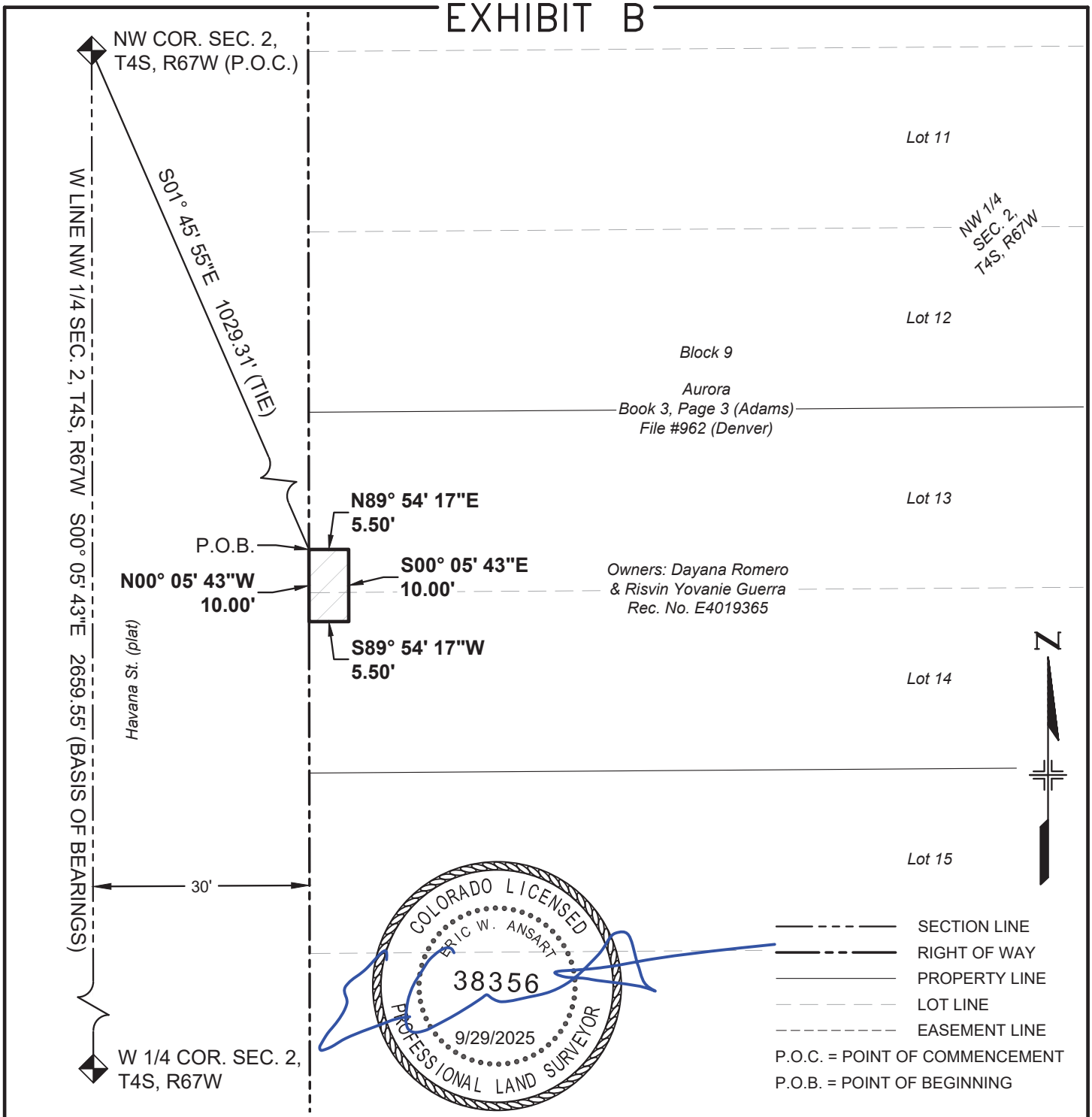


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-117A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-118
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 15, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°43’00”E, a distance of 1060.28 feet to the northwesterly corner of said Lot 15, said corner being the **Point of Beginning**;

Thence N89°36'03"E, coincident with the northerly line of said Lot 15, a distance of 5.50 feet;

Thence S00°05'43"E, a distance of 16.60 feet;

Thence S89°54'17"W, a distance of 5.50 feet to a point on the westerly line of said Lot 15;

Thence N00°05'43"W, coincident with said westerly line, a distance of 16.57 feet to the **Point of Beginning**.

The above-described parcel containing 91 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

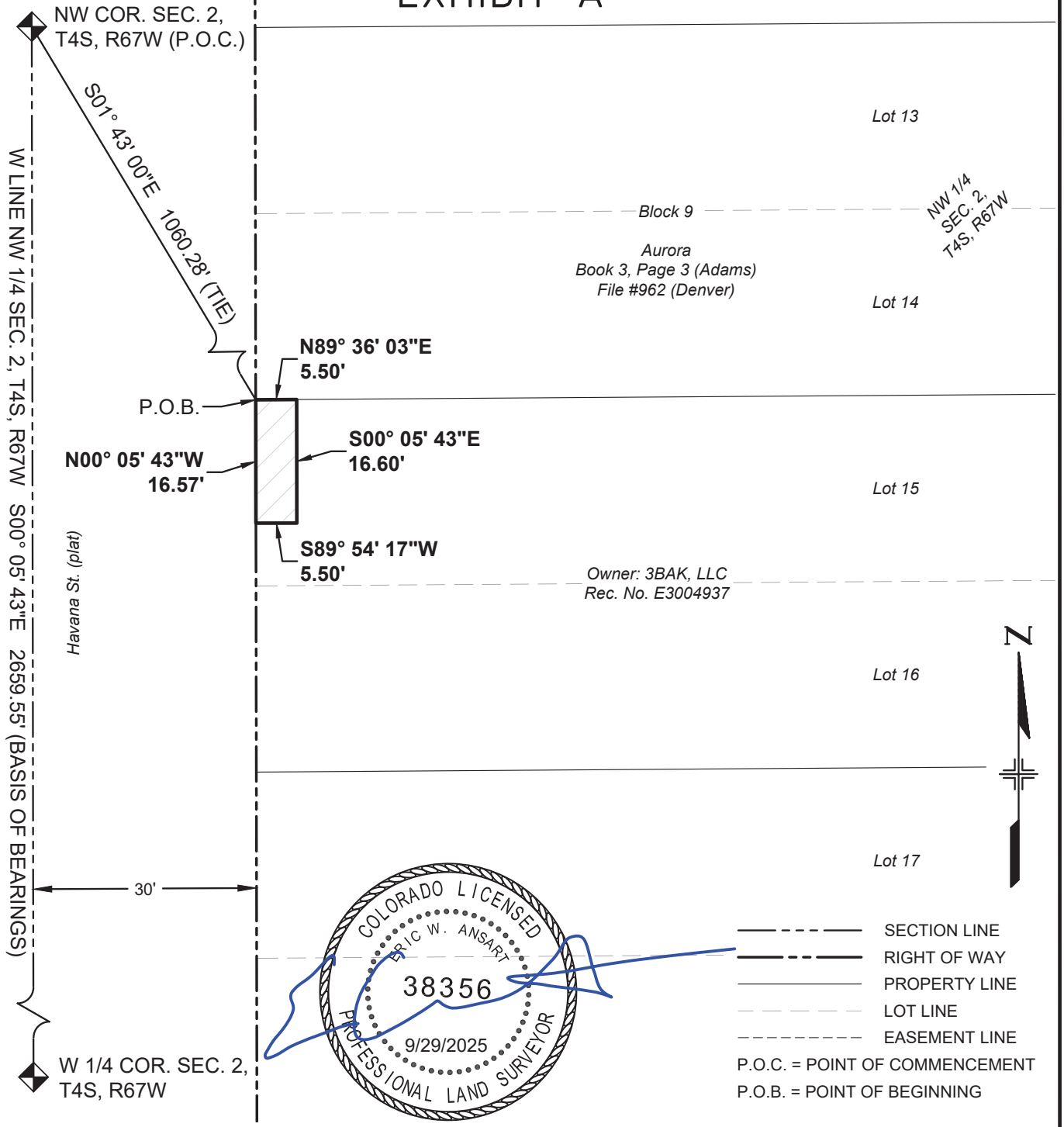


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 91 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-118
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-118A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 16, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°39’45”E, a distance of 1096.91 feet to a point on the westerly line of said Lot 16, said point being the **Point of Beginning**;

Thence N89°54'17"E, a distance of 5.00 feet;

Thence S00°05'43"E, a distance of 6.00 feet;

Thence S89°54'17"W, a distance of 5.00 feet to a point on the westerly line of said Lot 16;

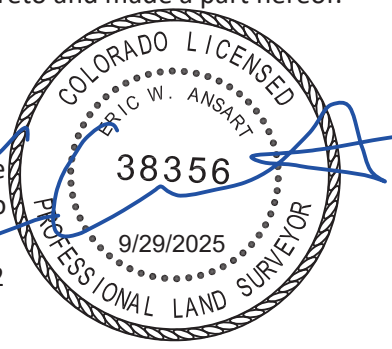
Thence N00°05'43"W, coincident with said westerly line, a distance of 6.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

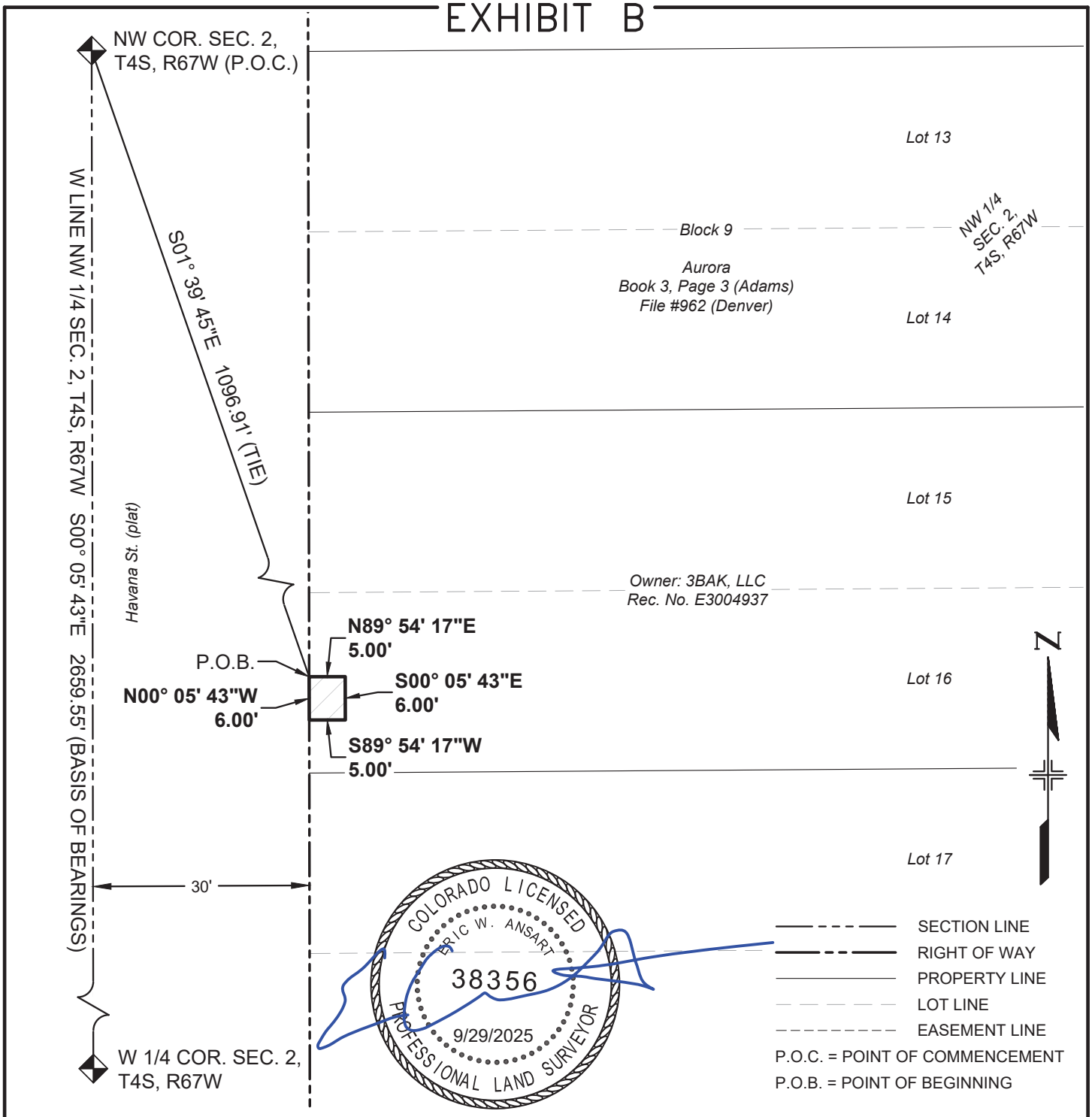


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-118A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-119
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 17 and 18, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°37’09”E, a distance of 1128.09 feet to a point on the westerly line of said Lot 17, said point being the **Point of Beginning**;

Thence N89°54'17"E, a distance of 5.50 feet;

Thence S00°05'43"E, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 3.50 feet;

Thence S00°05'43"E, a distance of 6.18 feet;

Thence N89°54'17"E, a distance of 6.50 feet;

Thence S00°05'43"E, a distance of 15.94 feet to a point on the southerly line of said Lot 18;

Thence S89°36'03"W, coincident with said southerly line, a distance of 8.50 feet to the southwesterly corner of said Lot 18;

Thence N00°05'43"W, coincident with the westerly line of said Lot 18 and the westerly line of said Lot 17, a distance of 32.16 feet to the **Point of Beginning**.

The above-described parcel containing 203 square feet (0.005 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

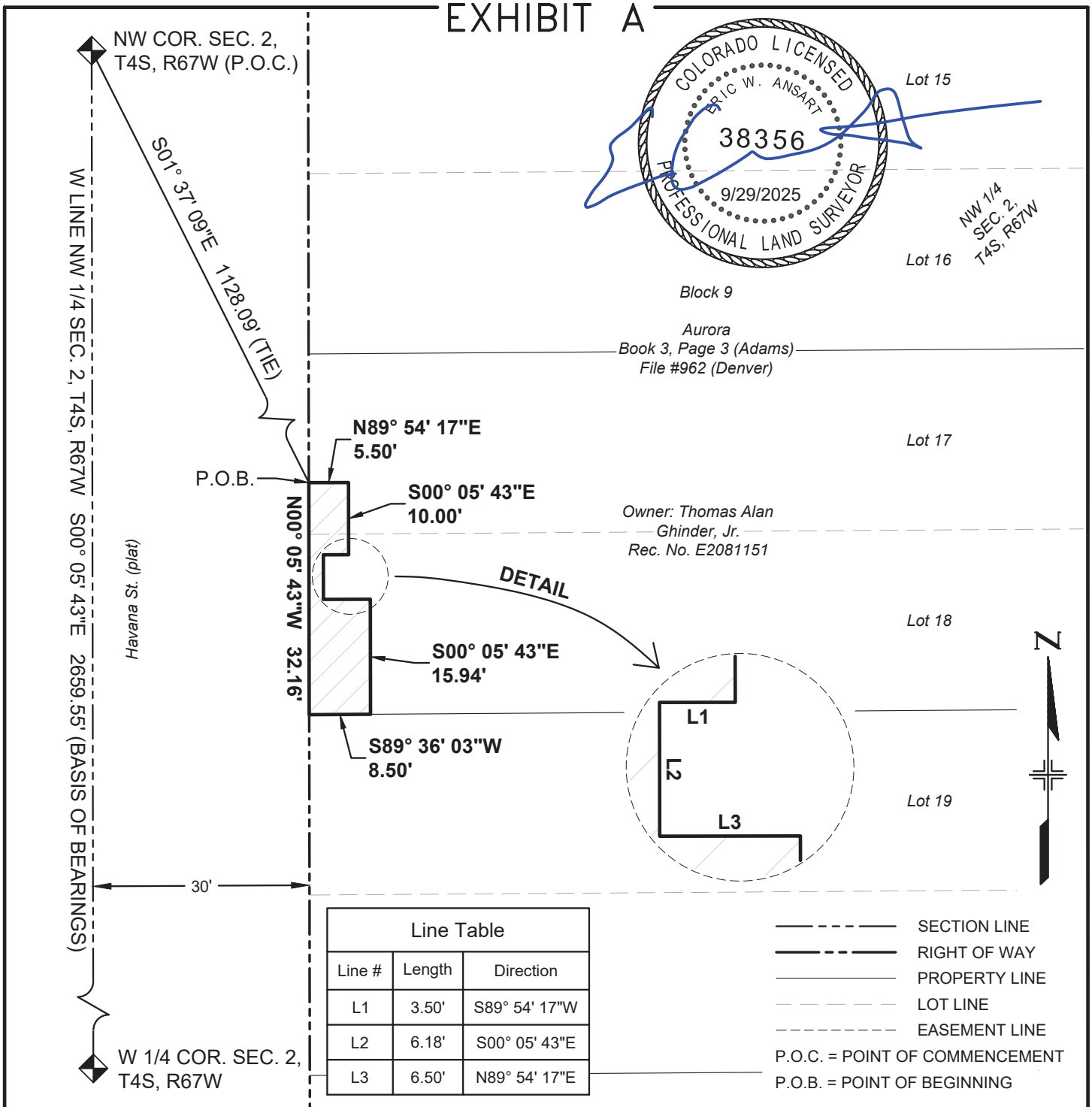
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



Line Table		
Line #	Length	Direction
L1	3.50'	S89° 54' 17"W
L2	6.18'	S00° 05' 43"E
L3	6.50'	N89° 54' 17"E

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 203 SQUARE FEET (0.005 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-119
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-120
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 20, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°32’23”E, a distance of 1190.11 feet to a point on the westerly line of said Lot 20, said point being the **Point of Beginning**;

Thence N89°54'17"E, a distance of 6.50 feet;

Thence S00°05'43"E, a distance of 20.09 feet to a point on the southerly line of said Lot 20;

Thence coincident with the southerly and westerly lines of said Lot 20 the following two (2) courses:

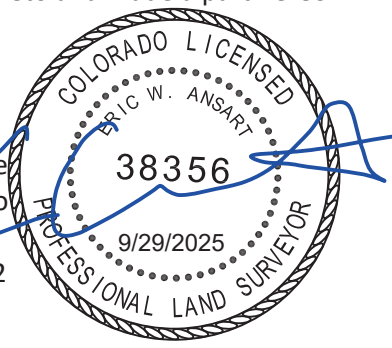
1. Thence S89°36'03"W, a distance of 6.50 feet;
2. Thence N00°05'43"W, a distance of 20.12 feet to the **Point of Beginning**.

The above-described parcel containing 131 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

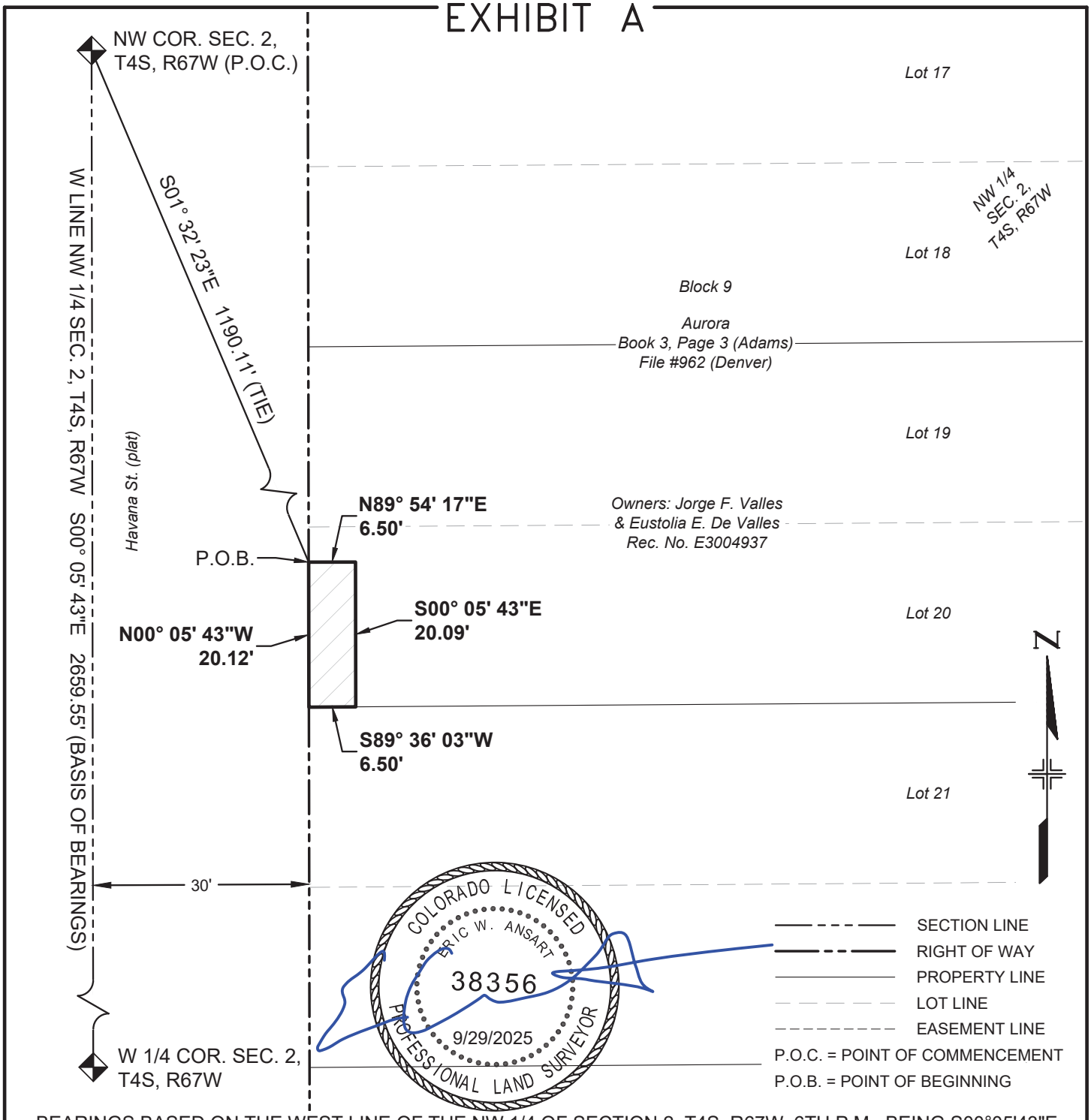


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 131 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-120
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-121
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 22, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°27’34”E, a distance of 1260.22 feet to the southwesterly corner of said Lot 22, said corner being the **Point of Beginning**;

Thence N00°05'43"W, coincident with the westerly line of said Lot 22, a distance of 22.01 feet;

Thence N89°54'17"E, a distance of 5.50 feet;

Thence S00°05'43"E, a distance of 21.98 feet to a point on the southerly line of said Lot 22;

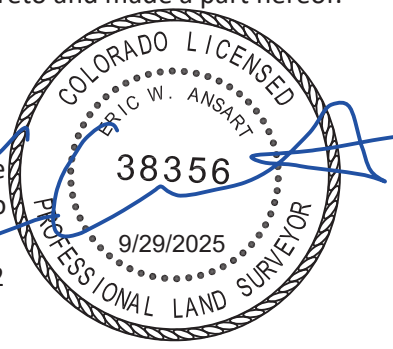
Thence S89°36'03"W, coincident with said southerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 121 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

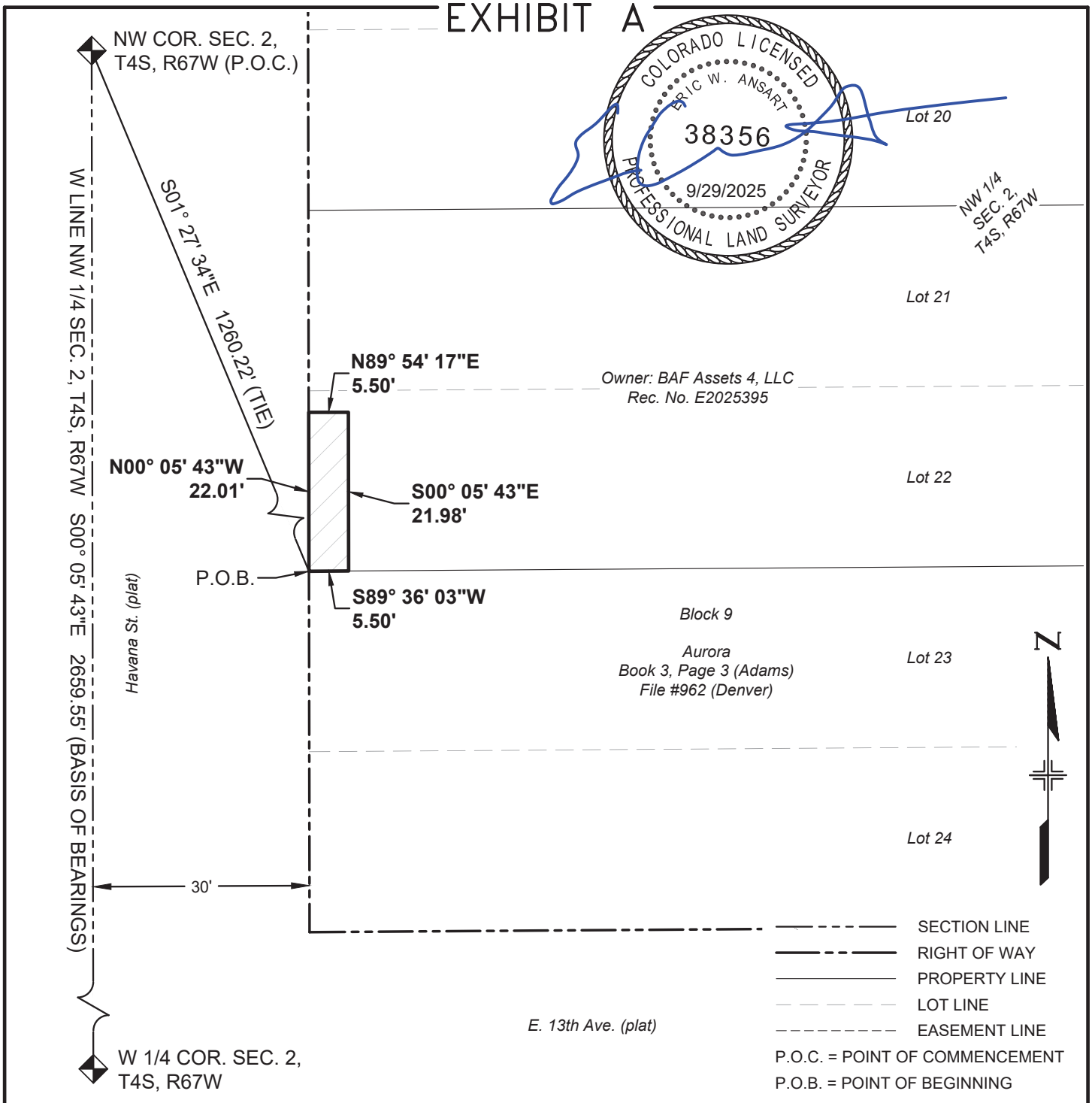


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 121 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-121
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-122
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NW 1/4 of Section 2, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 23 and 24, Block 9, Aurora, the plat of said subdivision being recorded on September 22, 1926, in Book 3 at Page 3 in the office of the Adams County Clerk and Recorder, and under File #962 in the office of the City and County of Denver Clerk and Recorder, being more particularly described as follows:

Commencing at the NW corner of said Section (from whence the W 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°27’34”E, a distance of 1260.22 feet to the northwesterly corner of said Lot 23, said corner being the **Point of Beginning**;

Thence N89°36'03"E, coincident with the northerly line of said Lot 23, a distance of 2.00 feet;

Thence S00°05'43"E, a distance of 15.68 feet;

Thence N89°54'17"E, a distance of 3.50 feet;

Thence S00°05'43"E, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 3.50 feet;

Thence S00°05'43"E, a distance of 24.32 feet to a point on the southerly line of said Lot 24;

Thence S89°36'03"W, coincident with said southerly line, a distance of 2.00 feet to the southwesterly corner of said Lot 24;

Thence N00°05'43"W, coincident with the westerly line of said Lot 24 and the westerly line of said Lot 23, a distance of 50.00 feet to the **Point of Beginning**.

The above-described parcel containing 135 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

(continued)

Bearings based on the west line of the NW 1/4 of Section 2, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

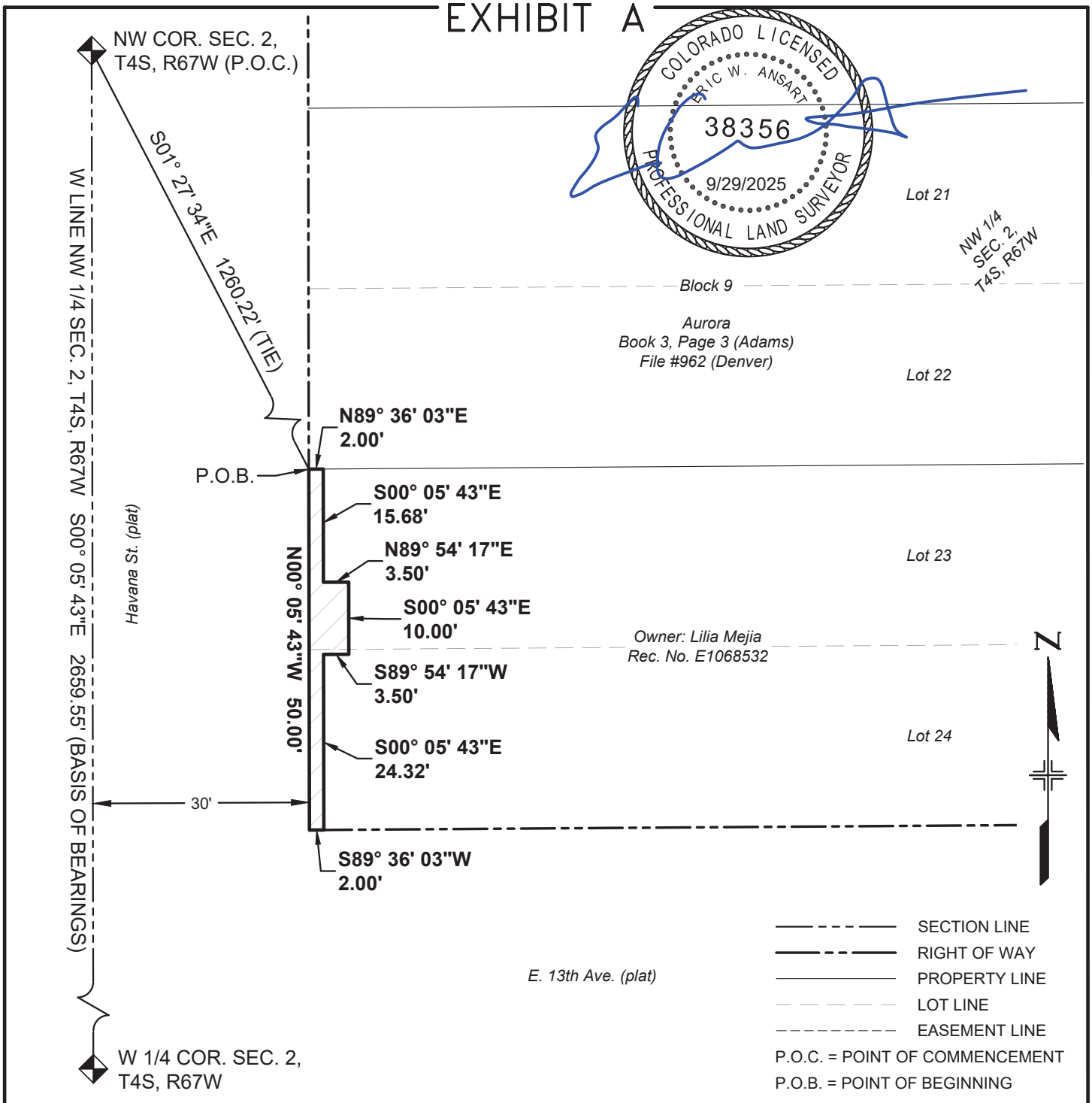
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 2, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 135 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-122
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 2, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-123
DATE: SEPT. 29, 2025

A permanent easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 12, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°19’27”W, a distance of 710.63 feet to the northeasterly corner of said Lot 12, said corner being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 12, a distance of 7.53 feet;

Thence N45°05'43"W, a distance of 10.65 feet to a point on the northerly line of said Lot 12;

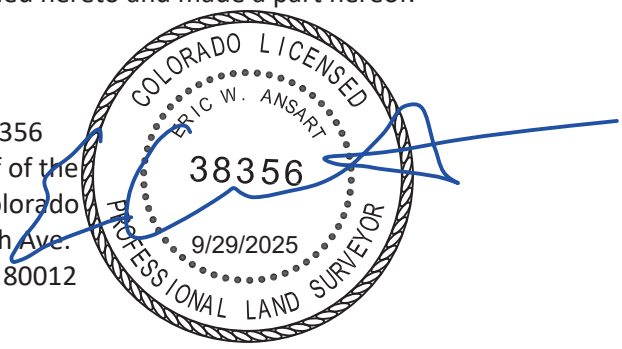
Thence N89°54'23"E, coincident with said northerly line, a distance of 7.53 feet to the **Point of Beginning**.

The above-described parcel containing 28 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

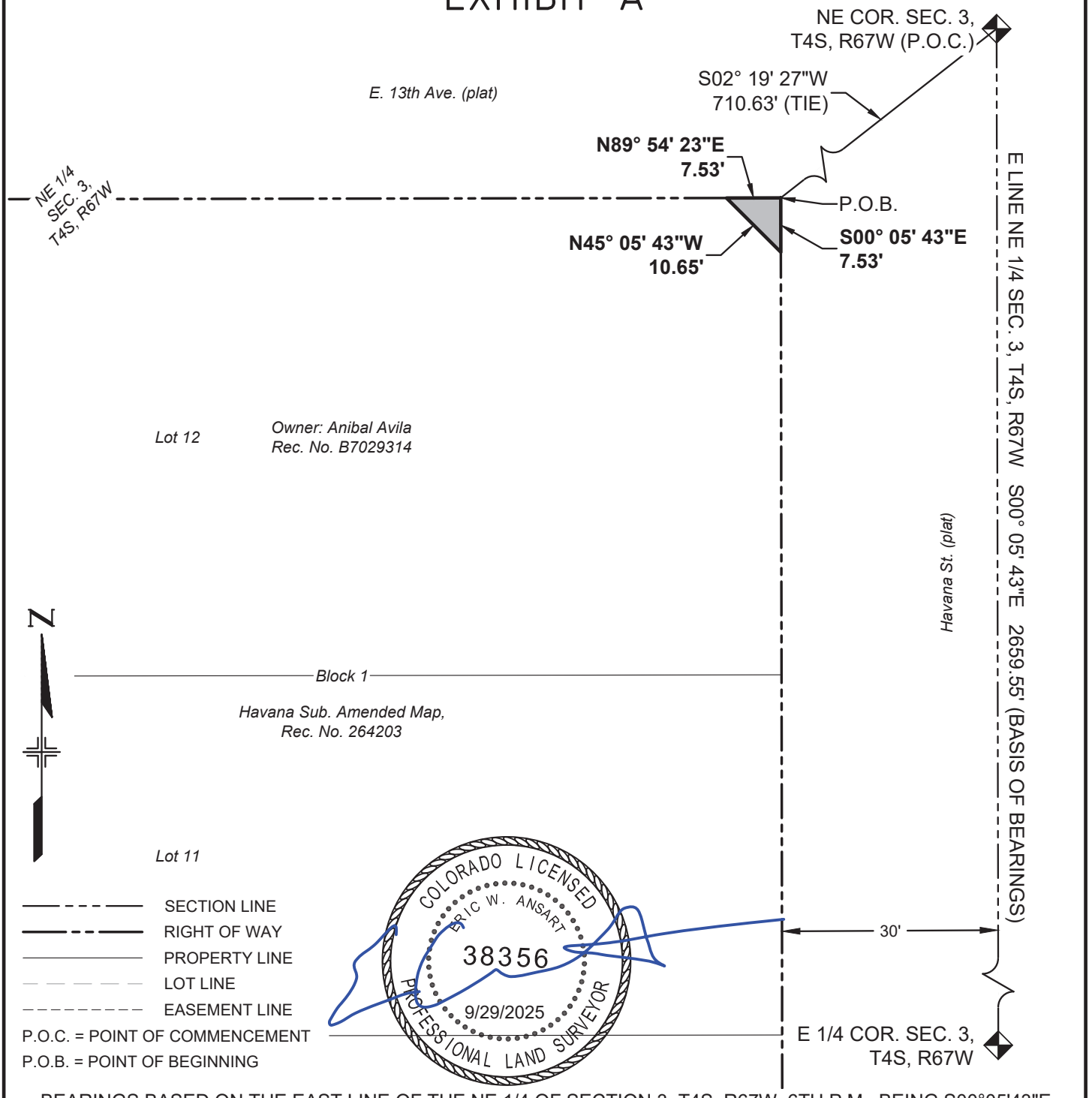


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 28 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-123
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-123
DATE: SEPT. 29 , 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 12, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°16’22”W, a distance of 726.05 feet to a point on the easterly line of said Lot 12, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 10.00 feet;

Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

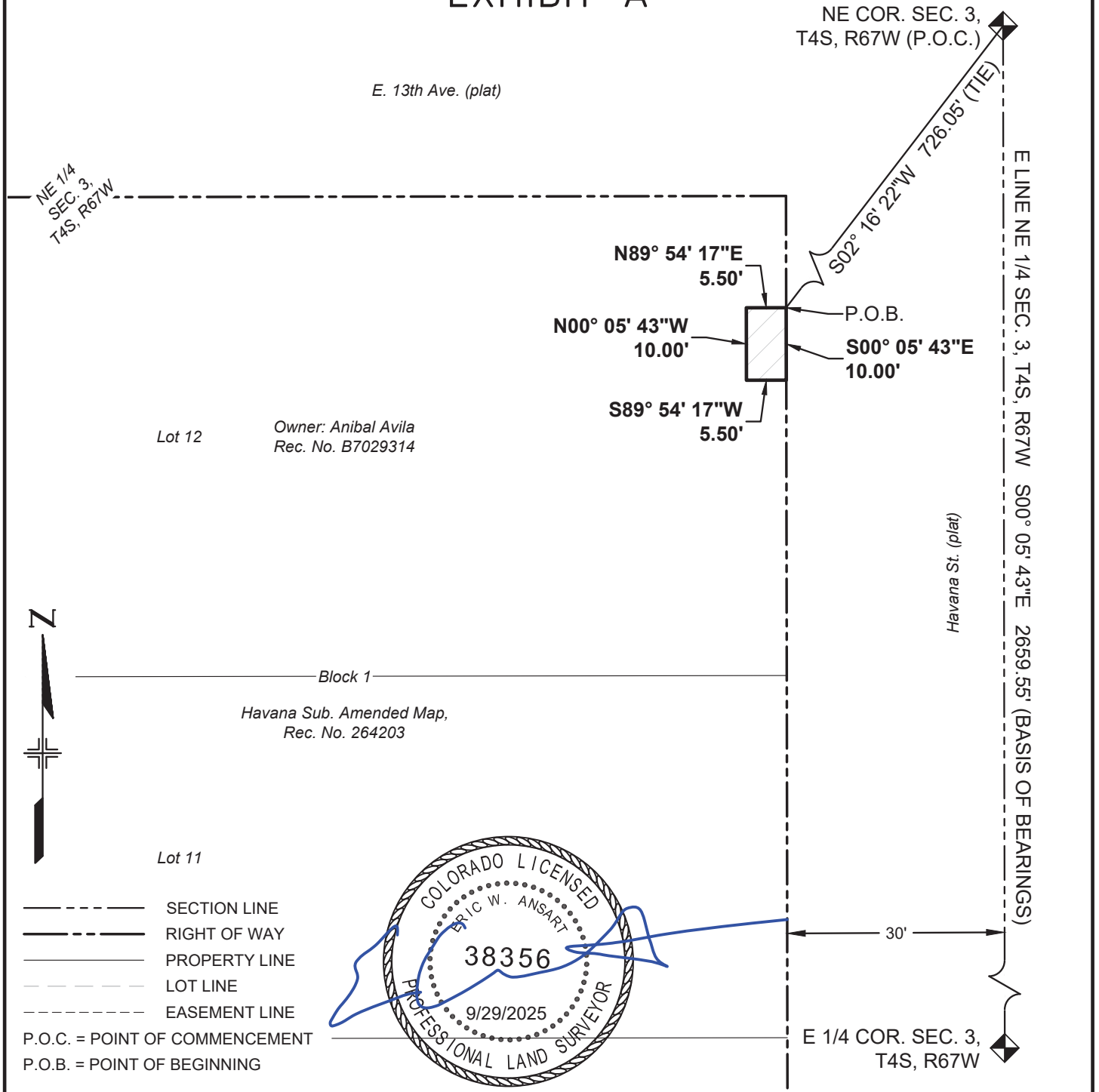


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-123
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-124
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 11, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S02°07’05”W, a distance of 776.77 feet to the northeasterly corner of said Lot 11, said corner being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 11, a distance of 28.13 feet;

Thence S89°54'17"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 28.13 feet to a point on the northerly line of said Lot 11;

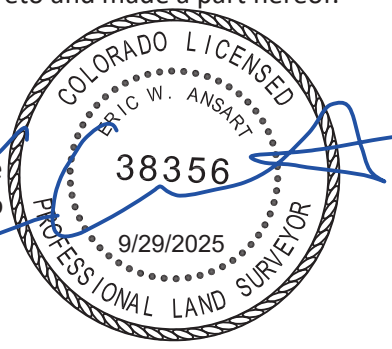
Thence N89°54'15"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 155 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

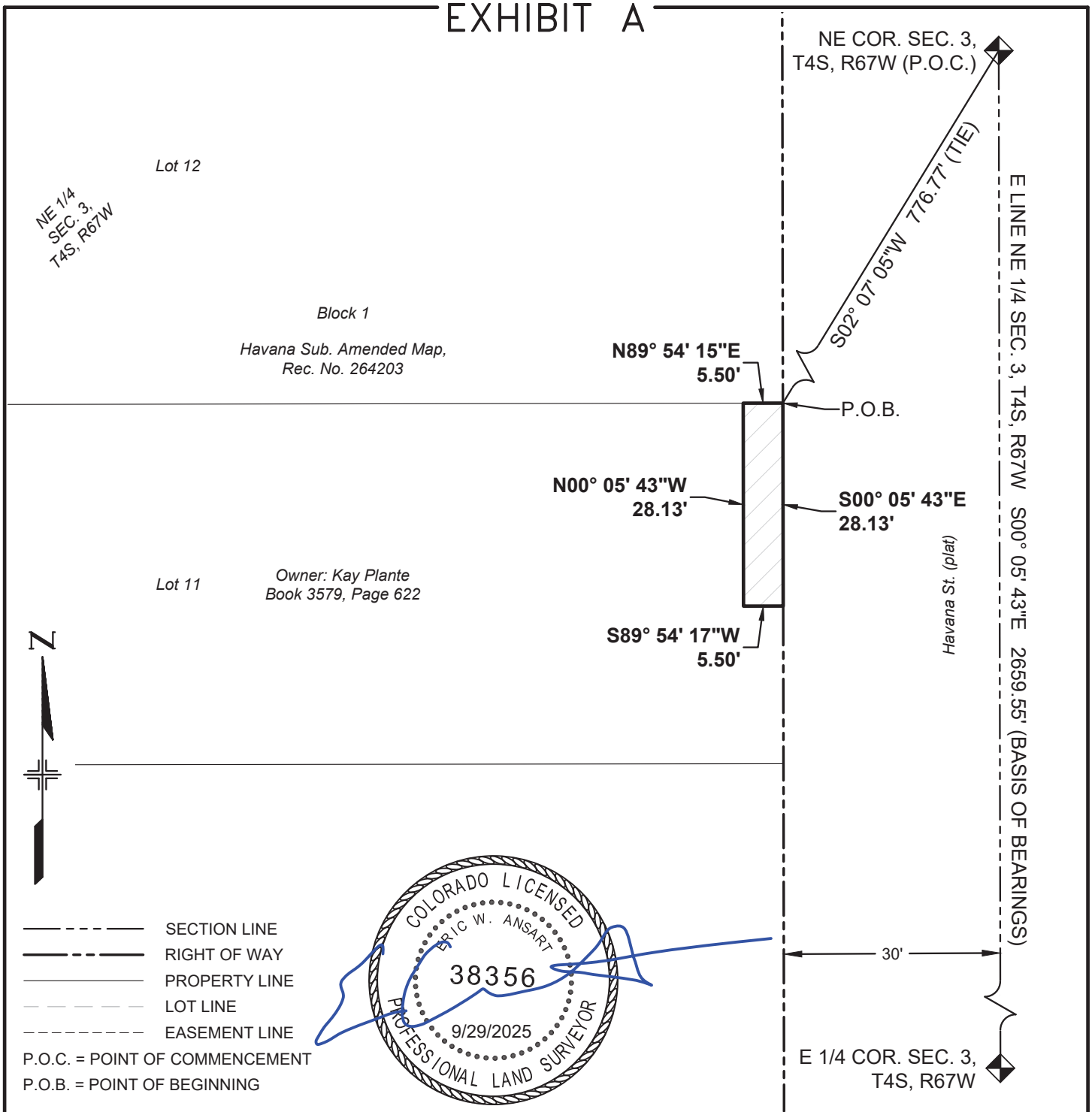


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 155 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-124
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-125
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 10, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°56’38”W, a distance of 843.17 feet to a point on the easterly line of said Lot 10, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 10.00 feet;

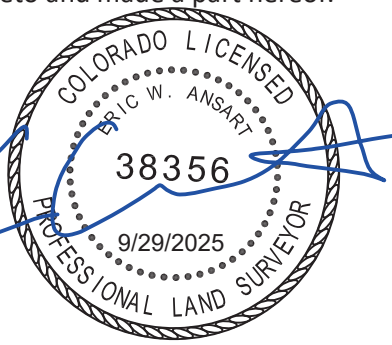
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

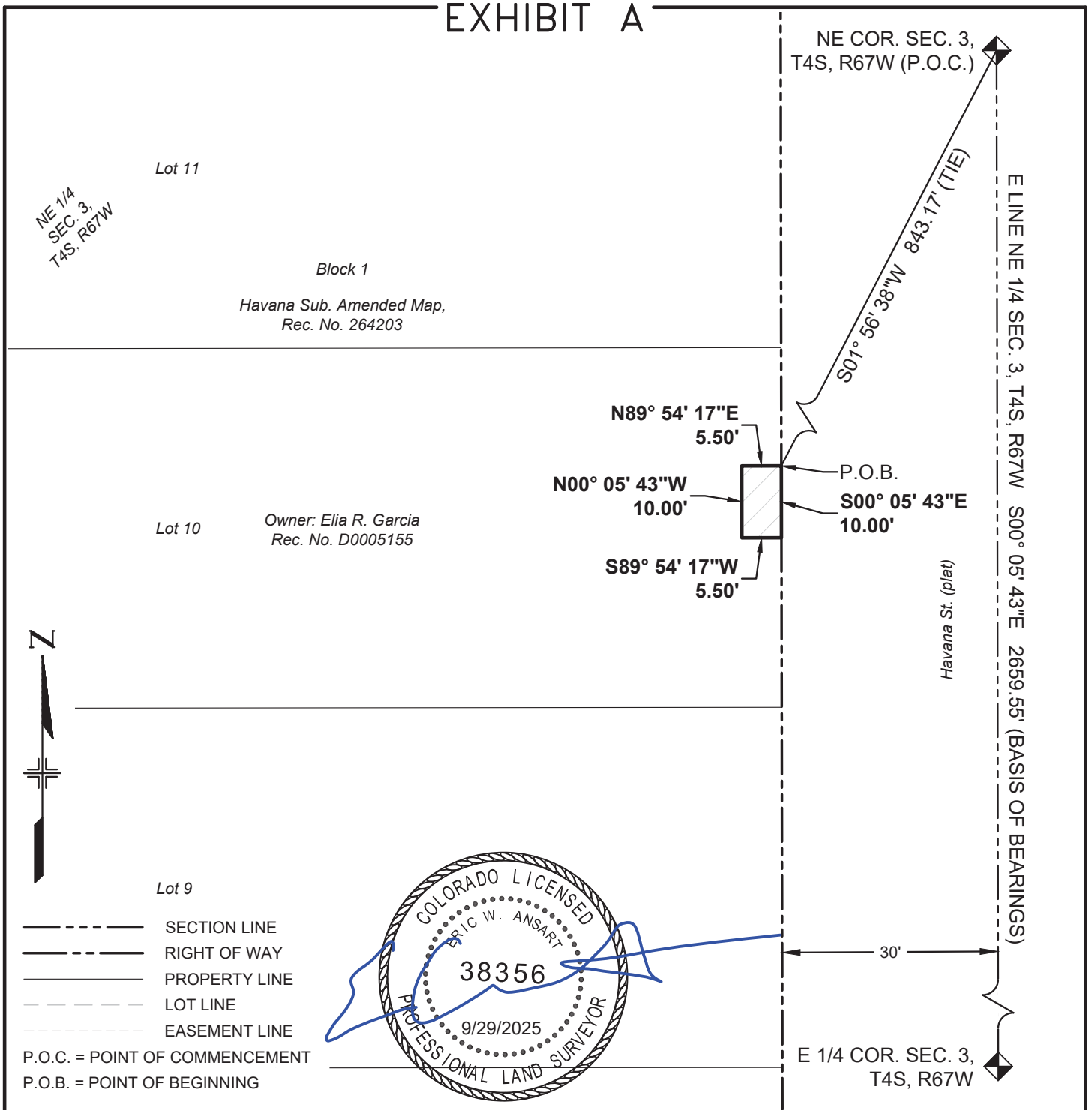
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-125
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-125A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 10, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°54’04”W, a distance of 861.20 feet to a point on the easterly line of said Lot 10, said point being the **Point of Beginning**;

Thence coincident with the easterly and southerly lines of said Lot 10 the following two (2) courses:

1. Thence S00°05'43"E, a distance of 15.50 feet;
2. Thence S89°55'58"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 15.50 feet;

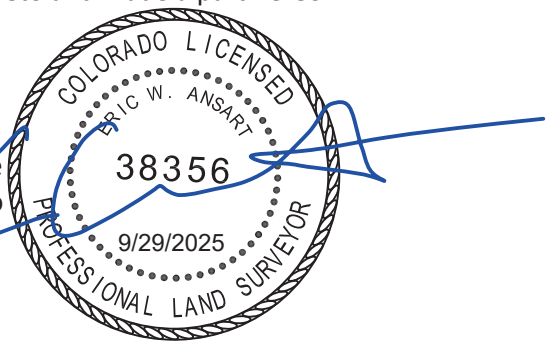
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 85 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

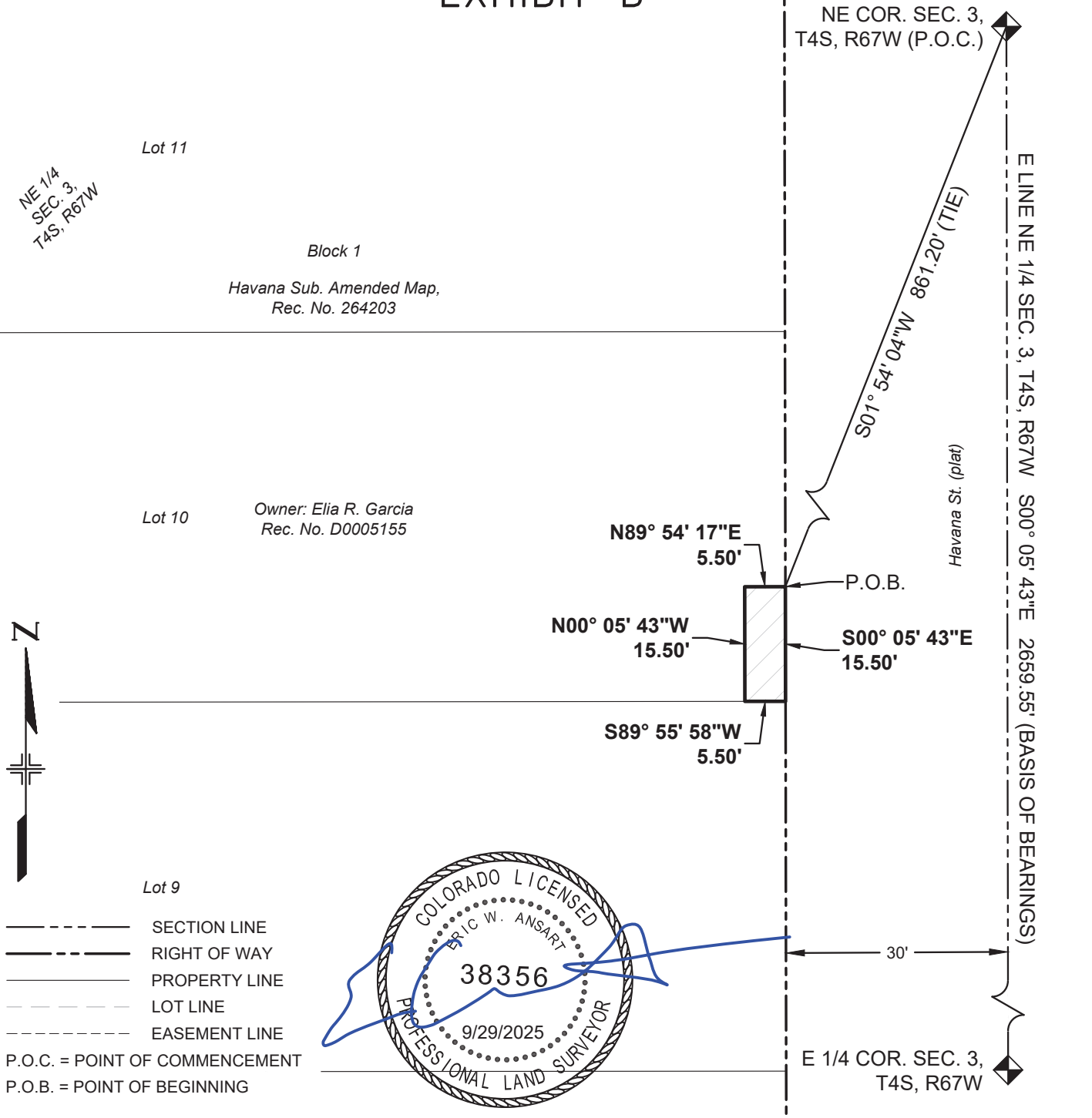


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 85 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-125A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-126
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 9, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°49’12”W, a distance of 897.66 feet to a point on the easterly line of said Lot 9, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 10.00 feet;

Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

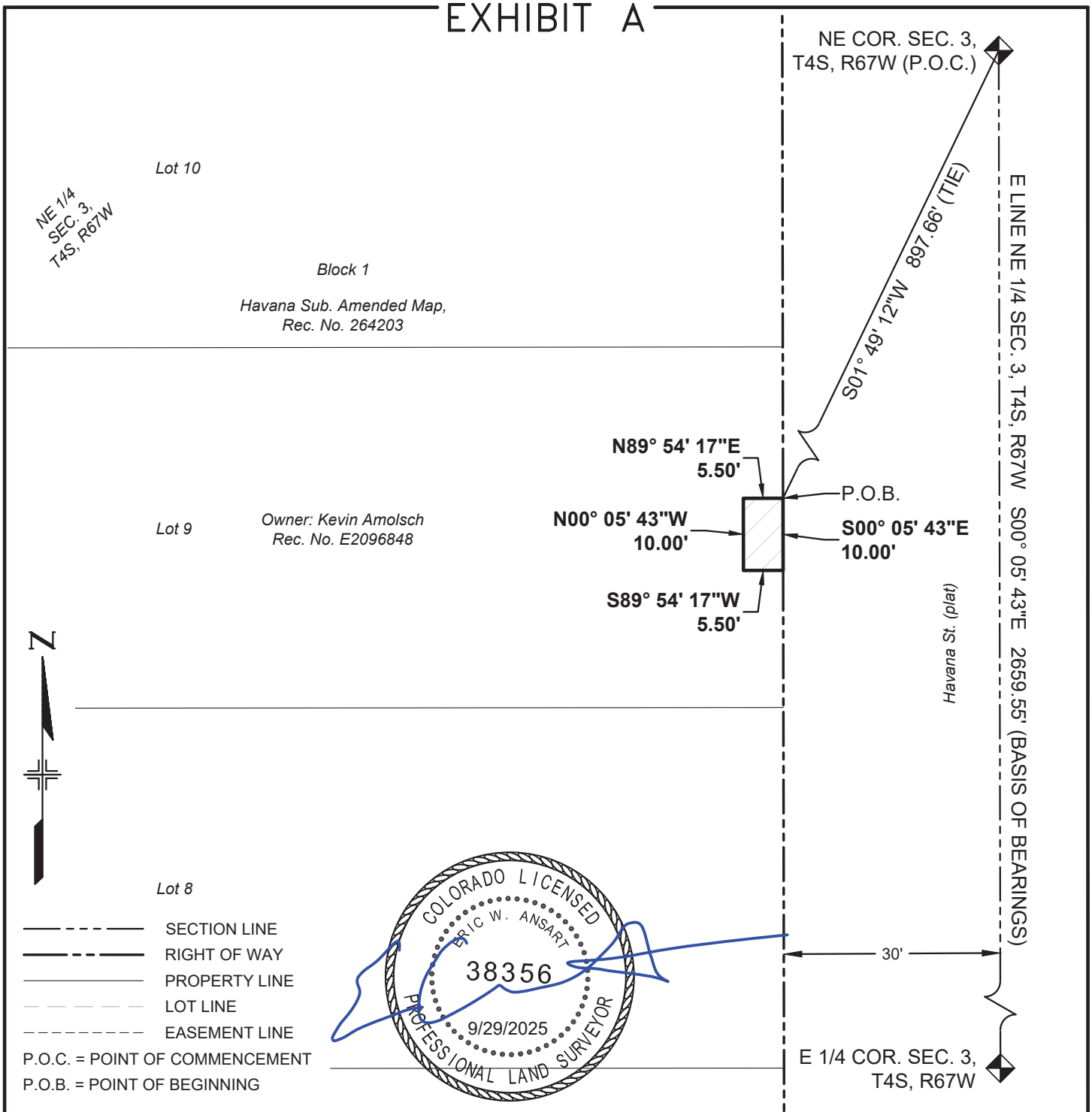


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-126
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-126A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 9, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°45’36”W, a distance of 926.66 feet to the southeasterly corner of said Lot 9, said corner being the **Point of Beginning**;

Thence S89°56'50"W, coincident with the southerly line of said Lot 9, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 15.00 feet;

Thence N89°54'17"E, a distance of 5.50 feet to a point on the easterly line of said Lot 9;

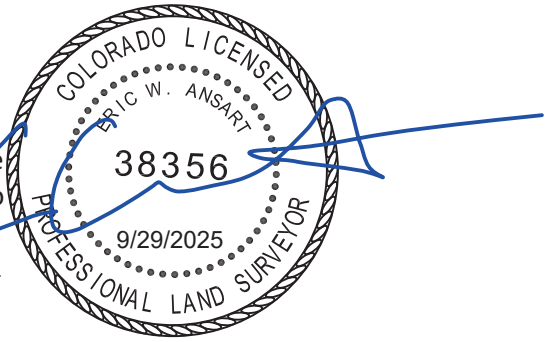
Thence S00°05'43"E, coincident with said easterly line, a distance of 15.01 feet to the **Point of Beginning**.

The above-described parcel containing 83 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

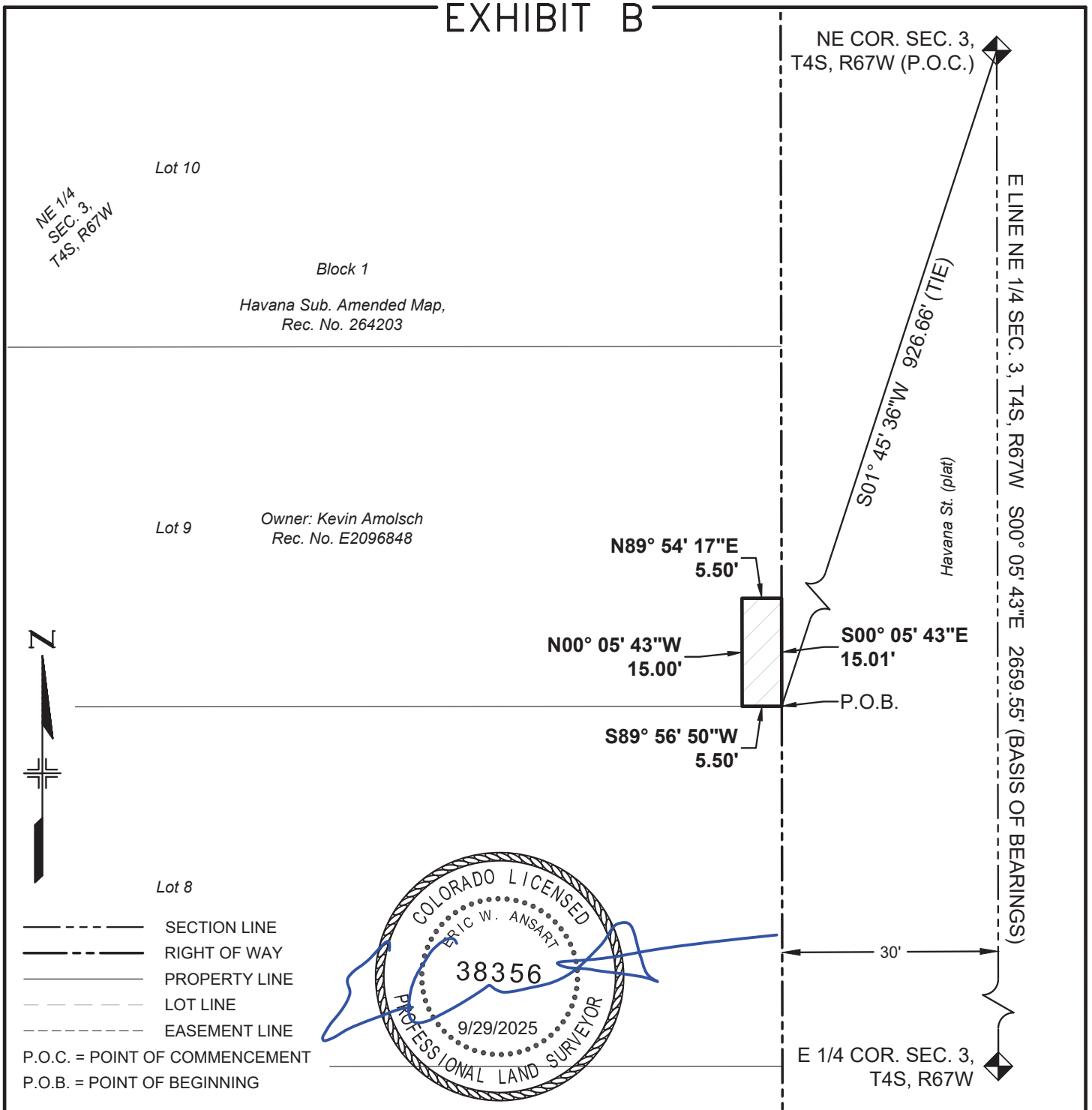


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 83 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-126A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-127
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 8, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°45’36”W, a distance of 926.66 feet to the northeasterly corner of said Lot 8, said corner being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 8, a distance of 3.00 feet;

Thence S89°56'50"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 3.00 feet to a point on the northerly line of said Lot 8;

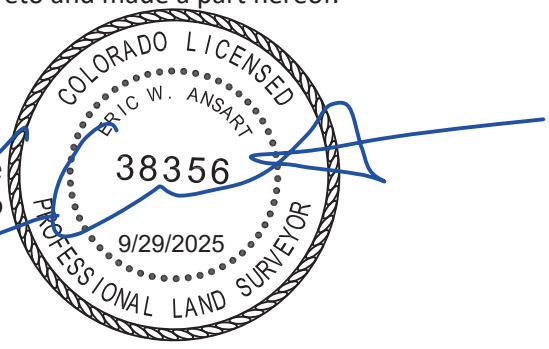
Thence N89°56'50"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 17 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

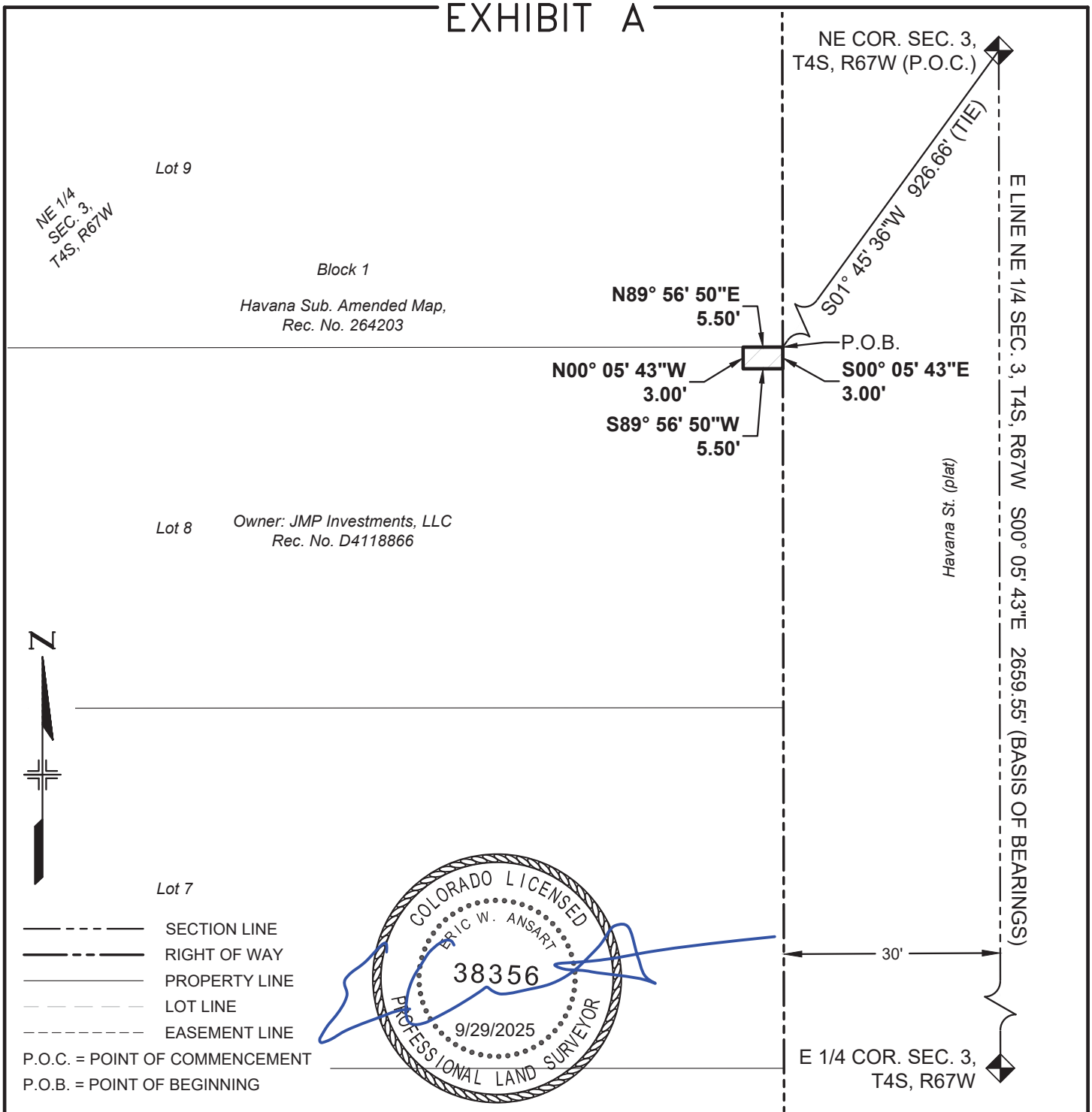


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 17 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-127
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-127A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 8, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°43’30”W, a distance of 944.47 feet to a point on the easterly line of said Lot 8, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line, a distance of 12.89 feet;

Thence S89°54'17"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 12.89 feet;

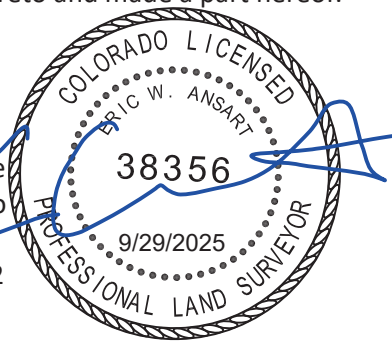
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 71 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

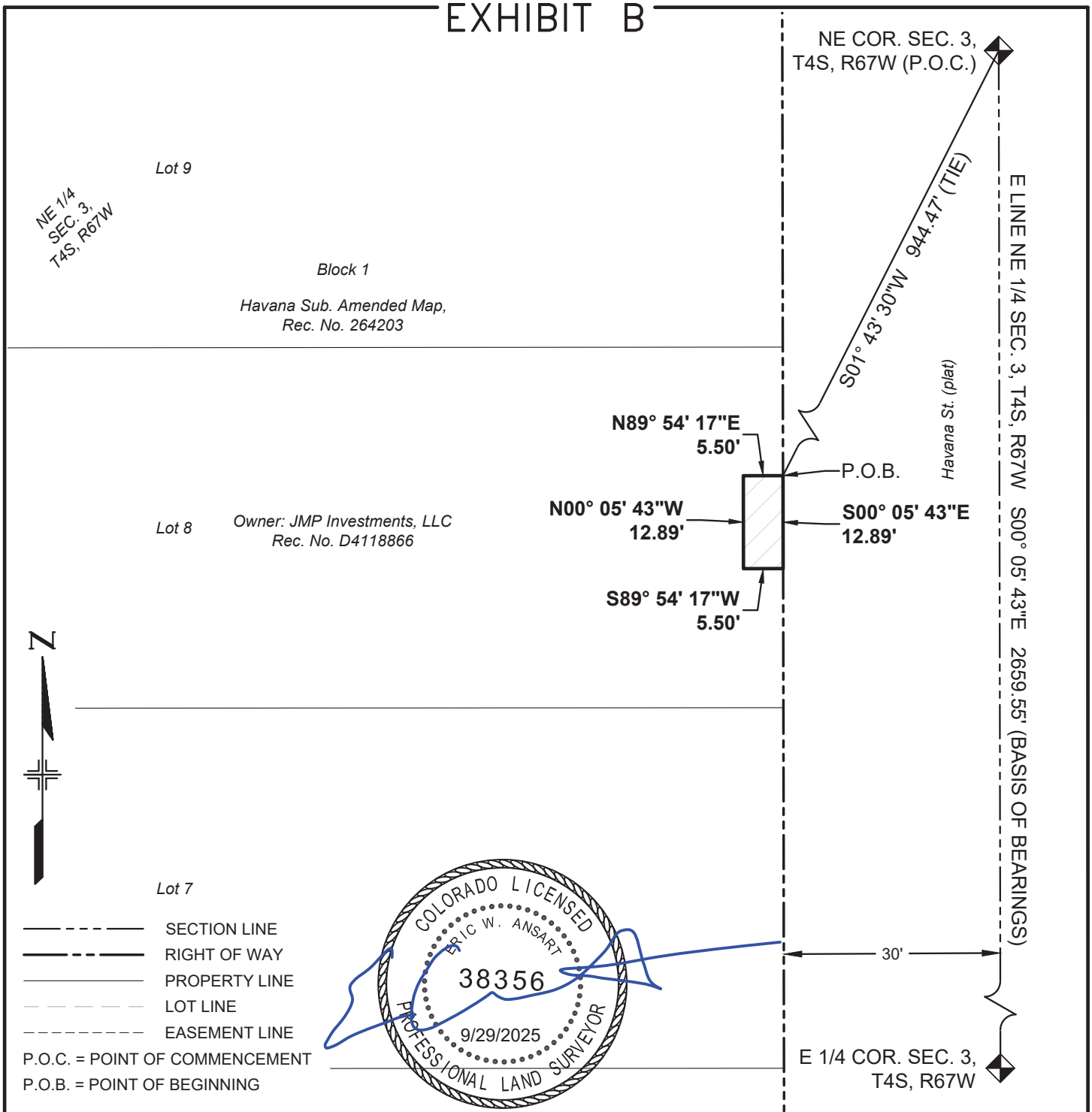


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 71 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-127A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-128
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 7, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°34’46”W, a distance of 1026.60 feet to the southeasterly corner of said Lot 7, said corner being the **Point of Beginning**;

Thence S89°58'33"W, coincident with the southerly line of said Lot 7, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 14.99 feet;

Thence N89°54'17"E, a distance of 5.50 feet to a point on the easterly line of said Lot 7;

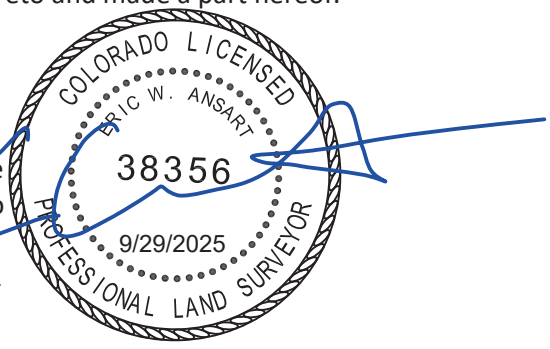
Thence S00°05'43"E, coincident with said easterly line, a distance of 15.00 feet to the **Point of Beginning**.

The above-described parcel containing 82 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

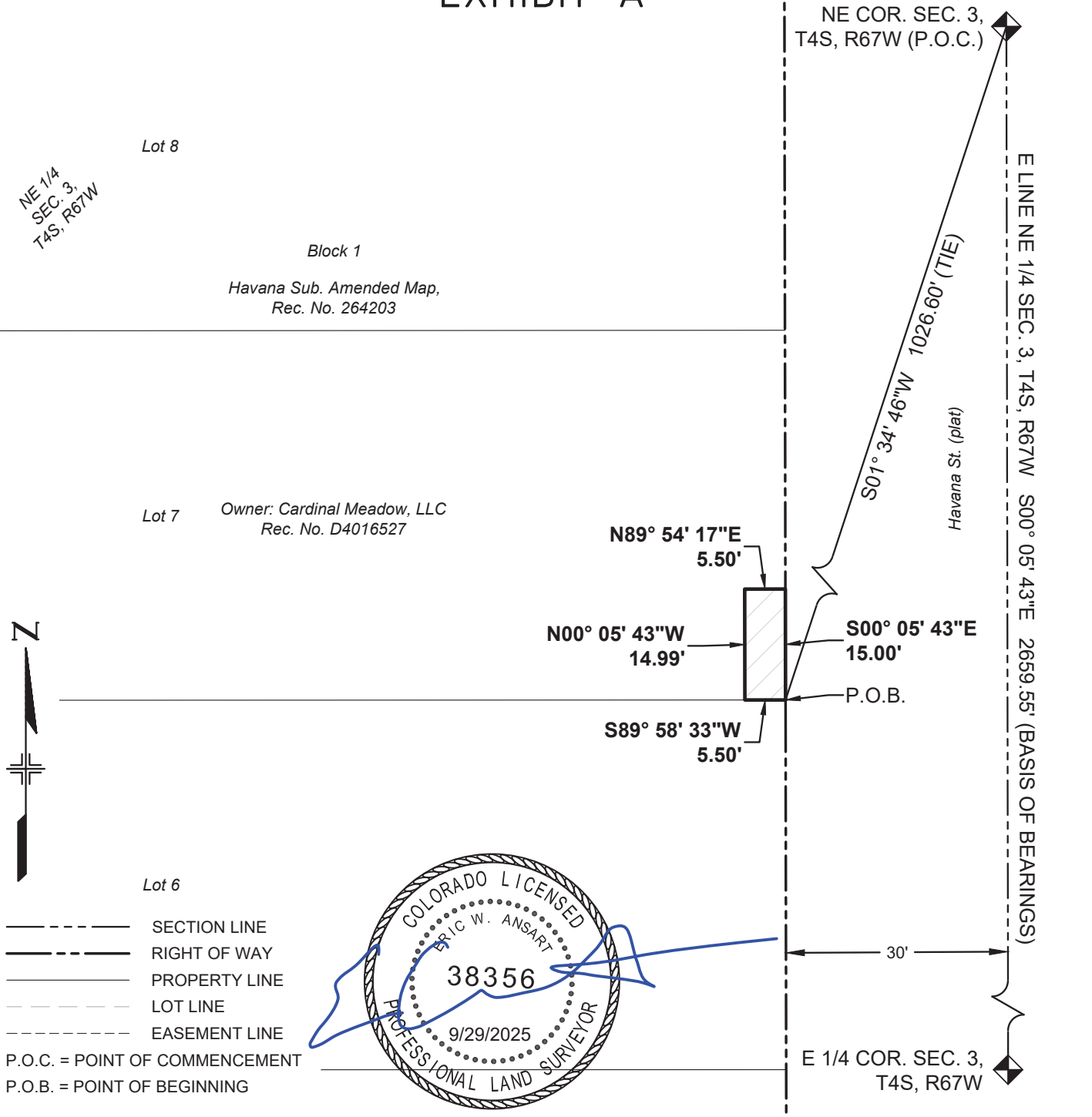


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 82 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-128
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-129
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 6, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°34’46”W, a distance of 1026.60 feet to the northeasterly corner of said Lot 6, said corner being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 6, a distance of 3.00 feet;

Thence S89°58'33"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 3.00 feet to a point on the northerly line of said Lot 6;

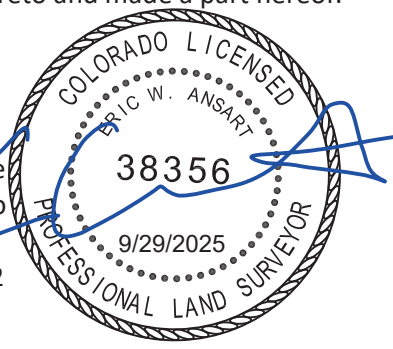
Thence N89°58'33"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 17 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

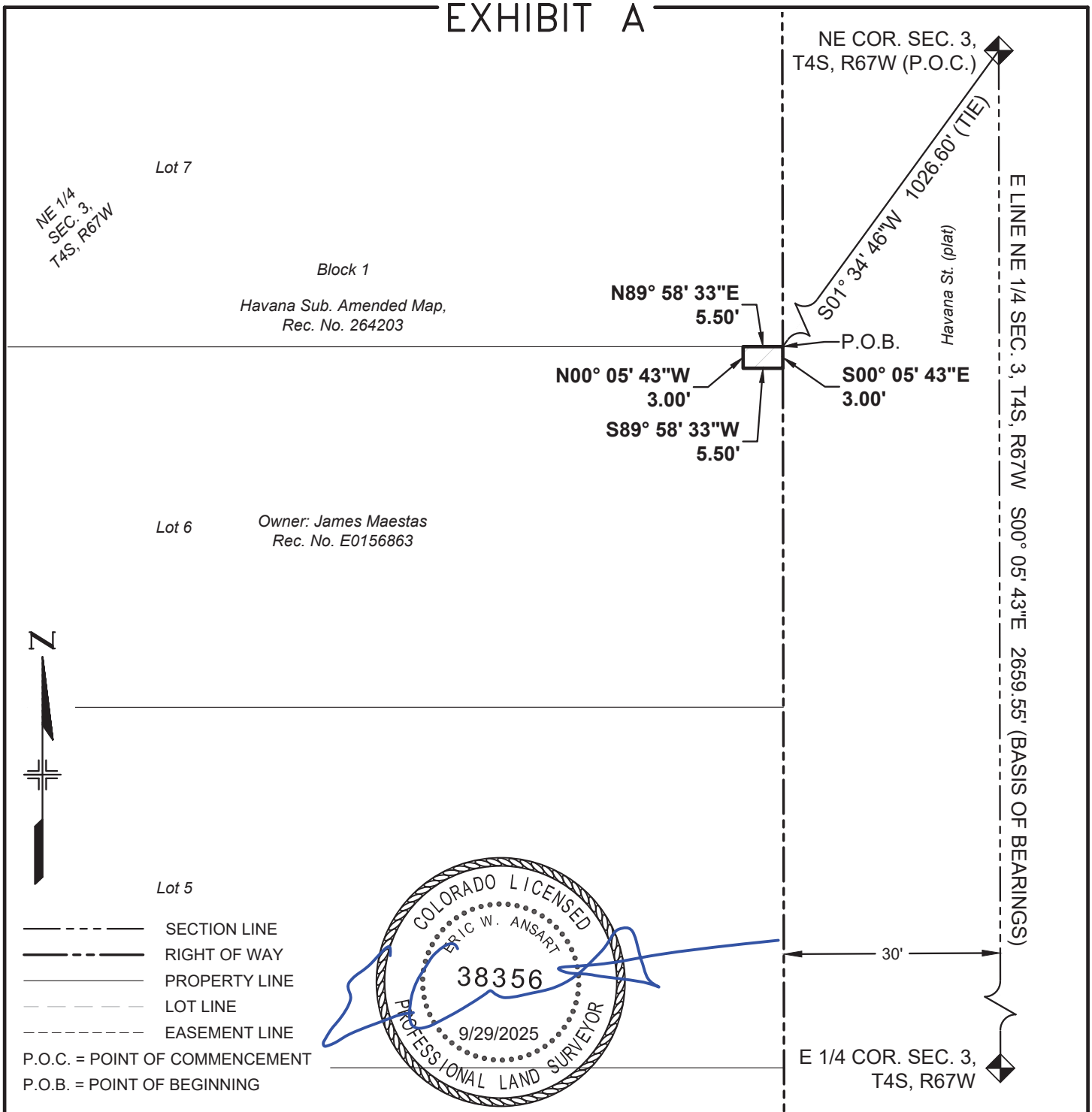
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 17 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-129
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-129A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 6, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°31’32”W, a distance of 1060.58 feet to a point on the easterly line of said Lot 6, said point being the **Point of Beginning**;

Thence coincident with the easterly and southerly lines of said Lot 6 the following two (2) courses:

1. Thence S00°05'43"E, a distance of 16.00 feet;
2. Thence S89°59'25"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 15.99 feet;

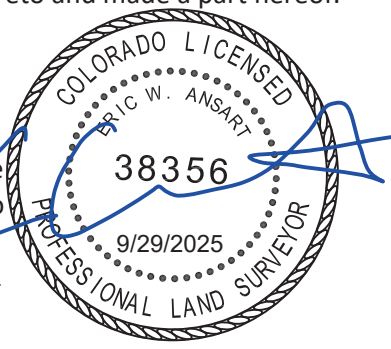
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 88 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

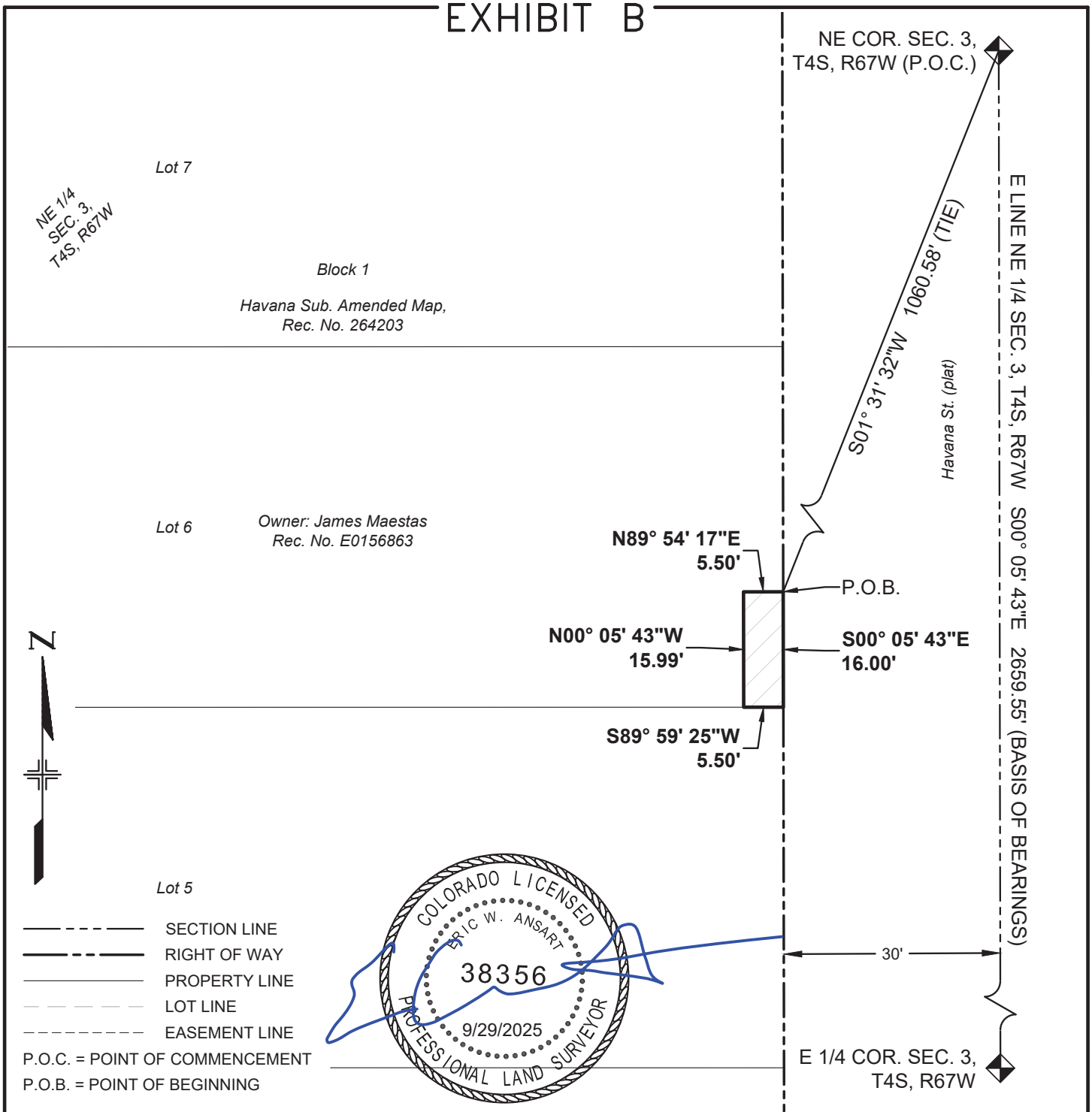


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 88 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-129A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-129B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 6, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°32’42”W, a distance of 1048.00 feet to a point on the easterly line of said Lot 6, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 6, a distance of 6.00 feet;

Thence S89°54'17"W, a distance of 5.00 feet;

Thence N00°05'43"W, a distance of 6.00 feet;

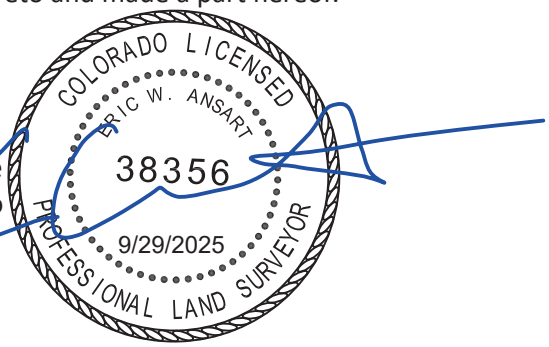
Thence N89°54'17"E, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

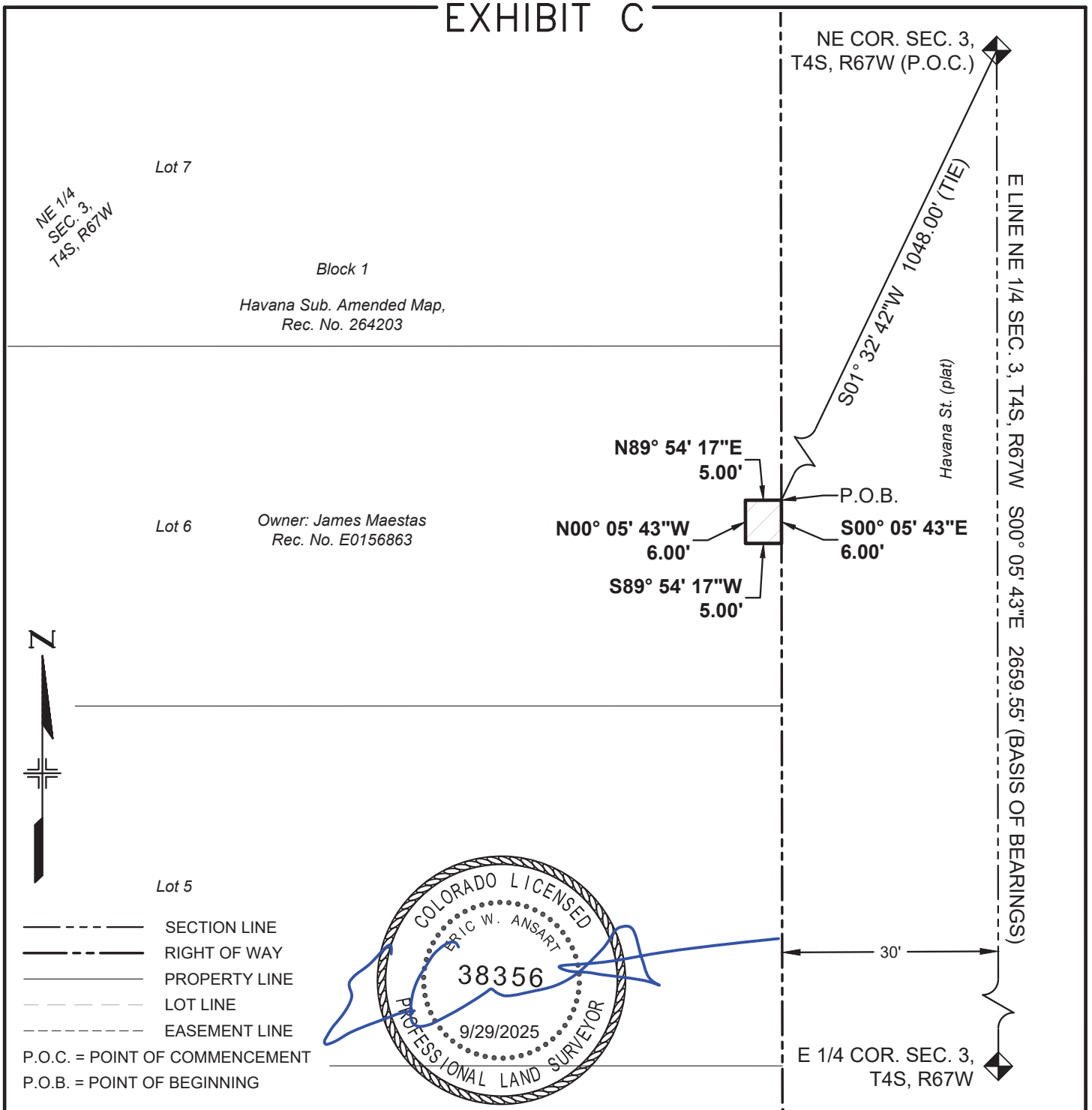


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-129B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-130
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 5, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°25’51”W, a distance of 1126.54 feet to the southeasterly corner of said Lot 5, said corner being the **Point of Beginning**;

Thence N89°59'43"W, coincident with the southerly line of said Lot 5, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 14.99 feet;

Thence N89°54'17"E, a distance of 5.50 feet to a point on the easterly line of said Lot 5;

Thence S00°05'43"E, coincident with said easterly line, a distance of 15.00 feet to the **Point of Beginning**.

The above-described parcel containing 82 square feet (0.002 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

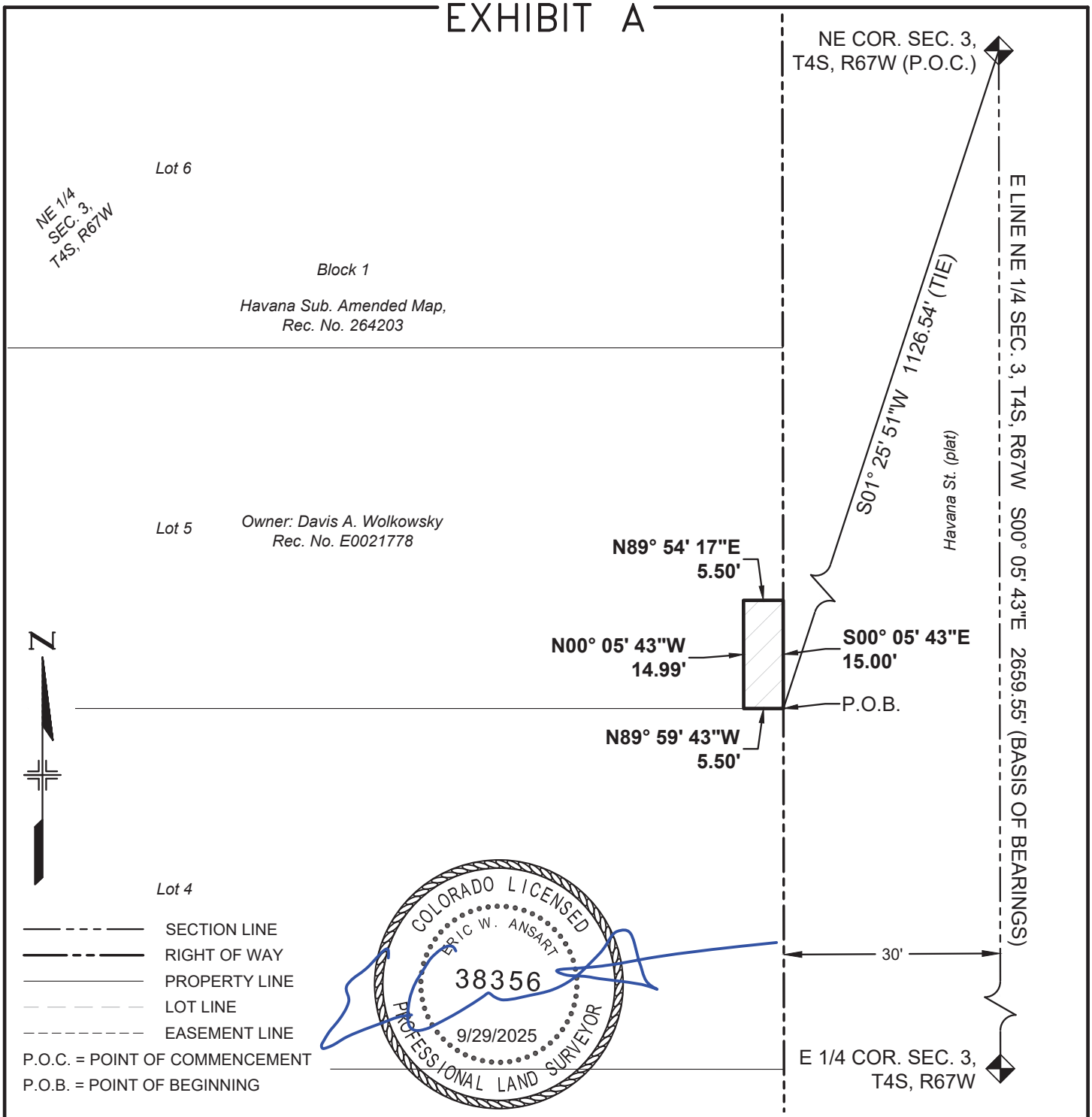
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 82 SQUARE FEET (0.002 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-130
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-130A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 5, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°28’20”W, a distance of 1096.65 feet to a point on the easterly line of said Lot 5, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line, a distance of 6.00 feet;

Thence S89°54'17"W, a distance of 5.00 feet;

Thence N00°05'43"W, a distance of 6.00 feet;

Thence N89°54'17"E, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

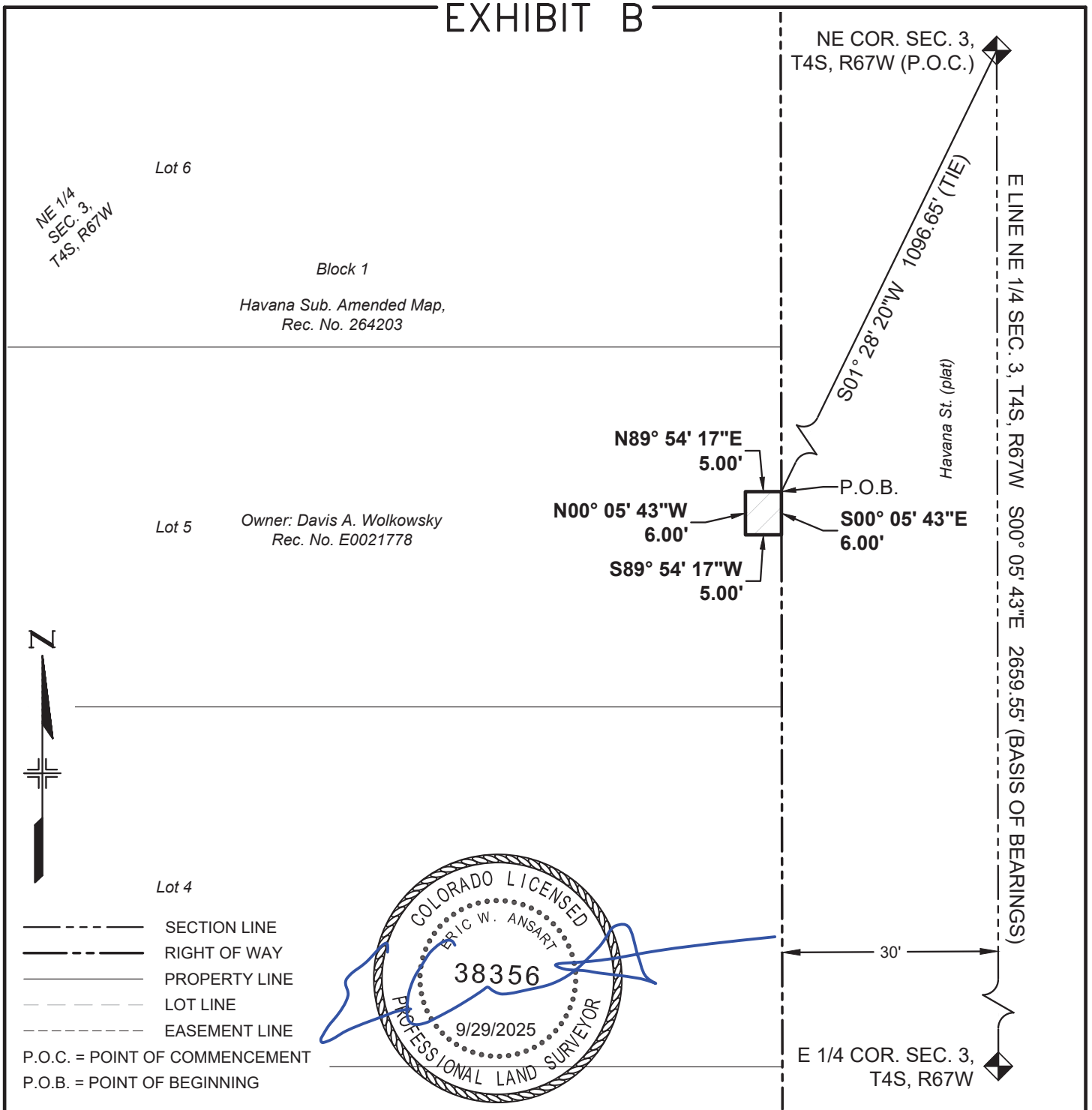


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-130A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-131
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 4, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°25’51”W, a distance of 1126.54 feet to the northeasterly corner of said Lot 4, said corner being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 4, a distance of 3.00 feet;

Thence N89°59'43"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 3.00 feet to a point on the northerly line of said Lot 4;

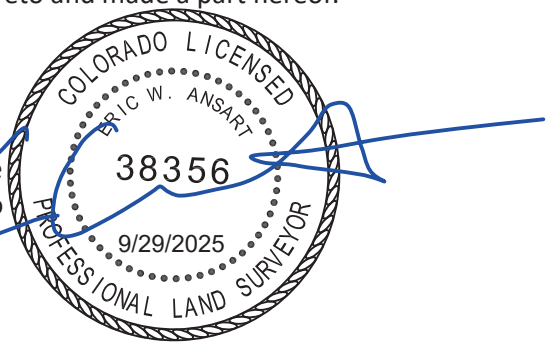
Thence S89°59'43"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 17 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

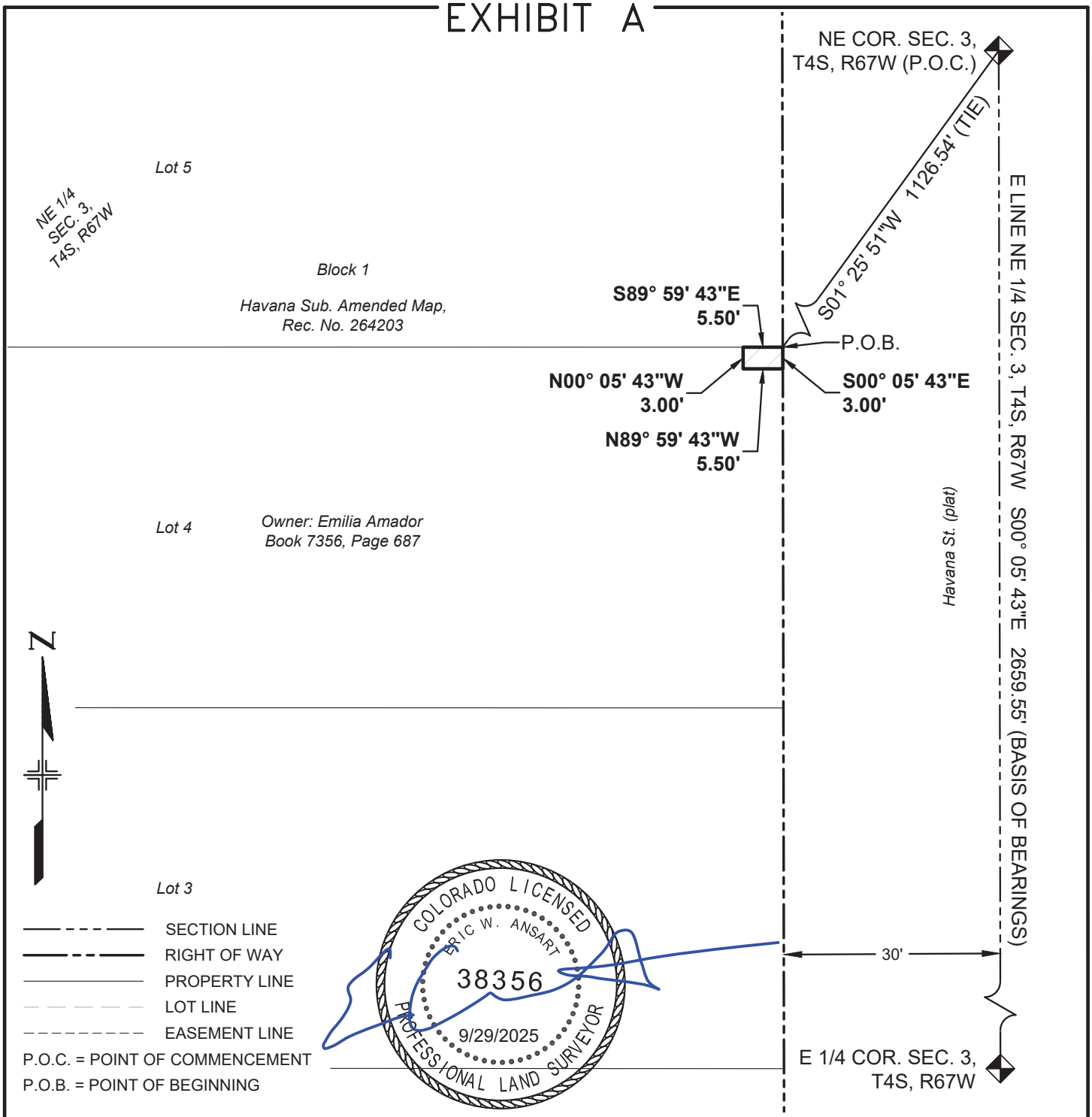
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 17 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-131
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-131A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 4, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°21’57”W, a distance of 1176.52 feet to the southeasterly corner of said Lot 4, said corner being the **Point of Beginning**;

Thence N89°58'51"W, coincident with the southerly line of said Lot 4, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 24.62 feet;

Thence N89°54'17"E, a distance of 5.50 feet to a point on the easterly line of said Lot 4;

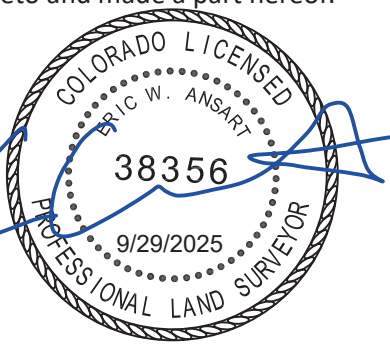
Thence S00°05'43"E, coincident with said easterly line, a distance of 24.63 feet to the **Point of Beginning**.

The above-described parcel containing 135 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

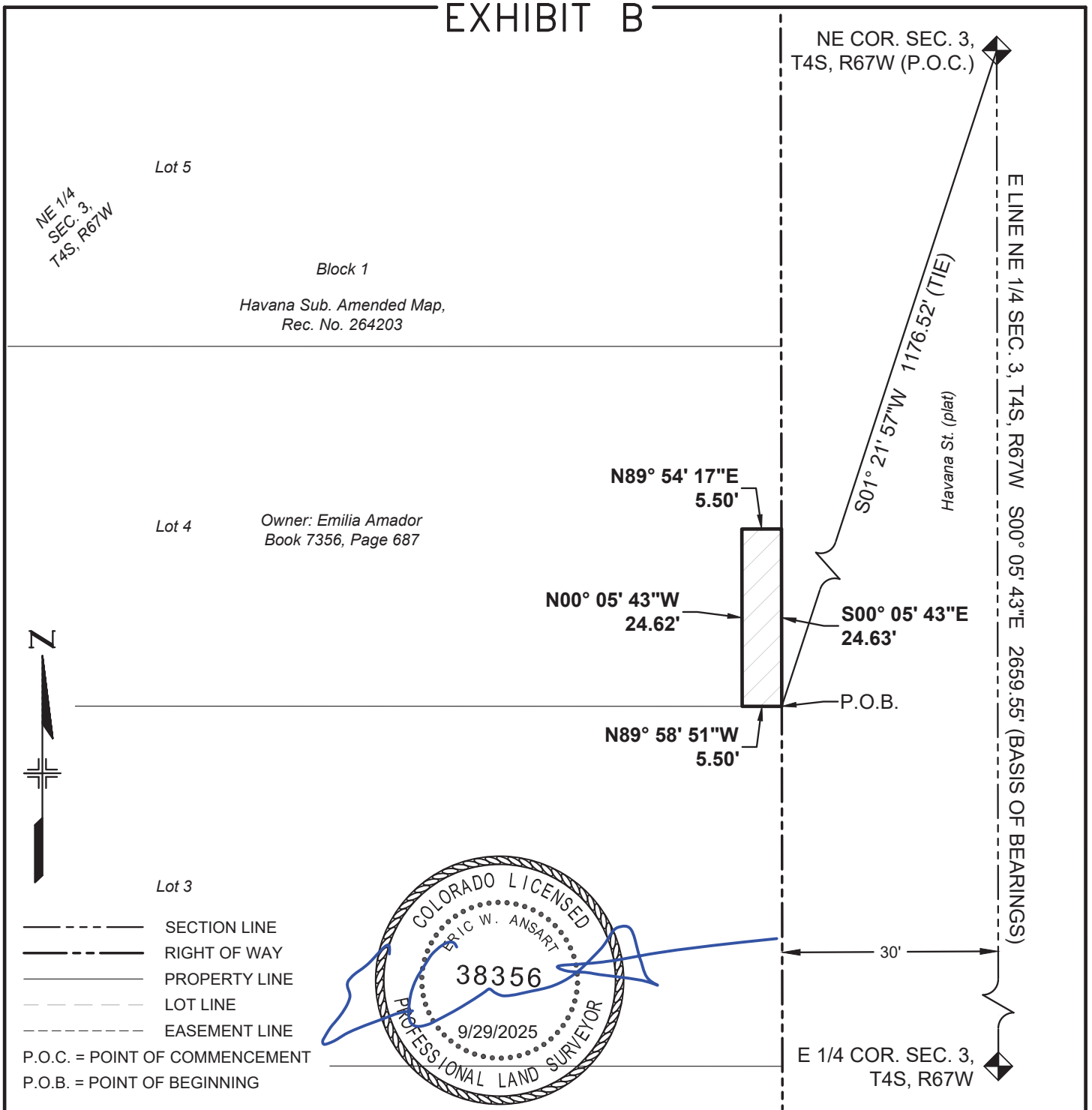


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 135 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-131A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-132
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 3, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°21’57”W, a distance of 1176.52 feet to the northeasterly corner of said Lot 3, said corner being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 3, a distance of 3.00 feet;

Thence N89°58'51"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 3.00 feet to a point on the northerly line of said Lot 3;

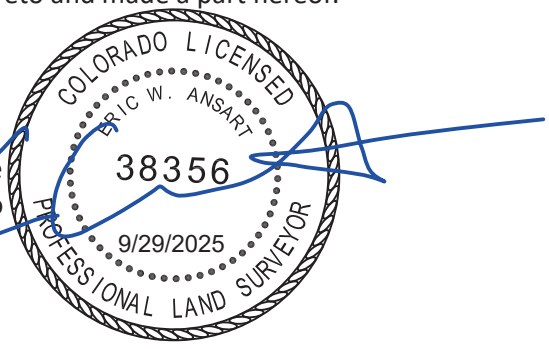
Thence S89°58'51"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 17 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

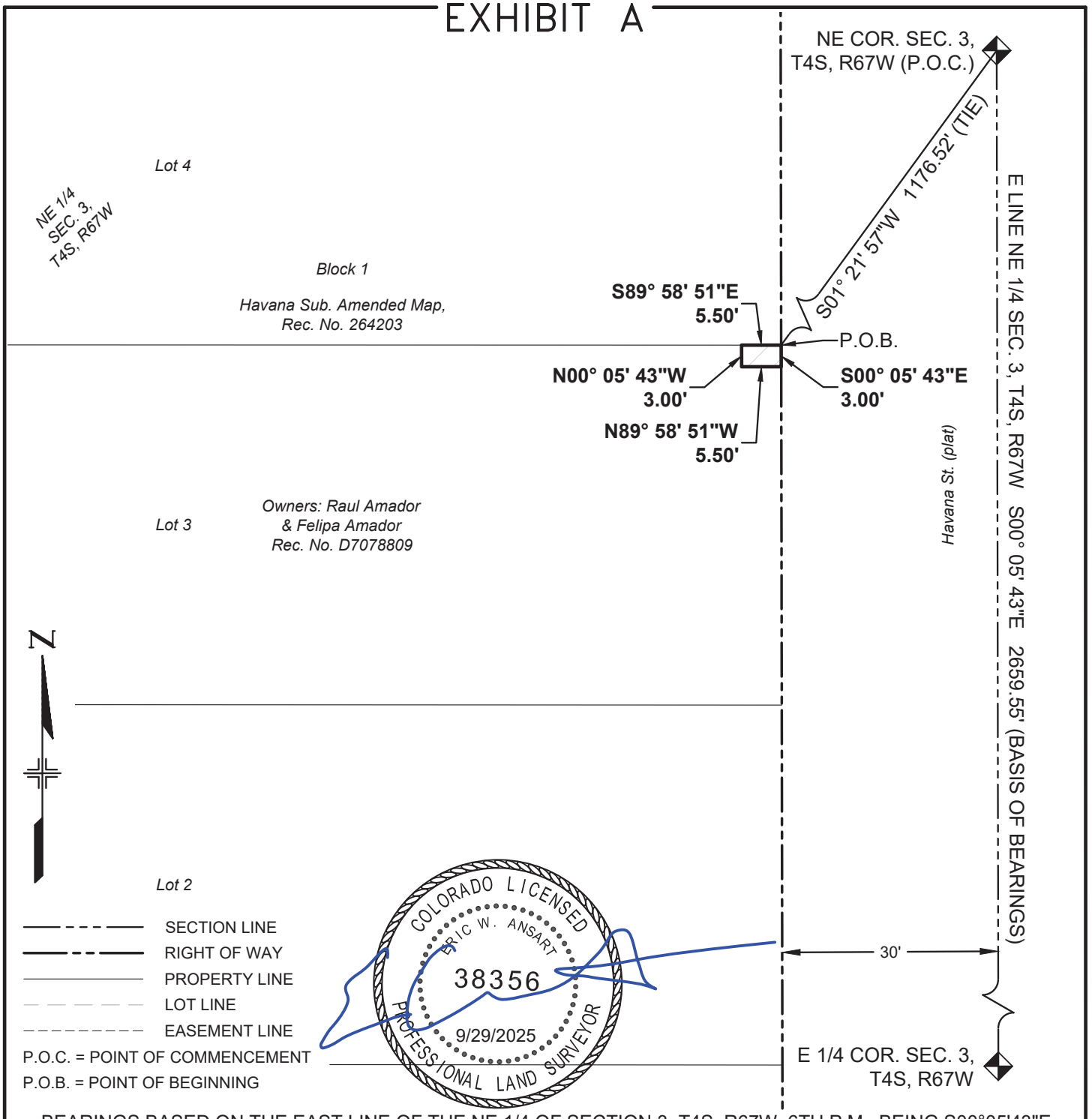


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 17 SQUARE FEET (0.000 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-132
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-132A
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 3, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°21’12”W, a distance of 1186.72 feet to a point on the easterly line of said Lot 3, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line, a distance of 10.00 feet;

Thence S89°54'17"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 10.00 feet;

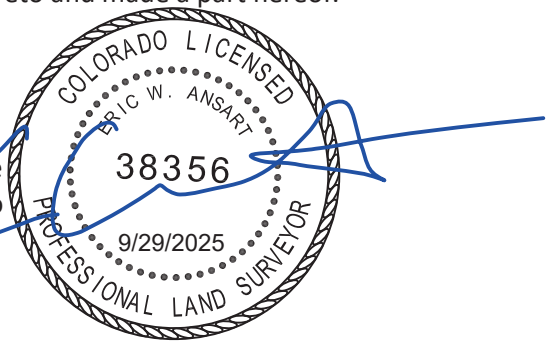
Thence N89°54'17"E, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 55 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

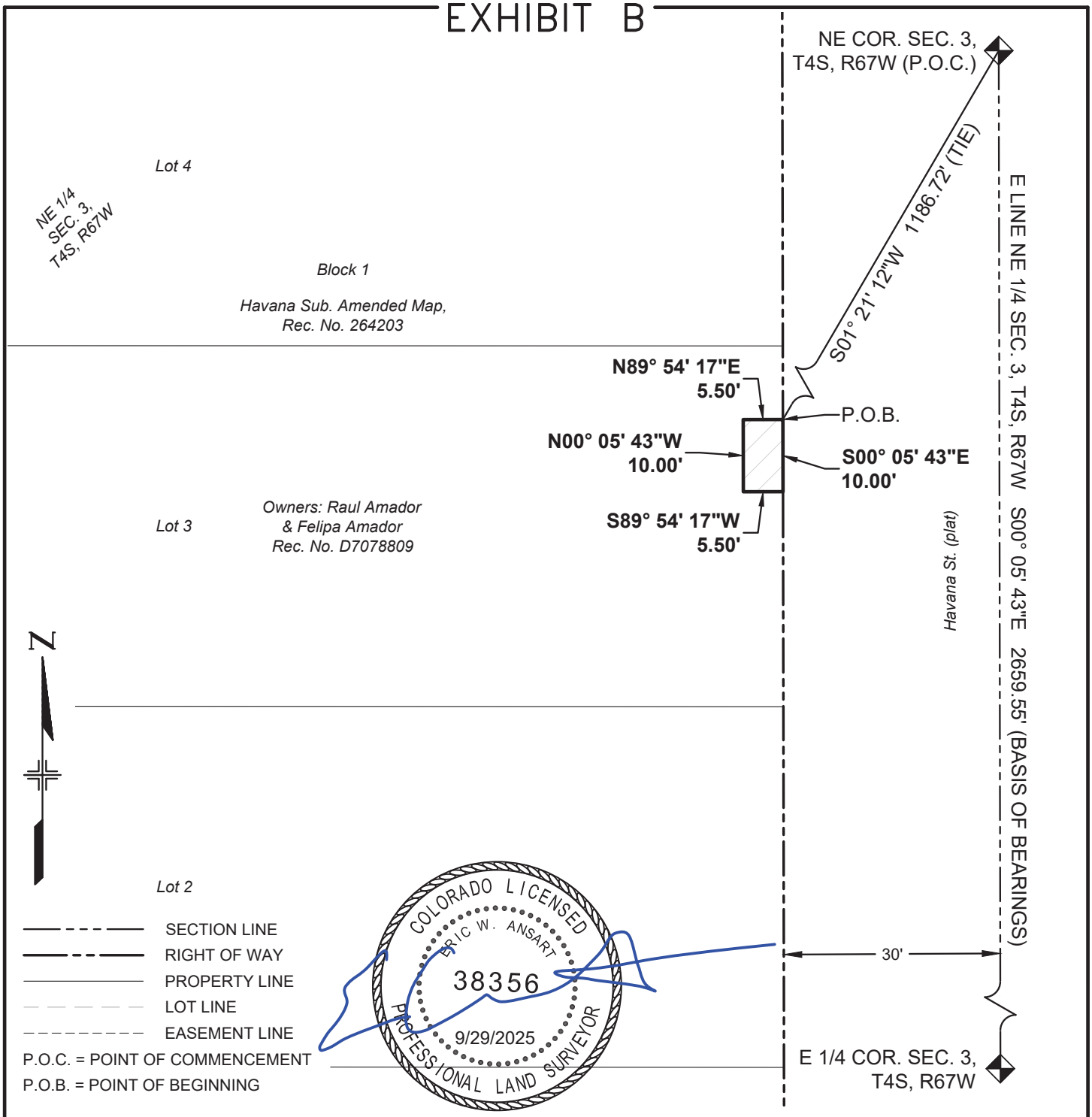


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 55 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-132A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-132B
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 3, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°19’58”W, a distance of 1203.91 feet to a point on the easterly line of said Lot 3, said point being the **Point of Beginning**;

Thence S00°05'43"E, coincident with said easterly line, a distance of 6.00 feet;

Thence S89°54'17"W, a distance of 5.00 feet;

Thence N00°05'43"W, a distance of 6.00 feet;

Thence N89°54'17"E, a distance of 5.00 feet to the **Point of Beginning**.

The above-described parcel containing 30 square feet (0.001 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

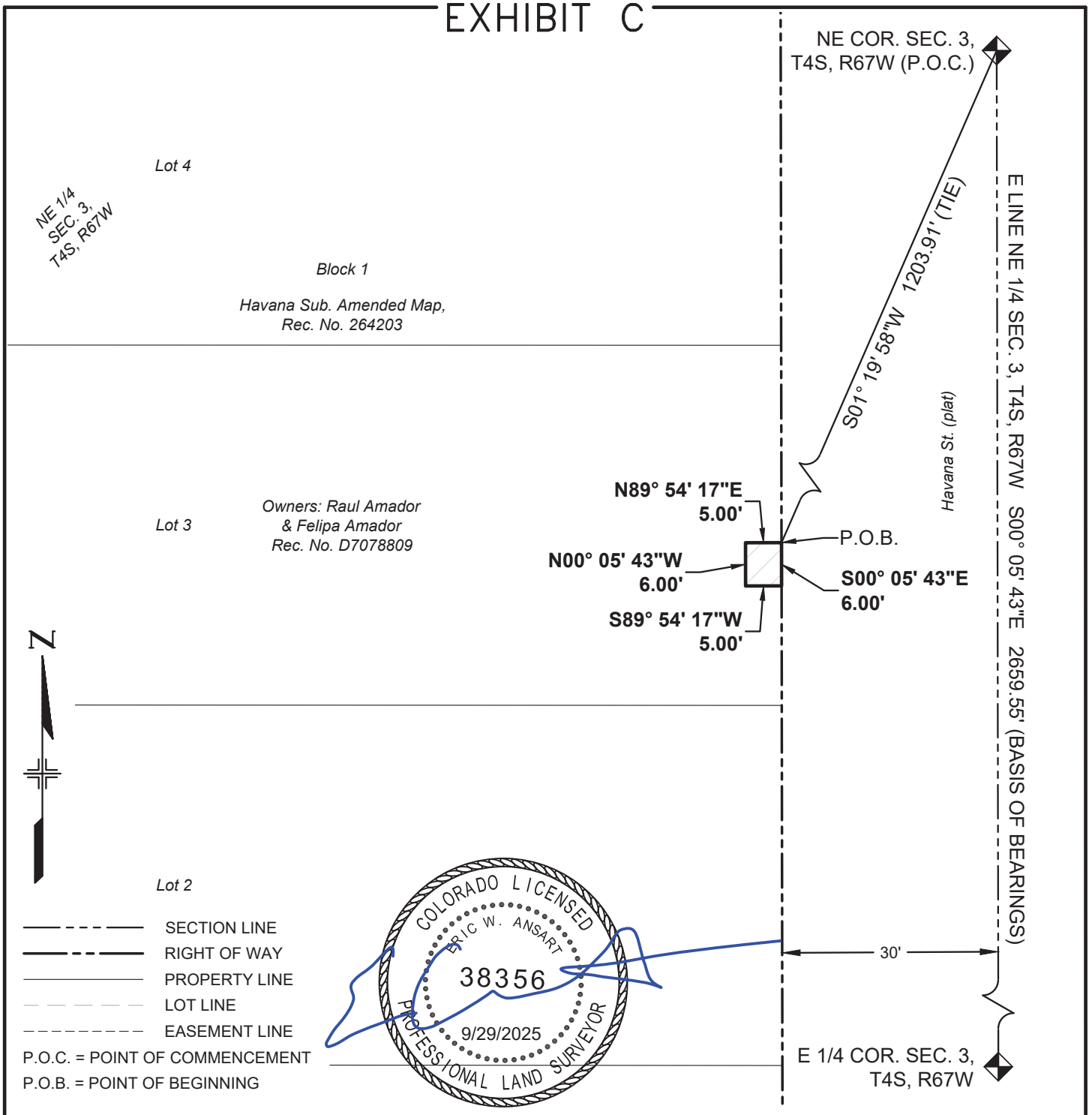


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 30 SQUARE FEET (0.001 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-132B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-133
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 2, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°15’05”W, a distance of 1276.48 feet to the southeasterly corner of said Lot 2, said corner being the **Point of Beginning**;

Thence N89°57'08"W, coincident with the southerly line of said Lot 2, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 25.36 feet;

Thence N89°54'17"E, a distance of 5.50 feet to a point on the easterly line of said Lot 2;

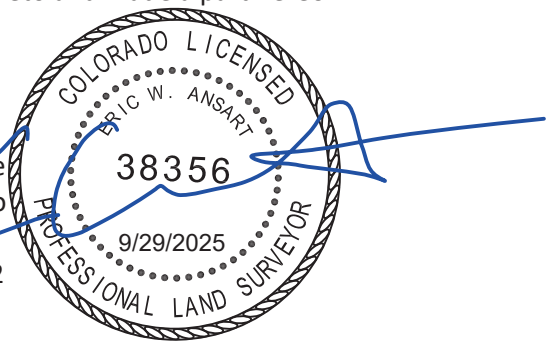
Thence S00°05'43"E, coincident with said easterly line, a distance of 25.37 feet to the **Point of Beginning**.

The above-described parcel containing 139 square feet (0.003 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

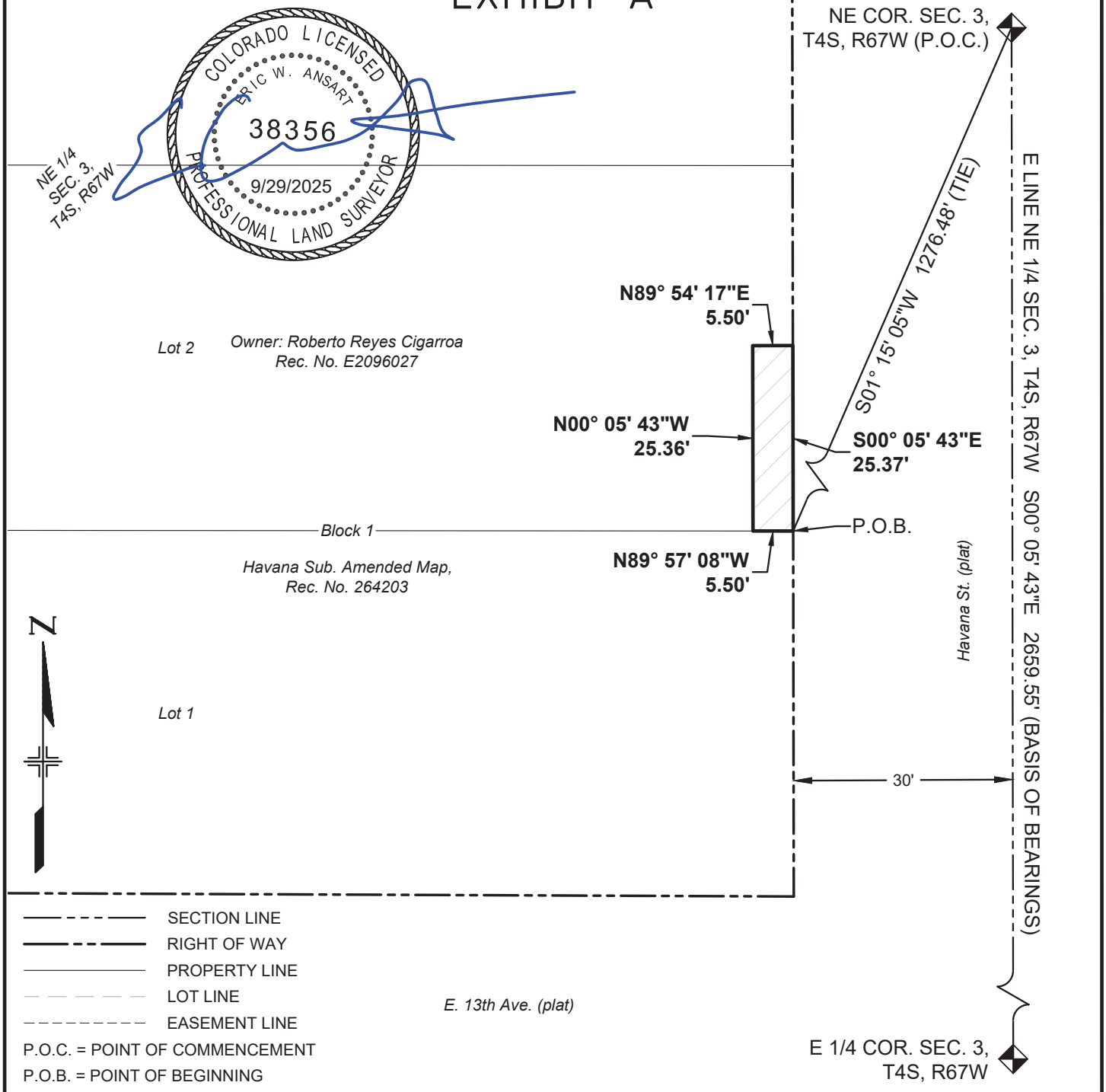


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E

THE ABOVE DESCRIBED PARCEL CONTAINS 139 SQUARE FEET (0.003 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-133
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-134
DATE: SEPT. 29, 2025

A temporary construction easement situated in the NE 1/4 of Section 3, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lot 1, Block 1, Havana Subdivision, Amended Map, the plat of said subdivision being recorded on May 22, 1940, at Rec. No. 264203 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the NE corner of said Section (from whence the E 1/4 corner of said section bears S00°05’43”E, a distance of 2659.55 feet);

Thence S01°15’05”W, a distance of 1276.48 feet to the northeasterly corner of said Lot 1, said corner being the **Point of Beginning**;

Thence S00°05'43"E, coincident with the easterly line of said Lot 1, a distance of 3.00 feet;

Thence N89°57'08"W, a distance of 5.50 feet;

Thence N00°05'43"W, a distance of 3.00 feet to a point on the northerly line of said Lot 1;

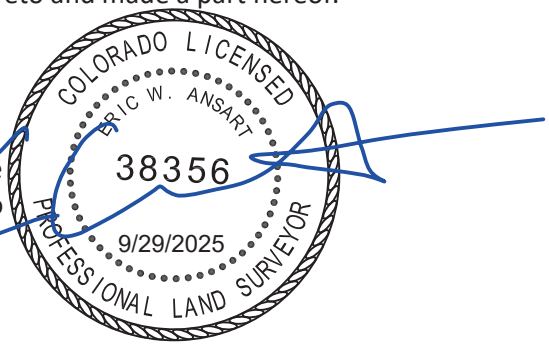
Thence S89°57'08"E, coincident with said northerly line, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 17 square feet (0.000 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the east line of the NE 1/4 of Section 3, T4S, R67W, 6th P.M., being S00°05’43”E, being monumented on the north end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16848 1987” and on the south end by a 3" brass cap in a range box “CITY OF AURORA LS 16419 1989”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

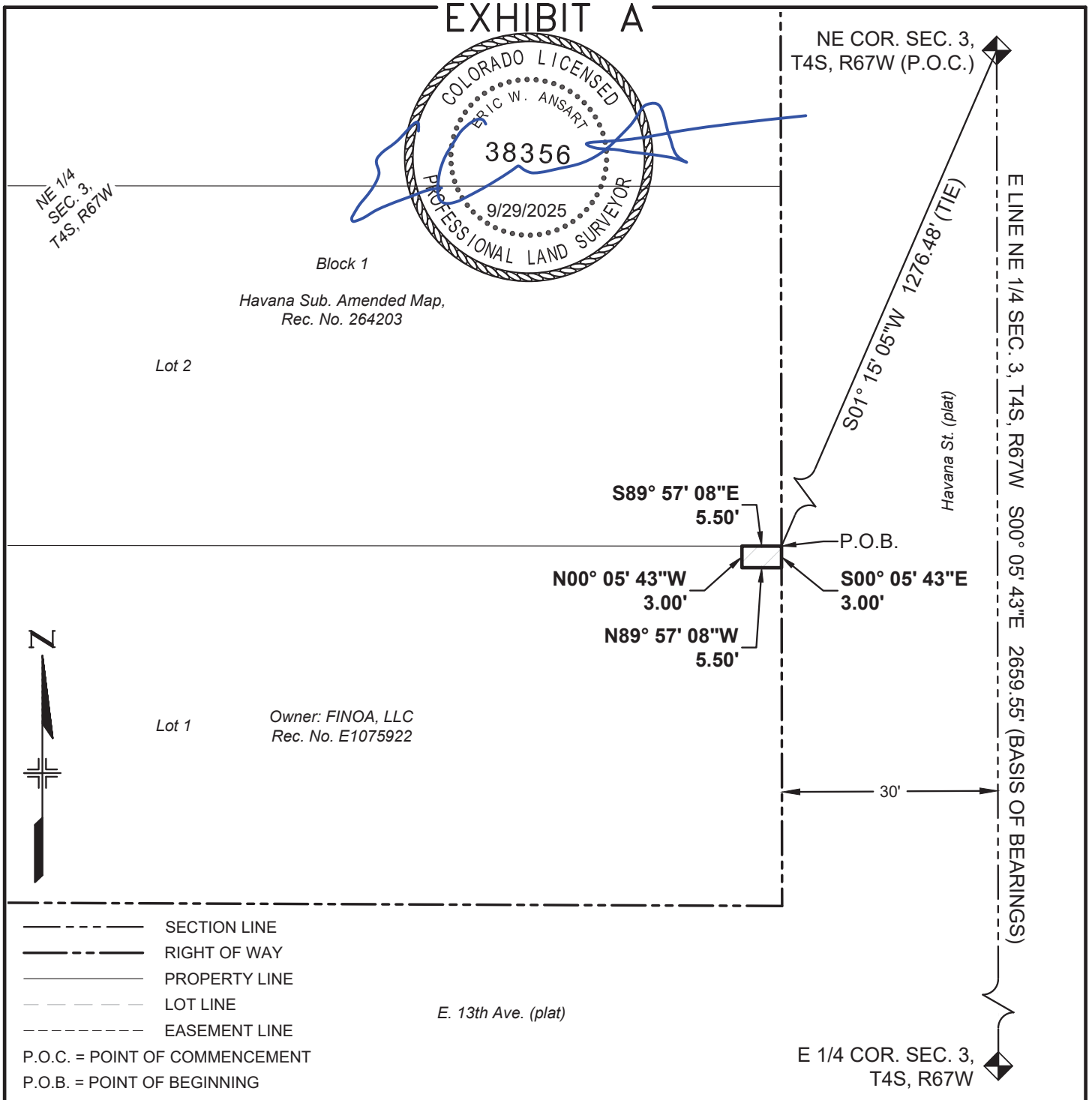
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR
EXHIBIT A



P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE EAST LINE OF THE NE 1/4 OF SECTION 3, T4S, R67W, 6TH P.M., BEING S00°05'43"E
THE ABOVE DESCRIBED PARCEL CONTAINS 17 SQUARE FEET (0.000 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-134
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NE 1/4 OF SEC. 3, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: PE-201
DATE: SEPT. 26, 2025

A permanent easement situated in the NW 1/4 of Section 11, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of that parcel of land described as PARCEL 1 in that Warranty Deed recorded on June 28, 1999, at Rec. No. B0043518 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section 11 (from whence the NW corner of said section bears N00°12’05”W, a distance of 2645.10 feet);

Thence N02°54’59”E, a distance of 983.65 feet to a point on the southerly line of said PARCEL 1, said point being a point of non-tangent curvature and also being the **Point of Beginning**;

Thence coincident with the southerly and westerly lines of said PARCEL 1 the following two (2) courses:

1. Thence along said curve to the left (whose chord bears N88°34'33"W, a distance of 3.50 feet) having a radius of 61.65 feet, and a central angle of 03°15'16", an arc distance of 3.50 feet to a point of non-tangency;
2. Thence N00°12'05"W, a distance of 94.98 feet to a point of non-tangent curvature;

Thence along said curve to the right (whose chord bears S15°14'17"E, a distance of 13.49 feet) having a radius of 26.00 feet, and a central angle of 30°04'24", an arc distance of 13.65 feet to a point of tangency, said point being 3.50 feet east of the westerly line of said PARCEL 1 when measured perpendicular thereto;

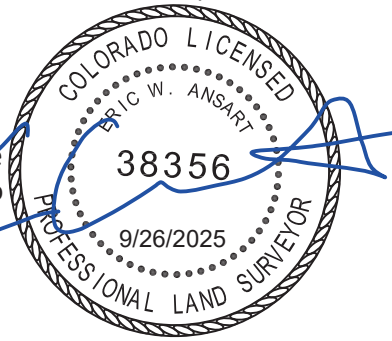
Thence S00°12'05"E, parallel with and 3.50 feet east of said westerly line, a distance of 82.05 feet to the **Point of Beginning**.

The above-described parcel containing 318 square feet (0.007 acres) more or less.

The purpose of the above-described parcel is for the construction and maintenance of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 11, T4S, R67W, 6th P.M., being N00°12’05”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16419 1989” and on the north end by a 3 1/4" aluminum cap in a range box “COLO DEPT OF HIGHWAYS 1988 PLS No 22571”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

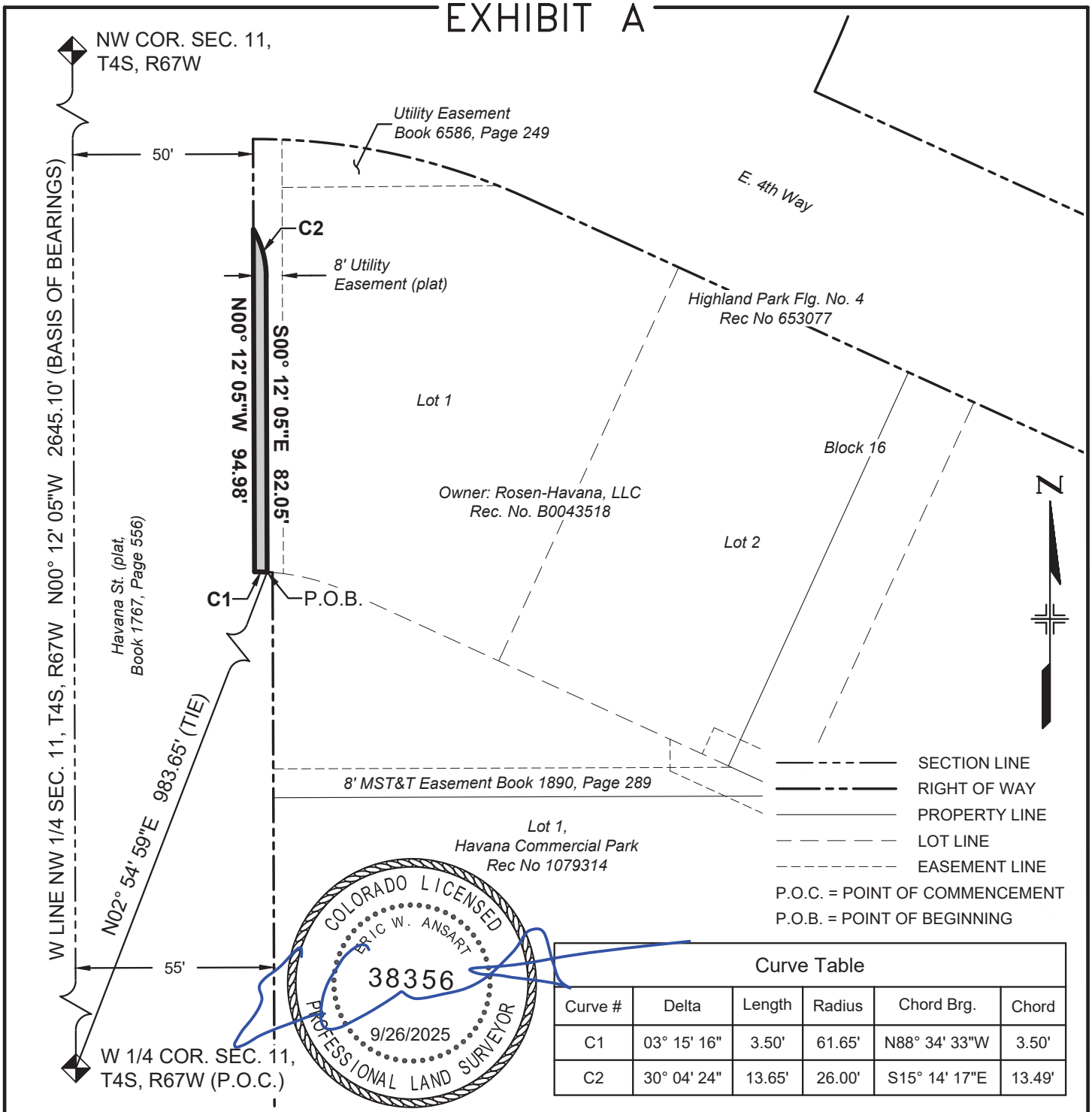


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



Curve Table					
Curve #	Delta	Length	Radius	Chord Brg.	Chord
C1	03° 15' 16"	3.50'	61.65'	N88° 34' 33"W	3.50'
C2	30° 04' 24"	13.65'	26.00'	S15° 14' 17"E	13.49'

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 11, T4S, R67W, 6TH P.M., BEING N00°12'05"W

THE ABOVE DESCRIBED PARCEL CONTAINS 318 SQUARE FEET (0.007 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	PE-201
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 11, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-201
DATE: SEPT. 26, 2025

A temporary construction easement situated in the NW 1/4 of Section 11, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of those parcels of land described as PARCEL 1 and PARCEL 2 in that Warranty Deed recorded on June 28, 1999, at Rec. No. B0043518 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section 11 (from whence the NW corner of said section bears N00°12’05”W, a distance of 2645.10 feet);

Thence N02°54’59”E, a distance of 983.65 feet to a point on the southerly line of said PARCEL 1, said point being the **Point of Beginning**;

Thence N00°12'05"W, a distance of 82.05 feet to a point of tangent curvature;

Thence along said curve to the left (whose chord bears N15°14'17"W, a distance of 13.49 feet) having a radius of 26.00 feet, and a central angle of 30°04'24", an arc distance of 13.65 feet to a point of non-tangency, said point also being on the westerly line of said PARCEL 1;

Thence coincident with the westerly and northerly lines of said PARCEL 1 the following two (2) courses:

1. Thence N00°12'05"W, a distance of 25.02 feet to a point of non-tangent curvature;
2. Thence along said curve to the right (whose chord bears S89°01'08"E, a distance of 7.50 feet) having a radius of 181.65 feet, and a central angle of 02°21'59", an arc distance of 7.50 feet to a point of non-tangency;

Thence S00°12'05"E, a distance of 53.21 feet;

Thence S10°49'16"E, a distance of 16.28 feet;

Thence S00°12'05"E, a distance of 35.01 feet;

Thence S08°40'45"W, a distance of 16.19 feet;

Thence S00°12'05"E, a distance of 62.29 feet to a point on the southerly line of said PARCEL 2;

Thence coincident with the southerly and westerly lines of said PARCEL 2 the following two (2) courses:

1. Thence S89°47'55"W, a distance of 3.00 feet;
2. Thence N00°12'05"W, a distance of 62.46 feet to a point on the southerly line of said PARCEL 1, said point being a point of non-tangent curvature;

(continued)

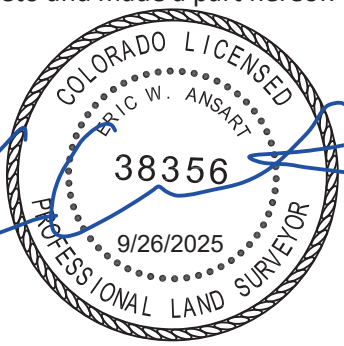
Thence coincident with said southerly line and along said curve to the left (whose chord bears N86°15'00"W, a distance of 1.50 feet) having a radius of 61.65 feet, and a central angle of 01°23'51", an arc distance of 1.50 feet to the **Point of Beginning**.

The above-described parcel containing 927 square feet (0.021 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 11, T4S, R67W, 6th P.M., being N00°12'05"W, being monumented on the south end of said line by a 3" brass cap in a range box "CITY OF AURORA LS 16419 1989" and on the north end by a 3 1/4" aluminum cap in a range box "COLO DEPT OF HIGHWAYS 1988 PLS No 22571", said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

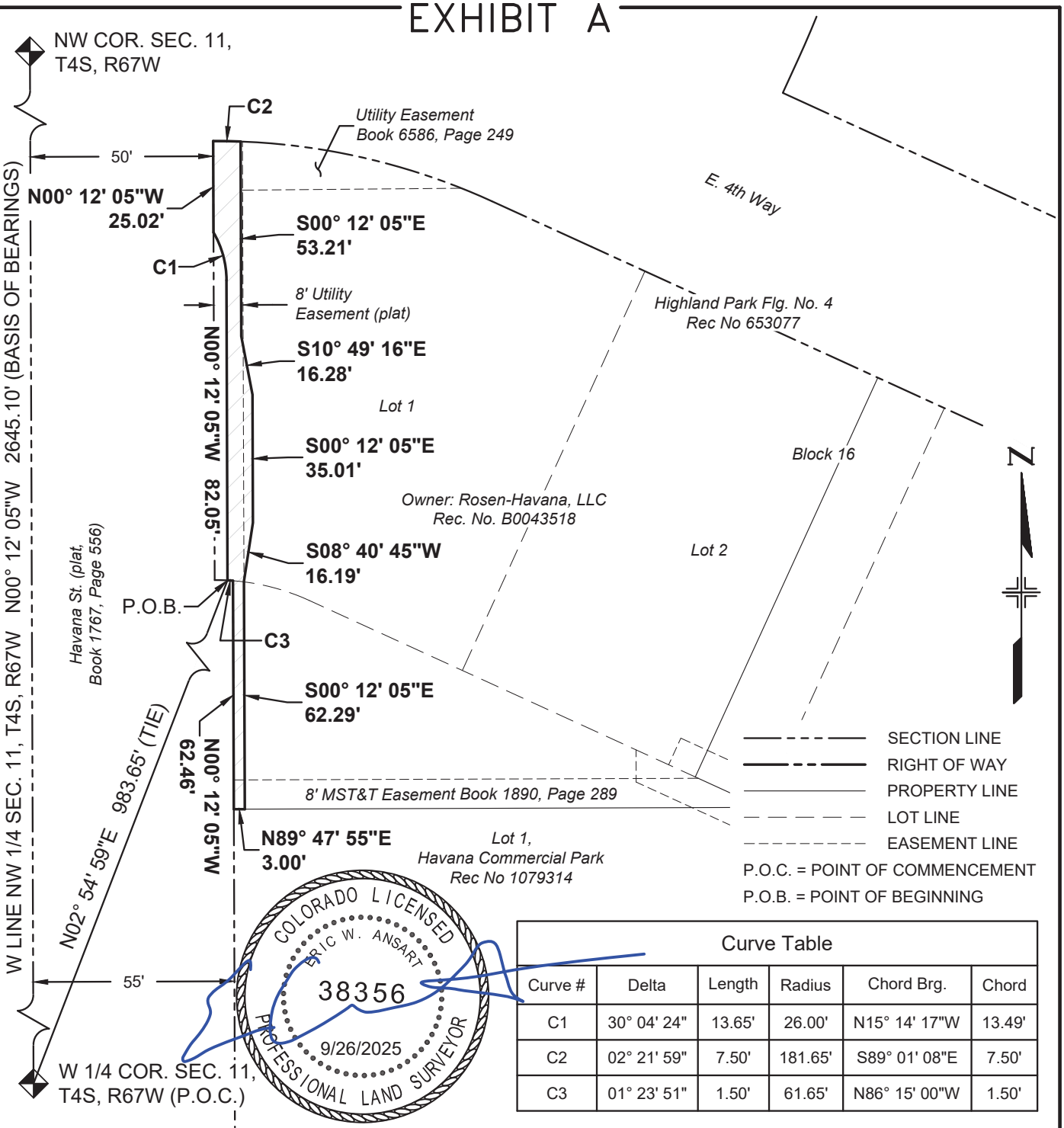
Illustration attached hereto and made a part hereof.



Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

ILLUSTRATION FOR

EXHIBIT A



Curve Table					
Curve #	Delta	Length	Radius	Chord Brg.	Chord
C1	30° 04' 24"	13.65'	26.00'	N15° 14' 17"W	13.49'
C2	02° 21' 59"	7.50'	181.65'	S89° 01' 08"E	7.50'
C3	01° 23' 51"	1.50'	61.65'	N86° 15' 00"W	1.50'

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 11, T4S, R67W, 6TH P.M., BEING N00°12'05"W

THE ABOVE DESCRIBED PARCEL CONTAINS 927 SQUARE FEET (0.021 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-201
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 11, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-201A
DATE: SEPT. 26, 2025

A temporary construction easement situated in the NW 1/4 of Section 11, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of that parcel of land described as PARCEL 3 in that Warranty Deed recorded on June 28, 1999, at Rec. No. B0043518 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section 11 (from whence the NW corner of said section bears N00°12’05”W, a distance of 2645.10 feet);

Thence N04°48’54”E, a distance of 628.99 feet to a point on the westerly line of said PARCEL 3, said point being the **Point of Beginning**;

Thence coincident with the westerly and northerly lines of said PARCEL 3 the following two (2) courses:

1. Thence N00°12'05"W, a distance of 110.56 feet;
2. Thence N89°39'15"E, a distance of 3.00 feet;

Thence S00°12'05"E, a distance of 63.08 feet;

Thence S71°10'22"E, a distance of 2.64 feet;

Thence S00°12'05"E, a distance of 46.63 feet;

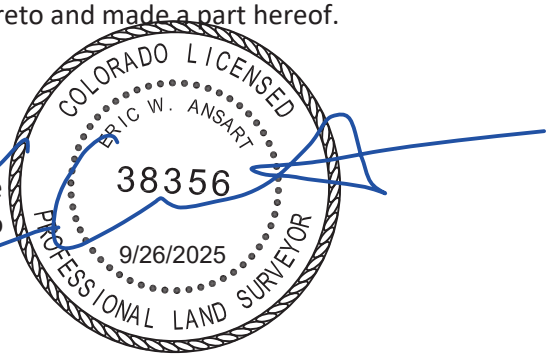
Thence S89°54'17"W, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 449 square feet (0.010 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 11, T4S, R67W, 6th P.M., being N00°12’05”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16419 1989” and on the north end by a 3 1/4" aluminum cap in a range box “COLO DEPT OF HIGHWAYS 1988 PLS No 22571”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

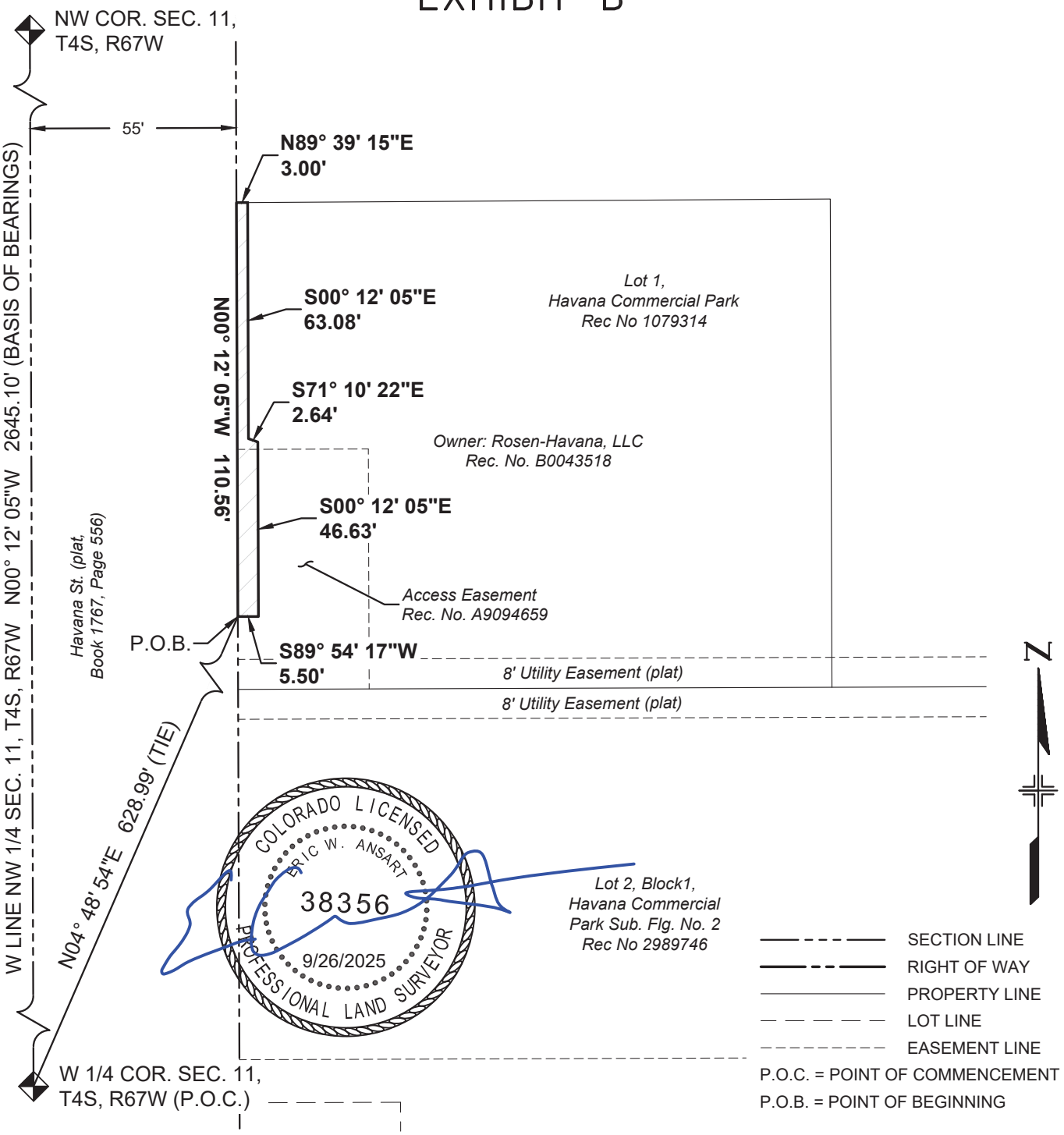


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 11, T4S, R67W, 6TH P.M., BEING N00°12'05"W

THE ABOVE DESCRIBED PARCEL CONTAINS 449 SQUARE FEET (0.010 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-201A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 11, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-202
DATE: SEPT. 26, 2025

A temporary construction easement situated in the NW 1/4 of Section 11, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of Lots 1 & 2, Block 1, Havana Commercial Park Subdivision Filing No. 2, the plat of said subdivision being recorded on July 12, 1988, at Rec. No. 2989746 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section 11 (from whence the NW corner of said section bears N00°12’05”W, a distance of 2645.10 feet);

Thence N08°48’11”E, a distance of 351.41 feet to a point on the westerly line of said Lot 1, said point being the **Point of Beginning**;

Thence N00°12'05"W, coincident with said westerly line and the westerly line of said Lot 2, a distance of 172.41 feet;

Thence N89°47'55"E, a distance of 5.50 feet;

Thence S00°12'05"E, a distance of 56.96 feet;

Thence S89°57'19"W, a distance of 2.50 feet;

Thence S00°12'05"E, a distance of 115.46 feet;

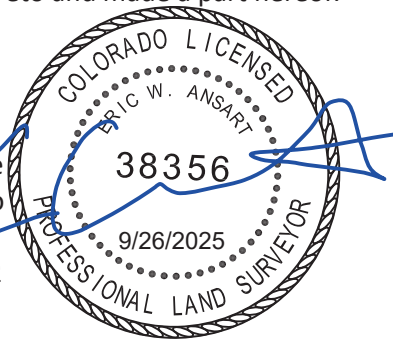
Thence S89°47'55"W, a distance of 3.00 feet to the **Point of Beginning**.

The above-described parcel containing 660 square feet (0.015 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 11, T4S, R67W, 6th P.M., being N00°12’05”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16419 1989” and on the north end by a 3 1/4" aluminum cap in a range box “COLO DEPT OF HIGHWAYS 1988 PLS No 22571”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

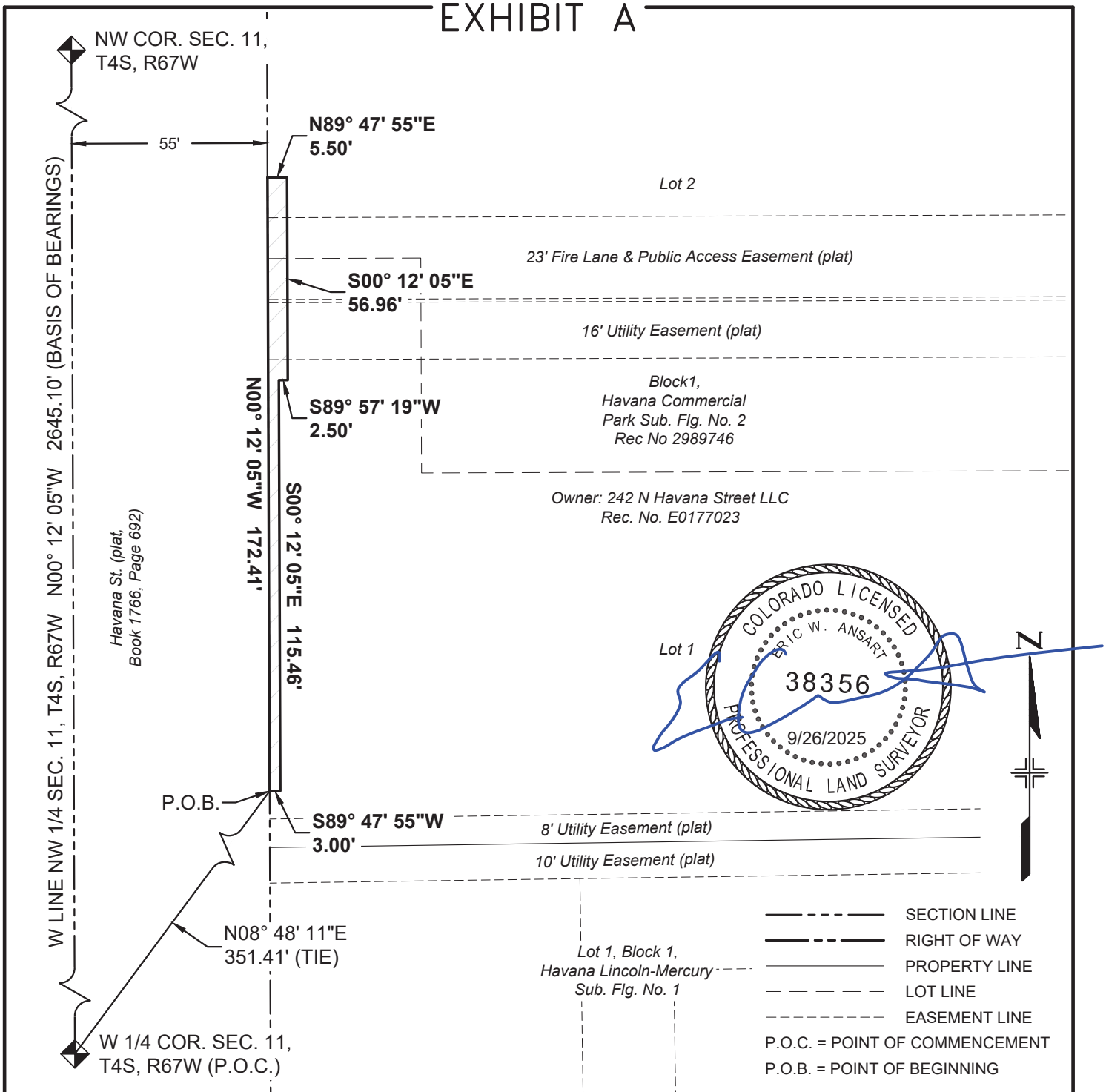


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 11, T4S, R67W, 6TH P.M., BEING N00°12'05"W

THE ABOVE DESCRIBED PARCEL CONTAINS 660 SQUARE FEET (0.015 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-202
CHECKED BY:	DATE:	JOB NUMBER:
DMR	7/14/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 11, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT A

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-203
DATE: SEPT. 26, 2025

A temporary construction easement situated in the NW 1/4 of Section 11, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of that parcel of land described in that Warranty Deed recorded on March 31, 1972, in Book 2005 at Page 742 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section 11 (from whence the NW corner of said section bears N00°12’05”W, a distance of 2645.10 feet);

Thence N03°26’20”E, a distance of 866.25 feet to a point on the westerly line of said parcel, said point being the **Point of Beginning**;

Thence coincident with the westerly and northerly lines of said parcel the following two (2) courses:

1. Thence N00°12'05"W, a distance of 55.13 feet;
2. Thence N89°47'55"E, a distance of 3.00 feet;

Thence S00°12'05"E, a distance of 17.13 feet;

Thence N89°47'55"E, a distance of 2.50 feet;

Thence S00°12'05"E, a distance of 38.00 feet;

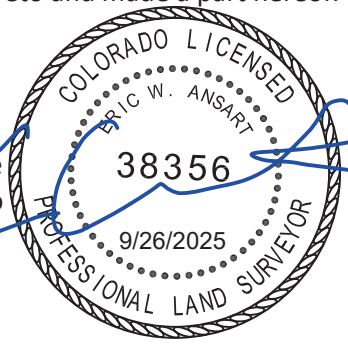
Thence S89°47'55"W, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 260 square feet (0.006 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 11, T4S, R67W, 6th P.M., being N00°12’05”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16419 1989” and on the north end by a 3 1/4" aluminum cap in a range box “COLO DEPT OF HIGHWAYS 1988 PLS No 22571”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

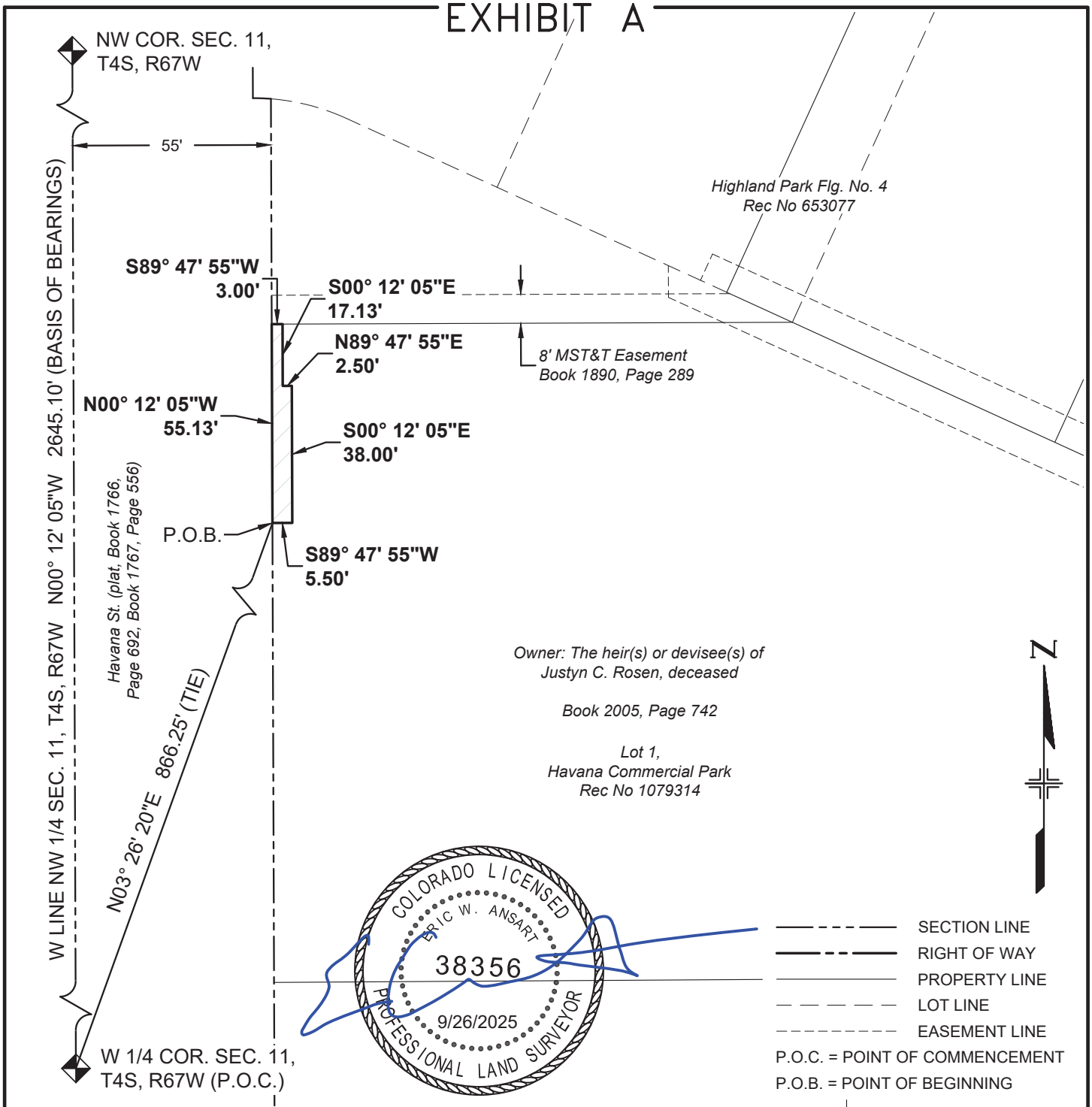


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT A



BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 11, T4S, R67W, 6TH P.M., BEING N00°12'05"W

THE ABOVE DESCRIBED PARCEL CONTAINS 260 SQUARE FEET (0.006 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-203
CHECKED BY:	DATE:	JOB NUMBER:
DMR	9/26/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 11, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT B

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-203A
DATE: SEPT. 26, 2025

A temporary construction easement situated in the NW 1/4 of Section 11, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of that parcel of land described in that Warranty Deed recorded on March 31, 1972, in Book 2005 at Page 742 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section 11 (from whence the NW corner of said section bears N00°12’05”W, a distance of 2645.10 feet);

Thence N03°45’12”E, a distance of 797.46 feet to a point on the westerly line of said parcel, said point being the **Point of Beginning**;

Thence N00°12'05"W, coincident with said westerly line, a distance of 36.00 feet;

Thence N89°47'55"E, a distance of 5.50 feet;

Thence S00°12'05"E, a distance of 36.00 feet;

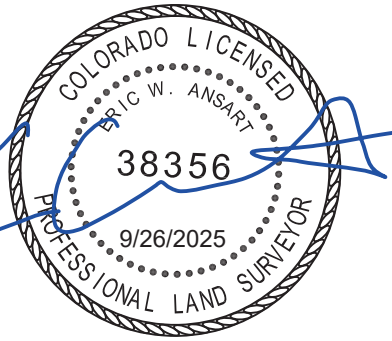
Thence S89°47'55"W, a distance of 5.50 feet to the **Point of Beginning**.

The above-described parcel containing 198 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 11, T4S, R67W, 6th P.M., being N00°12’05”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16419 1989” and on the north end by a 3 1/4" aluminum cap in a range box “COLO DEPT OF HIGHWAYS 1988 PLS No 22571”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

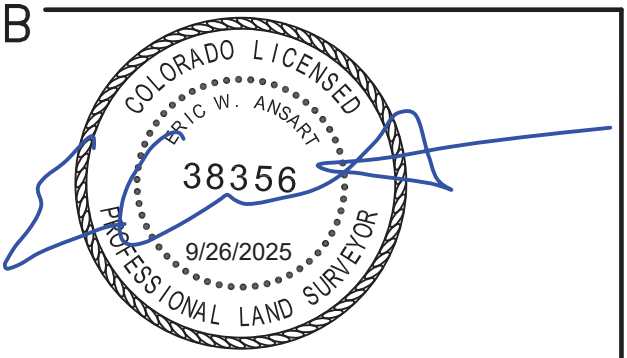


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT B



NW COR. SEC. 11, T4S, R67W

55'

W LINE NW 1/4 SEC. 11, T4S, R67W N00° 12' 05"W 2645.10' (BASIS OF BEARINGS)

N89° 47' 55"E
5.50'

N00° 12' 05"W
36.00'

S00° 12' 05"E
36.00'

P.O.B.

S89° 47' 55"W
5.50'

Owner: The heir(s) or devisee(s) of Justyn C. Rosen, deceased

Book 2005, Page 742

Havana St. (plat, Book 1766, Page 692, Book 1767, Page 556)

N03° 45' 12"E 797.46' (TIE)

Lot 1, Havana Commercial Park Rec No 1079314

W 1/4 COR. SEC. 11, T4S, R67W (P.O.C.)

N

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 11, T4S, R67W, 6TH P.M., BEING N00°12'05"W

THE ABOVE DESCRIBED PARCEL CONTAINS 198 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-203A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	9/26/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 11, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

EXHIBIT C

PROJECT CODE: 25503
PROJECT NUMBER: CRP M055-063
PARCEL NUMBER: TE-203B
DATE: SEPT. 26, 2025

A temporary construction easement situated in the NW 1/4 of Section 11, Township 4 South, Range 67 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, being a part of that parcel of land described in that Warranty Deed recorded on March 31, 1972, in Book 2005 at Page 742 in the office of the Arapahoe County Clerk and Recorder, being more particularly described as follows:

Commencing at the W 1/4 corner of said Section 11 (from whence the NW corner of said section bears N00°12’05”W, a distance of 2645.10 feet);

Thence N03°52’26”E, a distance of 773.93 feet to a point on the westerly line of said parcel, said point being the **Point of Beginning**;

Thence N89°47'55"E, a distance of 5.50 feet;

Thence S00°12'05"E, a distance of 34.82 feet to a point on the southerly line of said parcel;

Thence coincident with the southerly and westerly lines of said parcel the following two (2) courses:

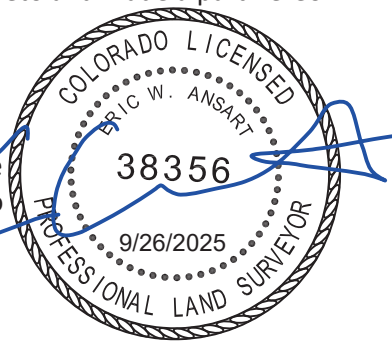
1. Thence S89°39'15"W, a distance of 5.50 feet;
2. Thence N00°12'05"W, a distance of 34.84 feet to the **Point of Beginning**.

The above-described parcel containing 192 square feet (0.004 acres) more or less.

The purpose of the above-described parcel is for the construction of a sidewalk and associated appurtenances.

Bearings based on the west line of the NW 1/4 of Section 11, T4S, R67W, 6th P.M., being N00°12’05”W, being monumented on the south end of said line by a 3” brass cap in a range box “CITY OF AURORA LS 16419 1989” and on the north end by a 3 1/4" aluminum cap in a range box “COLO DEPT OF HIGHWAYS 1988 PLS No 22571”, said bearing being a grid bearing of the NAD 1983(1992) State Plane Coordinate System of Colorado, Central Zone, and all lineal units are represented in US Survey Feet.

Illustration attached hereto and made a part hereof.

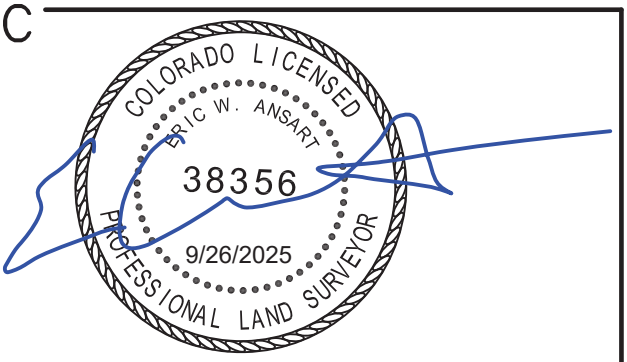


Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

COA Project# 23011

ILLUSTRATION FOR

EXHIBIT C



NW COR. SEC. 11, T4S, R67W

55'

W LINE NW 1/4 SEC. 11, T4S, R67W N00° 12' 05"W 2645.10' (BASIS OF BEARINGS)

Havana St. (plat, Book 1766, Page 692, Book 1767, Page 556)

Owner: The heir(s) or devisee(s) of Justyn C. Rosen, deceased

Book 2005, Page 742

N89° 47' 55"E 5.50'

P.O.B.

N00° 12' 05"W 34.84'

S00° 12' 05"E 34.82'

Lot 1, Havana Commercial Park Rec No 1079314

S89° 39' 15"W 5.50'

N03° 52' 26"E 773.93' (TIE)

W 1/4 COR. SEC. 11, T4S, R67W (P.O.C.)

N

SECTION LINE
RIGHT OF WAY
PROPERTY LINE
LOT LINE
EASEMENT LINE

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

BEARINGS BASED ON THE WEST LINE OF THE NW 1/4 OF SECTION 11, T4S, R67W, 6TH P.M., BEING N00°12'05"W

THE ABOVE DESCRIBED PARCEL CONTAINS 192 SQUARE FEET (0.004 ACRES) MORE OR LESS

This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL NUMBER
EWA	NONE	TE-203B
CHECKED BY:	DATE:	JOB NUMBER:
DMR	9/26/2025	23011 (COA)

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF SEC. 11, T4S, R67W, 6TH P.M., CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

CONDEMNATION PROCEDURES

see C.R.S. Title 38, Article 1 (§ 38-1-101 et seq.)

I. PRE-PETITION STEPS

A. Obtain a Legal Description of the property, sufficiently clear and definite to enable the property to be located without difficulty, so that the landowner can assess the effects upon his/her/its property.

B. Pass a Legislative Declaration (an ordinance) identifying the condemnation project, declaring that the project is for a "public use", and finding that the acquisition of the property is necessary for the project.

C. Obtain an Appraisal from a licensed appraiser of the "reasonable market value" of the property to be condemned, and conduct a Title Search in order to identify all persons with record interests in the property.

D. Conduct Good Faith Negotiations with the Landowner, including, at a bare minimum, one reasonable offer to purchase, and allowing a reasonable period of time (e.g., two weeks) for the landowner to respond.

E. Obtain a Current Title Commitment, including the Legal Description and the Status of all Encumbrances on the property.

F. Send a formal Notice of Intent to Acquire the Property to every person with a record interest in the property.

[Note: If the value of the property to be condemned exceeds $5,000, the notice of intent to acquire must advise the landowner that the condemnor will pay for the reasonable cost of an appraisal for the landowner if the landowner provides a copy of such appraisal to the condemnor within ninety days after the notice of intent to acquire. The valuation trial may not take place until the ninety days have passed or the condemnor has received the landowner's appraisal, whichever occurs first. However, the condemnor may initiate condemnation proceedings (i.e., file suit) and may obtain possession of the property pursuant to a court order at an "immediate possession hearing" before the passage of the ninety days.]

II. FILING THE CONDEMNATION CASE

A. Summons

B. Petition in Condemnation
   (1) Citation of Constitutional and Statutory Authority to Condemn
   (2) Reference to Legislative Declaration that Project is for Public Use and that Acquisition of the Property is Necessary for the Project
   (3) Legal Description of the Property to be Condemned, and the Nature of the Property Interests to be Acquired
   (4) Identification of all Persons who have or may have an Interest in the Property
   (5) Statement that Good Faith Negotiations have Failed
   (6) Prayer for Immediate Possession
   (7) Reminder of Landowner's Duty to Mitigate Damage Claims

C. Notice of Lis Pendens

D. Notice of Immediate Possession Hearing

III. POST-FILING PROCEDURES

A. Immediate Possession Hearing on Condemnor's Motion
   -- takes place approximately 30-60 days after filing of petition
   -- is often stipulated, leaving only "just compensation" to be determined
   -- is accompanied by condemnor's deposit into court of funds equal to appraised value of property (according to condemnor's appraisal)

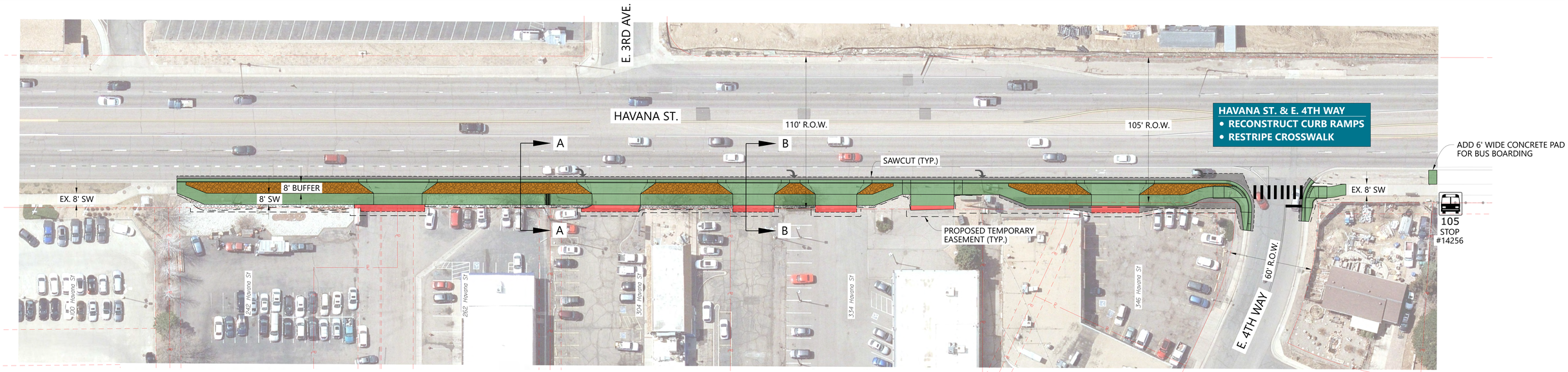
B. Trial to Determine the Value of the Property Interests Condemned
   -- the date of valuation is usually the date when the condemnor is first authorized to take possession of the property; interest added therefrom
   -- the burden of proving fair market value is on the landowner

C. Rule and Order Issued by the Court
   -- this is the court's judgment, and has the same legal effect as a deed

D. Hearing on Landowner's Bill of Costs (if these cannot be stipulated)
   -- the landowner's reasonable costs, appraisal fees, and expert witness fees (but not attorney fees) are recoverable, from the condemnor, as part of the landowner's "just compensation" for the taking

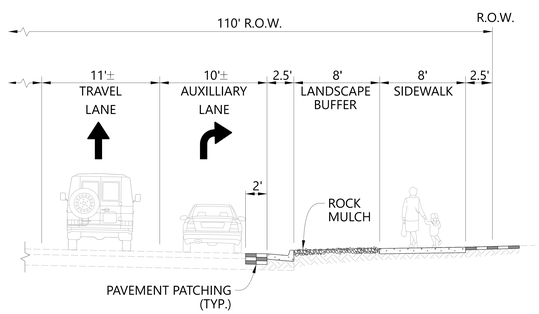
E. Hearing on Apportionment of Award among Condemned Landowners
   -- a tenant, for example, is not entitled to a separate award from the condemnor for the value (if any) of the tenant's leasehold interest; rather, the tenant must seek recovery out of the landowner's award
   -- the condemnor is not involved

HAVANA ST. (E. 4TH WAY TO NORTH OF E. 1ST AVE.)

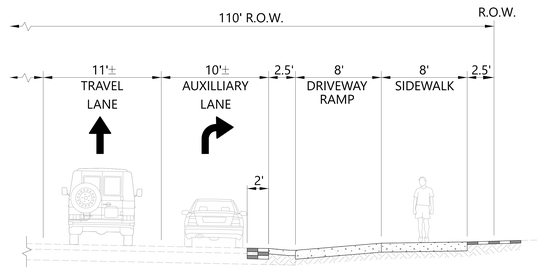


LEGEND

- PROPOSED IMPROVEMENTS
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- DRIVEWAY TIE-IN (APPROXIMATE) (TEMPORARY EASEMENT NEEDED)
- PROPOSED CURB, GUTTER & SIDEWALK
- PROPOSED ASPHALT PAVEMENT RESURFACING
- PROPOSED LANDSCAPE BUFFER
- EXISTING STOP SIGN
- RELOCATED STREETLIGHT
- EXISTING STREETLIGHT TO REMAIN
- RTD BUS STOP (ROUTE 105) — 105



SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



LANDSCAPE BUFFER EXAMPLE
WITH ROCK MULCH

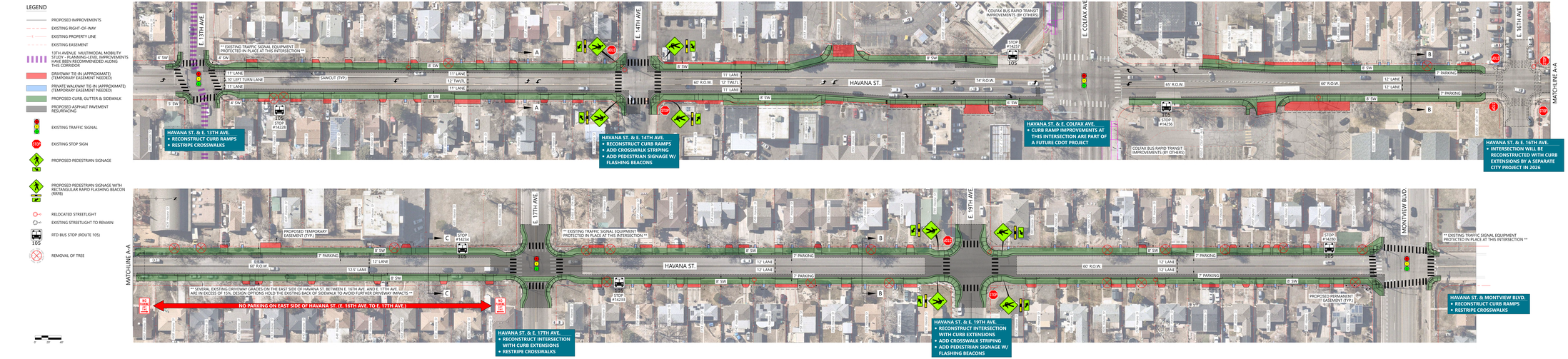
0' 20' 40'

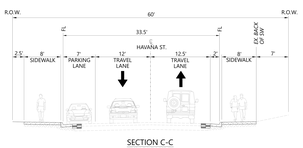
HAVANA STREET MULTIMODAL ACCESS IMPROVEMENTS

AURORA PROJECT NO. 23011
CDOT PROJECT NO. CRP M055-063 (25503)

2616

HAVANA ST. (E. 13TH AVE. TO MONTVIEW BLVD.)





HAVANA STREET MULTIMODAL ACCESS IMPROVEMENTS

AURORA PROJECT NO. 23011
CDOT PROJECT NO. CRP M055-063 (25503)

CITY OF AURORA
Council Agenda Commentary

Item Title: 222 Gun Club Road Annexation Substantial Compliance
Item Initiator: Cesarina Dancy, Manager, Office of Development Assistance
Staff Source/Legal Source: Justin Andrews, Project Manager, Development Services / Brian Rulla, Sr. Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Economically Strong: Building a conducive development climate, a diverse mix of industries and housing options, and fostering economic growth so that our community thrives and remains resilient.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

R2026-56 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF THREE PARCELS OF LAND LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (222 GUN CLUB ANNEXATION) 46.6 ACRES
Justin Andrews, Development Project Manager, Development Services / Brian Rulla, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The City Council has adopted the Aurora Places Comprehensive Plan to guide future growth and development within the city. This plan has established the City's Annexation Area which is the boundary within which the City will consider annexation requests. This property is located within the City's Annexation Area.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

A petition for annexation was filed with the City Clerk for annexation of two parcels totalling 46.6 acres owned by PCG Holdings. This parcel is located at the SEC of South Gun Glub Road and East Bayaud Avenue, on both the east and west side of South Gun Club Road. (see attached vicinity map).

The two parcels fall within the City's Annexation Boundary and meets contiguity requirements. This is the second in a series of two annexations.

There will be a Development Application submitted for the property following annexation, indicating residential land uses.
The Initial Zoning Ordinance will be presented to City Council concurrently with the Annexation Ordinance. The initial zoning shall follow the City's Comprehensive Plan.

The annexation process follows state law, and this annexation will be considered over three City Council meetings. Consideration of this resolution is item #1 listed below:
1) City Council considers approval of a Resolution making a finding that the Petition is in substantial compliance with statutory requirements and sets the Public Hearing date.
2) City Council conducts the Public Hearing, considers approval of a Resolution making a finding that the land is eligible for annexation, and considers Introduction of the Annexation Ordinance.
3) City Council considers the Annexation Ordinance on final reading and the Annexation Agreement will be presented for Council consideration.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☒ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

Public Fiscal Impact: Annexation obligates the City to provide municipal services and utilities upon development. The fiscal impact of this development will be offset by various development fees paid at time of development, as well as future taxes generated by the expected development of commercial uses on this property.

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does City Council wish to approve the resolution as proposed and set the date for a public hearing on the proposed annexation?

LEGAL COMMENTS

According to the Colorado Municipal Annexation Act, a resolution is necessary to make a finding that the petition is compliance with Section 31-12-107(1). The resolution also establishes a date for a public hearing on the proposed annexation. The hearing is scheduled for June 22, 2026.
A petition is in substantial compliance if it is filed with the City Clerk and contains the following:

1) an allegation that it is desirable and necessary that the area be annexed
2) an allegation that the required contiguity exists
3) an allegation that the signers of the petition comprise more than 50 percent of the owners owning more than 50 percent of the property
4) a request that the City approve the annexation of the area proposed
5) a signature and address of the landowner
6) a legal description of the land owned
7) date of signature
8) an affidavit of the circulator of the petition
9) four copies of the annexation map.

This petition complies with the statutory requirements. (Rulla)

RESOLUTION NO. R2026____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF THREE PARCELS OF LAND LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (222 GUN CLUB ANNEXATION) 46.6 ACRES

WHEREAS, a petition for annexation of a certain parcels of land, described herein in Exhibit A attached hereto, has been filed with the City Clerk of the City of Aurora, Colorado (the "City"); and

WHEREAS, the petition has been referred to the City Council of the City for a determination of substantial compliance with requirements of Section 31-12-107(1), C.R.S.; and

WHEREAS, the City Council has been advised by staff, and has taken official notice of all maps, records, and other information and materials on file with the City regarding said petition.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. The petition for annexation of certain land more particularly described in Exhibit A, attached hereto and incorporated herein, is hereby determined to be in substantial compliance with Section 31-12-107(1), C.R.S.

Section 2. The City Council shall hold a public hearing on the proposed annexation on July 13, 2026, at 6:00 p.m., in the City Council Chambers, Aurora Municipal Center, 15151 East Alameda Parkway, Aurora, Colorado, or, if the hearing is not held in person, then by such telephonic or electronic means accessed as described on the City's website Auroragov.org, to determine if the proposed annexation complies with Sections 31-12-104 and 31-12-105, C.R.S., or such parts thereof as may be required to establish eligibility for annexation.

Section 3. The City Clerk is hereby directed to publish this Resolution and a Notice of Public Hearing once each week for four consecutive weeks in a newspaper of general circulation in the area proposed to be annexed.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

APPROVED AS TO FORM:

RLA
_____
BRIAN J. RULLA, Sr. Assistant City Attorney

Exhibit A

(Legal description of property to be annexed)

THREE PARCELS OF LAND LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONTAINED WITHIN THE TITLE COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY, ORDER NUMBER: ABM70854760, WITH A EFFECTIVE DATE OF NOVEMBER 08, 2024 AT 5:00 P.M.:

PARCEL 1: #1975-12-4-00-004

THAT PART OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 12;

THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 330.00 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING THE NORTHEASTERLY CORNER OF A TRACT OF LAND DESCRIBED DEED RECORDED SEPTEMBER 30, 1965 IN BOOK 1624 AT PAGE 221;

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE NORTH LINE OF THE TRACT IN BOOK 1624 AT PAGE 221 A DISTANCE OF 1336.07 FEET; THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO A POINT ON THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN BOOK 1717 AT PAGE 787;

THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE SOUTH LINE OF THE TRACT IN BOOK 1717 AT PAGE 787 A DISTANCE OF 1336.07 FEET TO THE EAST LINE OF SAID SECTION 12; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO THE TRUE POINT OF BEGINNING,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 2: #1977-07-3-00-001

A TRACT OF LAND LOCATED IN THE SOUTHWEST 1/4 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THUNDERBIRD ESTATES FILING NO. 3, A SUBDIVISION RECORDED SEPTEMBER 3, 1980 IN BOOK 47 AT PAGE 3 AND 4 OF THE ARAPAHOE COUNTY RECORDS;

THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST ALONG THE SOUTHERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 929.85 FEET TO THE SOUTHEAST CORNER OF LOT 3, BLOCK 5;

THENCE SOUTH 35 DEGREES 34 MINUTES 46 SECONDS EAST (SOUTH 35 DEGREES 36 MINUTES 27 SECONDS EAST PLAT BEARING) ALONG THE SOUTHWESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 635.79 FEET;

THENCE SOUTH 00 DEGREES 02 MINUTES 20 SECONDS EAST (SOUTH 00 DEGREES 01 DEGREE 11 SECONDS EAST PLAT BEARING) ALONG THE WESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 752.66 FEET (752.84 FEET PLAT DISTANCE) TO THE NORTH RIGHT OF WAY LINE OF EAST ALAMEDA AVENUE;

THENCE SOUTH 89 DEGREES 58 MINUTES 49 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE, 1310.00 FEET TO THE EAST RIGHT OF WAY LINE OF GUN CLUB ROAD;

THENCE NORTH 00 DEGREES 00 MINUTES 46 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE, 1270.00 FEET;

THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST, 10.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY CAN ALSO BE DESCRIBED AS FOLLOWS: A PORTION OF THE SOUTH 1/2 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, EXCEPT A STRIP OF GROUND 30 FEET WIDE OFF THE WEST SIDE OF SECTION 7 AS CONVEYED TO ARAPAHOE COUNTY BY DEED RECORDED MARCH 11, 1928 IN BOOK 257 AT PAGE 553, AND EXCEPT DEED RECORDED SEPTEMBER 30, 1974 IN BOOK 2278 AT PAGE 644, AND EXCEPT THOSE PORTIONS PLATTED AS THUNDERBIRD ESTATES FILINGS 1, 2 AND 3, AND EXCEPT ALL ROADS,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 3:

ALL OF THE RIGHT-OF-WAY OF GUN CLUB DRIVE FROM THE NORTH LINE OF PARCEL 1 SOUTH TO THE NORTH RIGHT-OF-WAY OF EAST ALAMEDA AVENUE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER THE ABOVE DESCRIBED PARCEL 2;

THENCE SOUTH 89°40'30" WEST A DISTANCE OF 60.00 FEET TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY OF EAST ALAMEDA AVENUE WITH THE WEST RIGHT-OF-WAY OF GUN CLUB DRIVE;

THENCE NORTH 00°19'11" WEST, ON SAID WEST RIGHT-OF-WAY AND THE EAST LINE OF THE ABOVE DESCRIBED PARCEL 1, A DISTANCE OF 615.60 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 1;

THENCE NORTH 89°37'39" EAST A DISTANCE OF 60.00 FEET TO THE EAST RIGHT-OF-WAY OF GUN CLUB DRIVE AND THE WESTERLY BOUNDARY OF SAID PARCEL 2;

THENCE SOUTH 00°19'11" EAST A DISTANCE OF 615.65 FEET TO THE POINT OF BEGINNING.

COUNTY OF ARAPAHOE, STATE OF COLORADO.

ANNEXATION MAP

LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO

LEGAL DESCRIPTION

CONTAINED WITHIN THE TITLE COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY, ORDER NUMBER: ABM70854760, WITH A EFFECTIVE DATE OF NOVEMBER 08, 2024 AT 5:00 P.M.:

PARCEL 1: #1975-12-4-00-004

THAT PART OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 12;

THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 330.00 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING THE NORTHEASTERLY CORNER OF A TRACT OF LAND DESCRIBED DEED RECORDED SEPTEMBER 30, 1965 IN BOOK 1624 AT PAGE 221;

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE NORTH LINE OF THE TRACT IN BOOK 1624 AT PAGE 221 A DISTANCE OF 1336.07 FEET;

THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO A POINT ON THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN BOOK 1717 AT PAGE 787;

THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE SOUTH LINE OF THE TRACT IN BOOK 1717 AT PAGE 787 A DISTANCE OF 1336.07 FEET TO THE EAST LINE OF SAID SECTION 12;

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO THE TRUE POINT OF BEGINNING,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 2: #1977-07-3-00-001

A TRACT OF LAND LOCATED IN THE SOUTHWEST 1/4 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THUNDERBIRD ESTATES FILING NO. 3, A SUBDIVISION RECORDED SEPTEMBER 3, 1980 IN BOOK 47 AT PAGE 3 AND 4 OF THE ARAPAHOE COUNTY RECORDS;

THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST ALONG THE SOUTHERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 929.85 FEET TO THE SOUTHEAST CORNER OF LOT 3, BLOCK 5;

THENCE SOUTH 35 DEGREES 34 MINUTES 46 SECONDS EAST (SOUTH 35 DEGREES 36 MINUTES 27 SECONDS EAST PLAT BEARING) ALONG THE SOUTHWESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 635.79 FEET;

THENCE SOUTH 00 DEGREES 02 MINUTES 20 SECONDS EAST (SOUTH 00 DEGREES 01 DEGREE 11 SECONDS EAST PLAT BEARING) ALONG THE WESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 752.66 FEET (752.84 FEET PLAT DISTANCE) TO THE NORTH RIGHT OF WAY LINE OF EAST ALAMEDA AVENUE;

THENCE SOUTH 89 DEGREES 58 MINUTES 49 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE, 1310.00 FEET TO THE EAST RIGHT OF WAY LINE OF GUN CLUB ROAD;

THENCE NORTH 00 DEGREES 00 MINUTES 46 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE, 1270.00 FEET;

THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST, 10.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY CAN ALSO BE DESCRIBED AS FOLLOWS: A PORTION OF THE SOUTH 1/2 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, EXCEPT A STRIP OF GROUND 30 FEET WIDE OFF THE WEST SIDE OF SECTION 7 AS CONVEYED TO ARAPAHOE COUNTY BY DEED RECORDED MARCH 11, 1928 IN BOOK 257 AT PAGE 553, AND EXCEPT DEED RECORDED SEPTEMBER 30, 1974 IN BOOK 2278 AT PAGE 644, AND EXCEPT THOSE PORTIONS PLATTED AS THUNDERBIRD ESTATES FILINGS 1, 2 AND 3, AND EXCEPT ALL ROADS,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 3:

ALL OF THE RIGHT-OF-WAY OF GUN CLUB DRIVE FROM THE NORTH LINE OF PARCEL 1 SOUTH TO THE NORTH RIGHT-OF-WAY OF EAST ALAMEDA AVENUE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER THE ABOVE DESCRIBED PARCEL 2;

THENCE SOUTH 89°40'30" WEST A DISTANCE OF 60.00 FEET TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY OF EAST ALAMEDA AVENUE WITH THE WEST RIGHT-OF-WAY OF GUN CLUB DRIVE;

THENCE NORTH 00°19'11" WEST, ON SAID WEST RIGHT-OF-WAY AND THE EAST LINE OF THE ABOVE DESCRIBED PARCEL 1, A DISTANCE OF 615.60 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 1;

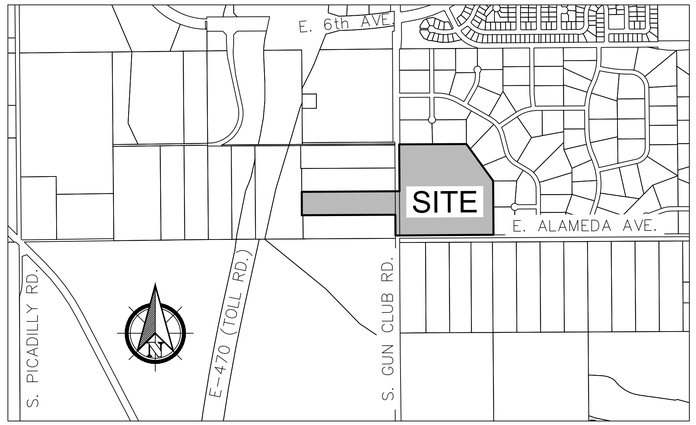
THENCE NORTH 89°37'39" EAST A DISTANCE OF 60.00 FEET TO THE EAST RIGHT-OF-WAY OF GUN CLUB DRIVE AND THE WESTERLY BOUNDARY OF SAID PARCEL 2;

THENCE SOUTH 00°19'11" EAST A DISTANCE OF 615.65 FEET TO THE POINT OF BEGINNING.

COUNTY OF ARAPAHOE, STATE OF COLORADO.

GENERAL NOTES

1. THE FIELD WORK FOR THIS ANNEXATION MAP WAS PERFORMED DURING THE MONTH OF MARCH 2025.
2. ALL LINEAL DISTANCE UNITS ARE REPRESENTED IN U.S. SURVEY FEET. THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY DEFINES THE U.S. SURVEY FOOT AS 1200/3937 METERS.



VICINITY MAP
SCALE: 1" = 1000'

CONTIGUITY TABLE

TOTAL PERIMETER = 7,639.30 FEET

MINIMUM REQUIRED CONTIGUITY = 1,306.59 FEET

ACTUAL CONTIGUOUS BOUNDARY = 2,372.27 FEET

PERCENT CONTIGUOUS BOUNDARY = 31.1%

BASIS OF BEARING

BASIS OF BEARINGS: THE EAST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR NORTH 00°19'11" WEST BASED ON NAD83 (2011) COLORADO STATE PLANE CENTRAL ZONE (502) COORDINATES, BEING MONUMENTED AT THE NORTH END BY A 2" ALUMINUM CAP PARTIALLY ILLEGIBLE STAMPED "STATES SURVEYING INC LS 28649" IN MONUMENT BOX AND AT THE SOUTH END BY A 3" BRASS CAP STAMPED "CITY OF AURORA LS 16419 1986" IN MONUMENT BOX.

ANNEXATION MAP STATEMENT

I, PATRICK S. JERNIGAN, A SURVEYOR LICENSED IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT NOT LESS THAN ONE-SIXTH (1/6) OF THE PERIMETER OF THE AREA PROPOSED TO BE ANNEXED TO THE CITY OF AURORA, COLORADO IS CONTIGUOUS WITH THE BOUNDARIES OF THAT ANNEXING MUNICIPALITY, AND THAT THIS ANNEXATION MAP SUBSTANTIALLY COMPLIES WITH THE COLORADO REVISED STATUTES AND THE CITY OF AURORA, COLORADO CODES APPERTAINING THERE TO:

For Review
04/20/2026 4:14:49 PM

PATRICK S. JERNIGAN, PLS 37042
FOR AND ON BEHALF OF
LJA SURVEYING, INC.
1125 KELLY JOHNSON BLVD., STE. 361, BLD. 2
COLORADO SPRINGS, COLORADO 80920

CITY OF AURORA APPROVALS

MAYOR _____ DATE _____

CITY CLERK _____ DATE _____

CITY ENGINEER _____ DATE _____

CITY ATTORNEY _____ DATE _____

CITY COUNCIL ORDINANCE NO. _____ DATE _____

FOR AND ON BEHALF OF
LJA SURVEYING, INC.

LJA SURVEYING

4700 S. Syracuse Street
Suite 500
Denver, CO 80237
303-390-8510
www.lja.com

Date:	Job No.:	Sheet:
4/20/2026	4637-0004	1 of 2

I:\JOB FOLDERS\4637\4637-0004\SURVEY\06 CAD\PRODUCTION FILES\ANNEXATION\4637-0004_ANNEXATION PLAT (45+AC) PRINTED ON: 4/20/2026 1:49 PM

ANNEXATION MAP

LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO

100 0 50 100
SCALE
1 inch = 100ft.

MONUMENT SYMBOL LEGEND

- RECOVERED SECTION CORNER AS NOTED HEREON
- SECTION LINE
- SITE BOUNDARY
- RIGHT-OF-WAY LINES
- AURORA CITY LIMITS
- (R.O.W.) RIGHT-OF-WAY
- REC. NO. RECEPTION NUMBER
- (D) GENERAL WARRANTY DEED REC. NO E3081991
- (D1) SPECIAL WARRANTY DEED REC. NO. D9096937
- (M) AS MEASURED

N 1/2 SE 1/4, SEC. 12, T.4S., R.66W., SIXTH P.M.

CITY OF AURORA ORDINANCE 90-130

SOUTH 1/16TH CORNER, SEC. 12, T.4S., R.66W., 6TH P.M.
RECOVERED 2" ALUMINUM CAP PARTIALLY ILLEGIBLE
STAMPED "STATES SURVEYING INC LS 28649" IN MONUMENT BOX

LOT 2, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

LOT 3, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

LOT 5, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

POINT OF BEGINNING (PARCEL 2)

NORTH LINE, SE 1/4, SE 1/4, SECTION 12

E. BAYAUD AVENUE
(42' WIDE PRIVATE R.O.W.)

N89°40'40"E 929.96'(M)
N89°59'14"E 929.85' (D1)

SOUTHEAST 1/16TH CORNER, SEC. 12, T.4S., R.66W., 6TH P.M.
RECOVERED NO. 6 REBAR WITH 2.5" ALUMINUM CAP
STAMPED "WESTERN STATES SURVEYING INC PLS 24960 2010"
0.7 FEET BELOW GROUND

CITY OF AURORA ORDINANCE 21-025

N89°40'40"E 10.00'(M)
N89°59'14"E 10.00' (D1)

GUN CLUB ROAD
(60' WIDE PUBLIC R.O.W.)

LOT 1, BLOCK 1
THUNDERBIRD ESTATES FILING NO. 4
REC. NO. E1153432

OWNER: 7N LLC

30' EXCEPTION TO PARCEL 2

WEST LINE, SE 1/4, SE 1/4, SECTION 12

N00°19'11"W 654.27'(M)

EAST LINE, SE1/4, SE1/4, SEC. 12

N00°00'46"E 1270.00' (D1)

S35°53'35"E 635.84'(M)
S35°34'46"E 635.79' (D1)

PARCEL 2
SPECIAL WARRANTY DEED
REC. NO. D9096937

LOT 2, BLOCK 1
THUNDERBIRD ESTATES FILING NO. 4
REC. NO. E1153432

SPECIAL WARRANTY DEED
REC. NO. E0056422

SE 1/4 SE 1/4, SEC. 12,
T.4S., R.66W., SIXTH P.M.

CITY OF AURORA ORDINANCE __-___

QUIT CLAIM DEED
BOOK 257, PAGE 553

OWNER:
CITY OF AURORA

SOUTH LINE OF OBSOLETE DEED
BOOK 1717, PAGE 787

APPARENT RIGHT-OF-WAY
NO DOCUMENT PROVIDED
(LEGAL DESCRIPTION ON COUNTY ASSESSOR'S WEB SITE EXCEPTS "ROADS")

PARCEL NUMBER: 1977-07-3-00-001

ANNEXATION
PARCEL CONTAINS
1,567,923 SF
35.995 AC

CITY OF AURORA ORDINANCE 21-025

N89°37'39"E 1365.96'(M)
1336.07' (D)

60.00'

1269.92'

LOT 9, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

PARCEL 3
GUN CLUB ROAD
RIGHT-OF-WAY

326.03' (D)

PARCEL NUMBER: 1975-12-4-00-004
ANNEXATION
PARCEL CONTAINS
426,635 SF
9.794 AC

SPECIAL WARRANTY DEED
(PARCEL B)
REC. NO. D1126862

N00°18'22"W 325.96'(M)

PARCEL 1
GENERAL WARRANTY DEED
REC. NO. E3081991

327.39'
(BASIS OF BEARINGS)
S00°19'11"E 1324.11'

326.03' (D)

TRUE POINT OF BEGINNING (PARCEL 1)

ANNEXATION
PARCEL CONTAINS
36,937 SF
0.848 AC

1336.07' (D)
S89°41'24"W 1306.04'(M)

SW 1/4, SEC. 7,
T.4S., R.65W., SIXTH P.M.

S00°02'20"E 752.66' (D1)
S00°21'34"E 752.67'(M)

LOT 10, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

NORTH LINE OF OBSOLETE DEED
BOOK 1624, PAGE 221

N00°19'11"W 288.21'(M)

615.60'

615.65'

OWNER:
AURORA GUN CLUB

QUIT CLAIM DEED
BOOK 5489, PAGE 468

330.00' (D)

POINT OF BEGINNING (PARCEL 3)

SW 1/4 SE 1/4, SEC. 12,
T.4S., R.66W., SIXTH P.M.

EAST 1/16TH CORNER, SEC. 12, T.4S., R.66W., 6TH P.M.
RECOVERED NO. 6 REBAR WITH 2" ALUMINUM CAP
STAMPED "WESTERN STATES SURVEYING INC LS 28649 1994"
FLUSH WITH GROUND

QUIT CLAIM DEED
BOOK 2278, PAGE 644

60.00'

S89°58'49"W 1310.00' (D1)
S89°40'30"W 1370.38'(M)

E. ALAMEDA AVENUE
(40' WIDE PUBLIC R.O.W.)

SOUTH LINE, SE 1/4, SE 1/4, SECTION 12

SOUTH LINE, SW 1/4, SECTION 7

SOUTH LINE, SW 1/4,
SE 1/4, SECTION 12

POINT OF BEGINNING
PARCEL 1
SOUTHEAST CORNER, SEC. 12, T.4S., R.66W., 6TH P.M.
RECOVERED 3" BRASS CAP 1.5 FEET BELOW ASPHALT
STAMPED "CITY OF AURORA LS 16419 1986"
IN MONUMENT BOX.

NE 1/4, SEC. 13,
T.4S., R.66W., SIXTH P.M.

NOREEN & CO LLC
REC. NO: D8011315

NW 1/4, SEC. 18,
T.4S., R.65W., SIXTH P.M.

QUIT CLAIM DEED
BOOK 257, PAGE 553

QUIT CLAIM DEED
BOOK 5489, PAGE 468

QUIT CLAIM DEED
REC. NO. B6008770

QUIT CLAIM DEED
REC. NO. D5001454

QUIT CLAIM DEED
REC. NO. D5001475

For Review
04/20/2026 4:15:05 PM

FOR AND ON BEHALF OF
LJA SURVEYING, INC.

LJA SURVEYING
4700 S. Syracuse Street
Suite 500
Denver, CO 80237
303-390-8510
www.lja.com

Date: 4/20/2026 | Job No: 4637-0004 | Sheet: 2 of 2

I:\JOB FOLDERS\4637\4637-0004\SURVEY\06 CAD\PRODUCTION FILES\ANNEXATION\4637-0004_ANNEXATION PLAT (45+AC) PRINTED ON: 4/20/2026 1:49 PM

PETITION FOR ANNEXATION

PARCELS: 1975-12-4-00-004 & 1977-07-3-00-001

TO: THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

The undersigned (the "Petitioners"), being the owners of more than fifty percent (50%) of the property proposed to be annexed, exclusive of public streets and alleys, which property is described in Exhibit A attached hereto and incorporated herein by this reference (the "Property") , hereby petitions the City Council (the "Council") of the City of Aurora, Colorado (the "City"), for annexation of the Property in accordance with the provisions of Title 31, Article 12, Part 1, C.R.S., as amended.

In support of this petition, the Petitioners state the following:

1. It is desirable and necessary that the Property be annexed to the City.

2. The requirements of Sections 31-12-104 and 31-12-105, C.R.S., exist or have been met:

a. Not less than one sixth (1/6) of the perimeter of the Property is contiguous with the existing boundaries of the City.

b. Contiguity with the City is not established by: (i) use of any boundary of an area: previously annexed to the City that, at the time of its annexation, was not contiguous at any point with the boundary of the City , was not otherwise in compliance with Section 31-12-104(1)(a), C.R.S., and was located more than three miles from the nearest boundary of the City ("Non-Contiguous Area"); or
(ii) use of any boundary of territory subsequently annexed directly to, or indirectly connected through subsequent annexations to, a Non-Contiguous Area.

c. A community of interest exists between the Property and the City.

d. The Property is urban or will be urbanized in the near future.

e. The Property is integrated or is capable of being integrated with the City.

f. In establishing the boundaries of the Property, no land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, has been divided into separate parts or parcels without the written consent of the landowner unless separated by a dedicated street, road, or other public way.

g. No land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, comprising twenty acres or more which, together with the buildings and improvements situated thereon, has a valuation for assessment in excess of $200,000 for the preceding tax year has been included in the Property without the written consent of the landowner.

h. No annexation proceedings have been commenced for the annexation of

all or any portion of the Property to another municipality.

i. The annexation of the Property shall not result in the detachment of area from any school district or the attachment of area to another school district.

j. No portion of the Property is more than three miles in any direction from any point of the City boundary as such was established more than one year before this annexation will become effective.

k. If a portion of a platted street or alley is to be annexed, the entire width of said street or alley is included within the boundaries of the Property.

l. The Property is not presently a part of any incorporated town, city and county, or city.

3. The petitioners comprise more than fifty percent (50%) of the landowners owning more than fifty percent (50%) of the territory included in the area proposed to be annexed, exclusive of streets and alleys. A legal description of the land owned by each Petitioner is set forth in Exhibit B attached hereto and incorporated herein by this reference.

4. Accompanying this Petition are four copies of an annexation map showing the seal of a registered engineer or land surveyor, containing the following information:

a. A written legal description of the boundaries of the Property;

b. A showing of the boundary of the Property;

c. A showing of the location of each ownership tract in unplatted land and, if part or all of the Property is platted, the boundaries and the plat numbers of plots or of lots and blocks;

d. Next to the boundary of the Property, a drawing of the contiguous boundary of the City and any other municipality abutting the Property.

5. Accompanying this Petition is a copy of the Special Warranty Deed(s) for the non-tributary and not nontributary water within the Dawson-Arkose, Denver, Arapahoe, and Laramie-Fox Hills aquifers that lie beneath the Property. It is not required that the deed(s) be executed at the time of the Petition, but to the extent that the Petitioners do not deliver original executed Special Warranty Deeds for any said ground water underlying the Property, accompanying this Petition is an affidavit(s) stating that original executed deed(s) can and will be delivered to Aurora prior to approval of the annexation. An original executed Special Warranty Deed(s) for any and all said ground water underlying the Property will be delivered to Aurora prior to scheduling of the final reading and annexation approval before the City Council. To the extent Petitioners cannot deliver the original executed Special Warranty Deed(s) for the non-tributary and not non-tributary water within the Dawson-Arkose, Denver, Arapahoe, and Laramie-Fox Hills aquifers that lie beneath the Property, accompanying this Petition is an affidavit by Petitioners stating Petitioners' current knowledge of the ownership of said water. Prior to scheduling of the final reading and annexation

approval before the City Council, Petitioners shall pay to the City the monetary value of that portion of said water beneath the Property not to be deeded to the City. Said deed(s) and monies paid to the City will be held in escrow to be returned to the Petitioners in the event the annexation is not approved by City Council.

6. Prior to the hearing before the City Council on whether to annex the Property, the Petitioners and the City shall have entered into an annexation agreement which shall govern and control the development of the Property within the City (the "Annexation Agreement"). Annexation of the Property shall be conditioned upon the City Council's approval of the Annexation Agreement. Upon the effective date of the ordinance annexing the Property and approving the Annexation Agreement ("Annexation Ordinance"), the Property shall be subject to all of the terms and provisions of the Annexation Agreement.

7. In the event that an Annexation Agreement satisfactory to both the Petitioners and the City is not agreed to on or before the date of the second reading of the Annexation Ordinance, the Petitioners shall have the right to withdraw this Petition at their option and this Petition shall be deemed to be null and void as of the date of this Petition and of no force and effect as if it had never been executed and filed with the City. In such event, no filing fees shall be refunded to the Petitioners by the City.

8. No vested rights to use or develop the Property in any particular way, as defined in Section 24-68-101, et seq., C.R.S., have been requested by the Petitioners from any governmental entity, other than those requested and included in the Annexation Agreement

9. The Petitioners signed this Petition no more than one hundred eighty (180) days prior to the date of filing.

10. The Petitioners shall pay all fees and costs incurred by the City in processing this Petition through the annexation hearing before the City Council.

11. Except as modified by the terms and provisions of the Annexation Agreement, upon the effective date of the Annexation Ordinance, the Property shall become subject to the Charter and all ordinances, resolutions, rules, and regulations of the City, except for general property taxes of the City which shall become effective on January 1 of the next succeeding year following the effective date of the Annexation Ordinance.

12. The Petitioners acknowledge that, upon the effective date of the Annexation Ordinance and subject to the terms and provisions of the Annexation Agreement, the Property, the owners thereof, and the uses thereon shall be subject to all taxes and fees imposed by the City. The Property, the owners thereof, and the uses thereon are also bound by any taxes imposed and voter authorization obtained pursuant to Article X, Section 20 of the Colorado Constitution prior to the annexation of the Property. The Petitioners hereby waive any claims they may have under Article X, Section 20 of the Colorado Constitution related to such taxes and voter authorization.

WHEREFORE, the Petitioners respectfully request that the City Council approve the annexation of the Property.

PCG HOLDINGS LLC,
a Colorado limited liability company

By: _____
Name: EDWARD R. GORAB
Its: AUTHORIZED SIGNER

Mailing address:
PCG Holdings, LLC
1500 N. Grant Street, Suite N
Denver, CO 80203

Date of Signature: July 8, 2025

AFFIDAVIT OF CIRCULATOR

The undersigned, being of lawful age, being first duly sworn upon oath, deposes and says:

That he was the circulator of the foregoing Petition for Annexation of lands to the City of Aurora, Colorado, consisting of 7 pages, including this page, and that the signature thereon was witnessed by your affiant and is the true signature of the person whose name it purports to be.

Name Matthew Rounis
(Please Print)

M Rounis
(Signature)

STATE OF COLORADO)
)
CITY AND COUNTY OF DENVER)

The foregoing Affidavit of Circulator was subscribed and affirmed before me this 8th day of July, 2025.

Witness my hand and official seal. Sharon R Shaw
Notary Public

[S E A L]

My commission expires: 2/25/2026

SHARON R. SHAW
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20014010308
MY COMMISSION EXPIRES FEBRUARY 25, 2026

Exhibit A
(Legal description of property to be annexed)

PARCEL 1: #1975-12-4-00-004

THAT PART OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE

66 WEST OF THE 6TH P.M., DESCRIED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 12;

THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 330.00 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING THE NORTHEASTERLY CORNER OF A TRACT OF LAND DESCRIBED DEED RECORDED SEPTEMBER 30, 1965, IN BOOK 1624 AT PAGE 221;

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE NORTH LINE OF THE TRACT IN BOOK 1624 AT PAGE 221 A DISTANCE OF 1336.07 FEET;

THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO A POINT ON THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN BOOK 1717 AT PAGE 787;

THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE SOUTH LINE OF THE TRACT IN BOOK 1717 AT PAGE 787 A DISTANCE OF 1336.07 FEET TO THE EAST LINE OF SAID SECTION 12;

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO THE TRUE POINT OF BEGINNING,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 2: #1977-07-3-00-001

A TRACT OF LAND LOCATED IN THE SOUTHWEST 1/4 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THUNDERBIRD ESTATES FILING NO. 3, A SUBDIVISION RECORDED SEPTEMBER 3, 1980, IN BOOK 47 AT PAGE 3 AND 4 OF THE ARAPAHOE COUNTY RECORDS;

THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST ALONG THE SOUTHERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 929.85 FEET TO THE SOUTHEAST CORNER OF LOT 3, BLOCK 5;

THENCE SOUTH 35 DEGREES 34 MINUTES 46 SECONDS EAST (SOUTH 35 DEGREES 36 MINUTES 27 SECONDS EAST PLAT BEARING) ALONG THE SOUTHWESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 635.79 FEET;

THENCE SOUTH 00 DEGREES 02 MINUTES 20 SECONDS EAST (SOUTH 00 DEGREES 01 DEGREE 11 SECONDS EAST PLAT BEARING) ALONG THE WESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 752.66 FEET (752.84 FEET PLAT DISTANCE) TO THE NORTH RIGHT OF WAY LINE OF EAST ALAMEDA AVENUE;

THENCE SOUTH 89 DEGREES 58 MINUTES 49 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE, 1310.00 FEET TO THE EAST RIGHT OF WAY LINE OF GUN CLUB ROAD;

THENCE NORTH 00 DEGREES 00 MINUTES 46 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE, 1270.00 FEET;

THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST, 10.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY CAN ALSO BE DESCRIBED AS FOLLOWS: A PORTION OF THE SOUTH 1/2 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, EXCEPT A STRIP OF GROUND 30 FEET WIDE OFF THE WEST SIDE OF SECTION 7 AS CONVEYED TO ARAPAHOE COUNTY BY DEED RECORDED MARCH 11, 1928 IN BOOK 257 AT PAGE 553, AND EXCEPT DEED RECORDED SEPTEMBER 30, 1974 IN BOOK 2278 AT PAGE 644, AND EXCEPT THOSE PORTIONS PLATTED AS THUNDERBIRD ESTATES FILINGS 1, 2 AND 3, AND EXCEPT ALL ROADS,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 3: (RIGHT-OF-WAY)

ALL OF THE RIGHT-OF-WAY OF GUN CLUB DRIVE FROM THE NORTH LINE OF PARCEL 1 SOUTH TO THE NORTH RIGHT-OF-WAY OF EAST ALAMEDA AVENUE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER THE ABOVE DESCRIBED PARCEL 2;

THENCE SOUTH 89°40'30" WEST A DISTANCE OF 60.00 FEET TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY OF EAST ALAMEDA AVENUE WITH THE WEST RIGHT-OF-WAY OF GUN CLUB DRIVE;

THENCE NORTH 00°19'11" WEST, ON SAID WEST RIGHT-OF-WAY AND THE EAST LINE OF THE ABOVE DESCRIBED PARCEL 1, A DISTANCE OF 615.60 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 1;

THENCE NORTH 89°37'39" EAST A DISTANCE OF 60.00 FEET TO THE EAST RIGHT-OF-WAY OF GUN CLUB DRIVE AND THE WESTERLY BOUNDARY OF SAID PARCEL 2;

THENCE SOUTH 00°19'11" EAST A DISTANCE OF 615.65 FEET TO THE POINT OF BEGINNING.

COUNTY OF ARAPAHOE, STATE OF COLORADO.

Exhibit B
(Legal description of land owned by each landowner)

Name of owner:

Address of owner:

Legal description of land owned by owner:

PARCEL 1: #1975-12-4-00-004

THAT PART OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 12;
THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 330.00 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING THE NORTHEASTERLY CORNER OF A TRACT OF LAND DESCRIBED DEED RECORDED SEPTEMBER 30, 1965 IN BOOK 1624 AT PAGE 221;
THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE NORTH LINE OF THE TRACT IN BOOK 1624 AT PAGE 221 A DISTANCE OF 1336.07 FEET;
THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO A POINT ON THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN BOOK 1717 AT PAGE 787;
THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE SOUTH LINE OF THE TRACT IN BOOK 1717 AT PAGE 787 A DISTANCE OF 1336.07 FEET TO THE EAST LINE OF SAID SECTION 12;
THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO THE TRUE POINT OF BEGINNING,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

Name of owner:

Address of owner:

Legal description of land owned by owner:

PARCEL 2: #1977-07-3-00-001

A TRACT OF LAND LOCATED IN THE SOUTHWEST 1/4 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THUNDERBIRD ESTATES FILING NO. 3, A SUBDIVISION RECORDED SEPTEMBER 3, 1980 IN BOOK 47 AT PAGE 3 AND 4 OF THE ARAPAHOE COUNTY RECORDS;
THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST ALONG THE SOUTHERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 929.85 FEET TO THE SOUTHEAST CORNER OF LOT 3, BLOCK 5;
THENCE SOUTH 35 DEGREES 34 MINUTES 46 SECONDS EAST (SOUTH 35 DEGREES 36 MINUTES 27 SECONDS EAST PLAT BEARING) ALONG THE SOUTHWESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 635.79 FEET;
THENCE SOUTH 00 DEGREES 02 MINUTES 20 SECONDS EAST (SOUTH 00 DEGREES 01 DEGREE 11 SECONDS EAST PLAT BEARING) ALONG THE WESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 752.66 FEET (752.84 FEET PLAT DISTANCE) TO THE NORTH RIGHT OF WAY LINE OF EAST ALAMEDA AVENUE;
THENCE SOUTH 89 DEGREES 58 MINUTES 49 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE, 1310.00 FEET TO THE EAST RIGHT OF WAY LINE OF GUN CLUB ROAD;
THENCE NORTH 00 DEGREES 00 MINUTES 46 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE, 1270.00 FEET;
THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST, 10.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY CAN ALSO BE DESCRIBED AS FOLLOWS: A PORTION OF THE SOUTH 1/2 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, EXCEPT A STRIP OF GROUND 30 FEET WIDE OFF THE WEST SIDE OF SECTION 7 AS CONVEYED TO ARAPAHOE COUNTY BY DEED RECORDED MARCH 11, 1928 IN BOOK 257 AT PAGE 553, AND EXCEPT DEED RECORDED SEPTEMBER 30, 1974 IN BOOK 2278 AT PAGE 644, AND EXCEPT THOSE PORTIONS PLATTED AS THUNDERBIRD ESTATES FILINGS 1, 2 AND 3, AND EXCEPT ALL ROADS,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

ANNEXATION MAP

LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO

LEGAL DESCRIPTION

CONTAINED WITHIN THE TITLE COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY, ORDER NUMBER: ABM70854760, WITH A EFFECTIVE DATE OF NOVEMBER 08, 2024 AT 5:00 P.M.:

PARCEL 1: #1975-12-4-00-004

THAT PART OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 12;

THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 330.00 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING THE NORTHEASTERLY CORNER OF A TRACT OF LAND DESCRIBED DEED RECORDED SEPTEMBER 30, 1965 IN BOOK 1624 AT PAGE 221;

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE NORTH LINE OF THE TRACT IN BOOK 1624 AT PAGE 221 A DISTANCE OF 1336.07 FEET;

THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO A POINT ON THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN BOOK 1717 AT PAGE 787;

THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12 AND ALONG THE SOUTH LINE OF THE TRACT IN BOOK 1717 AT PAGE 787 A DISTANCE OF 1336.07 FEET TO THE EAST LINE OF SAID SECTION 12;

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12 A DISTANCE OF 326.03 FEET TO THE TRUE POINT OF BEGINNING,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 2: #1977-07-3-00-001

A TRACT OF LAND LOCATED IN THE SOUTHWEST 1/4 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THUNDERBIRD ESTATES FILING NO. 3, A SUBDIVISION RECORDED SEPTEMBER 3, 1980 IN BOOK 47 AT PAGE 3 AND 4 OF THE ARAPAHOE COUNTY RECORDS;

THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST ALONG THE SOUTHERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 929.85 FEET TO THE SOUTHEAST CORNER OF LOT 3, BLOCK 5;

THENCE SOUTH 35 DEGREES 34 MINUTES 46 SECONDS EAST (SOUTH 35 DEGREES 36 MINUTES 27 SECONDS EAST PLAT BEARING) ALONG THE SOUTHWESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 635.79 FEET;

THENCE SOUTH 00 DEGREES 02 MINUTES 20 SECONDS EAST (SOUTH 00 DEGREES 01 DEGREE 11 SECONDS EAST PLAT BEARING) ALONG THE WESTERLY LINE OF BLOCK 5 OF SAID SUBDIVISION, 752.66 FEET (752.84 FEET PLAT DISTANCE) TO THE NORTH RIGHT OF WAY LINE OF EAST ALAMEDA AVENUE;

THENCE SOUTH 89 DEGREES 58 MINUTES 49 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE, 1310.00 FEET TO THE EAST RIGHT OF WAY LINE OF GUN CLUB ROAD;

THENCE NORTH 00 DEGREES 00 MINUTES 46 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE, 1270.00 FEET;

THENCE NORTH 89 DEGREES 59 MINUTES 14 SECONDS EAST, 10.00 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PROPERTY CAN ALSO BE DESCRIBED AS FOLLOWS: A PORTION OF THE SOUTH 1/2 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ARAPAHOE, STATE OF COLORADO, EXCEPT A STRIP OF GROUND 30 FEET WIDE OFF THE WEST SIDE OF SECTION 7 AS CONVEYED TO ARAPAHOE COUNTY BY DEED RECORDED MARCH 11, 1928 IN BOOK 257 AT PAGE 553, AND EXCEPT DEED RECORDED SEPTEMBER 30, 1974 IN BOOK 2278 AT PAGE 644, AND EXCEPT THOSE PORTIONS PLATTED AS THUNDERBIRD ESTATES FILINGS 1, 2 AND 3, AND EXCEPT ALL ROADS,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 3:

ALL OF THE RIGHT-OF-WAY OF GUN CLUB DRIVE FROM THE NORTH LINE OF PARCEL 1 SOUTH TO THE NORTH RIGHT-OF-WAY OF EAST ALAMEDA AVENUE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER THE ABOVE DESCRIBED PARCEL 2;

THENCE SOUTH 89°40'30" WEST A DISTANCE OF 60.00 FEET TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY OF EAST ALAMEDA AVENUE WITH THE WEST RIGHT-OF-WAY OF GUN CLUB DRIVE;

THENCE NORTH 00°19'11" WEST, ON SAID WEST RIGHT-OF-WAY AND THE EAST LINE OF THE ABOVE DESCRIBED PARCEL 1, A DISTANCE OF 615.60 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 1;

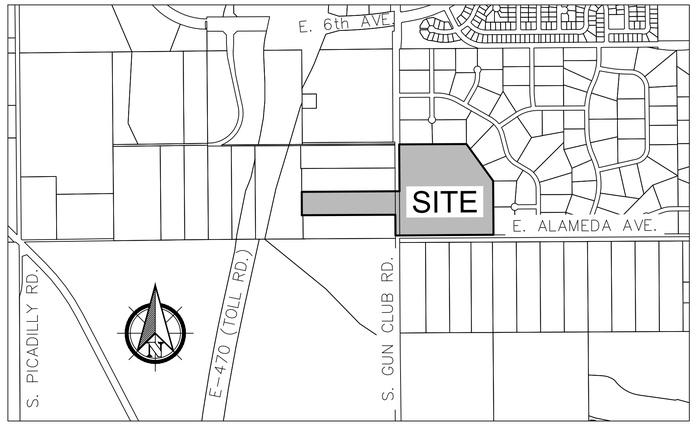
THENCE NORTH 89°37'39" EAST A DISTANCE OF 60.00 FEET TO THE EAST RIGHT-OF-WAY OF GUN CLUB DRIVE AND THE WESTERLY BOUNDARY OF SAID PARCEL 2;

THENCE SOUTH 00°19'11" EAST A DISTANCE OF 615.65 FEET TO THE POINT OF BEGINNING.

COUNTY OF ARAPAHOE, STATE OF COLORADO.

GENERAL NOTES

1. THE FIELD WORK FOR THIS ANNEXATION MAP WAS PERFORMED DURING THE MONTH OF MARCH 2025.
2. ALL LINEAL DISTANCE UNITS ARE REPRESENTED IN U.S. SURVEY FEET. THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY DEFINES THE U.S. SURVEY FOOT AS 1200/3937 METERS.



VICINITY MAP
SCALE: 1" = 1000'

CONTIGUITY TABLE

TOTAL PERIMETER = 7,639.30 FEET

MINIMUM REQUIRED CONTIGUITY = 1,306.59 FEET

ACTUAL CONTIGUOUS BOUNDARY = 2,372.27 FEET

PERCENT CONTIGUOUS BOUNDARY = 31.1%

BASIS OF BEARING

BASIS OF BEARINGS: THE EAST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR NORTH 00°19'11" WEST BASED ON NAD83 (2011) COLORADO STATE PLANE CENTRAL ZONE (502) COORDINATES, BEING MONUMENTED AT THE NORTH END BY A 2" ALUMINUM CAP PARTIALLY ILLEGIBLE STAMPED "STATES SURVEYING INC LS 28649" IN MONUMENT BOX AND AT THE SOUTH END BY A 3" BRASS CAP STAMPED "CITY OF AURORA LS 16419 1986" IN MONUMENT BOX.

ANNEXATION MAP STATEMENT

I, PATRICK S. JERNIGAN, A SURVEYOR LICENSED IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT NOT LESS THAN ONE-SIXTH (1/6) OF THE PERIMETER OF THE AREA PROPOSED TO BE ANNEXED TO THE CITY OF AURORA, COLORADO IS CONTIGUOUS WITH THE BOUNDARIES OF THAT ANNEXING MUNICIPALITY, AND THAT THIS ANNEXATION MAP SUBSTANTIALLY COMPLIES WITH THE COLORADO REVISED STATUTES AND THE CITY OF AURORA, COLORADO CODES APPERTAINING THERE TO:

For Review
04/20/2026 4:14:49 PM

PATRICK S. JERNIGAN, PLS 37042
FOR AND ON BEHALF OF
LJA SURVEYING, INC.
1125 KELLY JOHNSON BLVD., STE. 361, BLD. 2
COLORADO SPRINGS, COLORADO 80920

CITY OF AURORA APPROVALS

MAYOR _____ DATE _____

CITY CLERK _____ DATE _____

CITY ENGINEER _____ DATE _____

CITY ATTORNEY _____ DATE _____

CITY COUNCIL ORDINANCE NO. _____ DATE _____

FOR AND ON BEHALF OF
LJA SURVEYING, INC.

LJA SURVEYING

4700 S. Syracuse Street
Suite 500
Denver, CO 80237
303-390-8510
www.lja.com

Date:	Job No.:	Sheet:
4/20/2026	4637-0004	1 of 2

I:\JOB FOLDERS\4637\4637-0004\SURVEY\06 CAD\PRODUCTION FILES\ANNEXATION\4637-0004_ANNEXATION PLAT (45+AC) PRINTED ON: 4/20/2026 1:49 PM

ANNEXATION MAP

LOCATED IN THE SW 1/4 SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AND THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO

100 0 50 100
SCALE
1 inch = 100ft.

MONUMENT SYMBOL LEGEND

- RECOVERED SECTION CORNER AS NOTED HEREON
- SECTION LINE
- SITE BOUNDARY
- RIGHT-OF-WAY LINES
- AURORA CITY LIMITS
- (R.O.W.) RIGHT-OF-WAY
- REC. NO. RECEPTION NUMBER
- (D) GENERAL WARRANTY DEED REC. NO E3081991
- (D1) SPECIAL WARRANTY DEED REC. NO. D9096937
- (M) AS MEASURED

N 1/2 SE 1/4, SEC. 12, T.4S., R.66W., SIXTH P.M.

CITY OF AURORA ORDINANCE 90-130

SOUTH 1/16TH CORNER, SEC. 12, T.4S., R.66W., 6TH P.M.
RECOVERED 2" ALUMINUM CAP PARTIALLY ILLEGIBLE
STAMPED "STATES SURVEYING INC LS 28649" IN MONUMENT BOX

LOT 2, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

LOT 3, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

LOT 5, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

POINT OF BEGINNING (PARCEL 2)

NORTH LINE, SE 1/4, SE 1/4, SECTION 12

E. BAYAUD AVENUE
(42' WIDE PRIVATE R.O.W.)

N89°40'40"E 929.96'(M)
N89°59'14"E 929.85' (D1)

SOUTHEAST 1/16TH CORNER, SEC. 12, T.4S., R.66W., 6TH P.M.
RECOVERED NO. 6 REBAR WITH 2.5" ALUMINUM CAP
STAMPED "WESTERN STATES SURVEYING INC PLS 24960 2010"
0.7 FEET BELOW GROUND

CITY OF AURORA ORDINANCE 21-025

N89°40'40"E 10.00'(M)
N89°59'14"E 10.00' (D1)

GUN CLUB ROAD
(60' WIDE PUBLIC R.O.W.)

LOT 1, BLOCK 1
THUNDERBIRD ESTATES FILING NO. 4
REC. NO. E1153432

S35°53'35"E 635.84'(M)
S35°34'46"E 635.79' (D1)

OWNER: 7N LLC

30' EXCEPTION TO PARCEL 2

PARCEL 2
SPECIAL WARRANTY DEED
REC. NO. D9096937

LOT 2, BLOCK 1
THUNDERBIRD ESTATES FILING NO. 4
REC. NO. E1153432

WEST LINE, SE 1/4, SE 1/4, SECTION 12

N00°19'11"W 654.27'(M)
N00°00'46"E 1270.00' (D1)

EAST LINE, SE1/4, SE1/4, SEC. 12

SPECIAL WARRANTY DEED
REC. NO. E0056422

SE 1/4 SE 1/4, SEC. 12, T.4S., R.66W., SIXTH P.M.

CITY OF AURORA ORDINANCE __-___

QUIT CLAIM DEED
BOOK 257, PAGE 553

OWNER: CITY OF AURORA

SOUTH LINE OF OBSOLETE DEED BOOK 1717, PAGE 787

APPARENT RIGHT-OF-WAY
NO DOCUMENT PROVIDED
(LEGAL DESCRIPTION ON COUNTY ASSESSOR'S WEB SITE EXCEPTS "ROADS")

PARCEL NUMBER: 1977-07-3-00-001

ANNEXATION
PARCEL CONTAINS
1,567,923 SF
35.995 AC

CITY OF AURORA ORDINANCE 21-025

N89°37'39"E 1365.96'(M)
1336.07' (D)

60.00'

1269.92'

LOT 9, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

PARCEL 3
GUN CLUB ROAD
RIGHT-OF-WAY

326.03' (D)

326.03'

S00°18'22"W 325.96'(M)

PARCEL NUMBER: 1975-12-4-00-004
ANNEXATION
PARCEL CONTAINS
426,635 SF
9.794 AC

327.39'
(BASIS OF BEARINGS)
S00°19'11"E 1324.11'

S00°22'20"E 752.66' (D1)
S00°21'34"E 752.67'(M)

SPECIAL WARRANTY DEED
(PARCEL B)
REC. NO. D1126862

PARCEL 1
GENERAL WARRANTY DEED
REC. NO. E3081991

TRUE POINT OF BEGINNING (PARCEL 1)

ANNEXATION
PARCEL CONTAINS
36,937 SF
0.848 AC

1336.07' (D)
S89°41'24"W 1306.04'(M)

NORTH LINE OF OBSOLETE DEED BOOK 1624, PAGE 221

N00°19'11"W 288.21'(M)

615.60'

615.65'

SW 1/4, SEC. 7, T.4S., R.65W., SIXTH P.M.

LOT 10, BLOCK 5
THUNDERBIRD ESTATES FILING NO. 3
REC. NO. 1996416

SW 1/4 SE 1/4, SEC. 12, T.4S., R.66W., SIXTH P.M.

OWNER: AURORA GUN CLUB

QUIT CLAIM DEED
BOOK 5489, PAGE 468

330.00' (D)

POINT OF BEGINNING (PARCEL 3)

QUIT CLAIM DEED
BOOK 2278, PAGE 644

60.00'

S89°58'49"W 1310.00' (D1)

EAST 1/16TH CORNER, SEC. 12, T.4S., R.66W., 6TH P.M.
RECOVERED NO. 6 REBAR WITH 2" ALUMINUM CAP
STAMPED "WESTERN STATES SURVEYING INC LS 28649 1994"
FLUSH WITH GROUND

E. ALAMEDA AVENUE
(40' WIDE PUBLIC R.O.W.)

S89°40'30"W 1370.38'(M)

SOUTH LINE, SW 1/4, SECTION 7

SOUTH LINE, SE 1/4, SE 1/4, SECTION 12

SOUTH LINE, SW 1/4, SE 1/4, SECTION 12

NE 1/4, SEC. 13, T.4S., R.66W., SIXTH P.M.

POINT OF BEGINNING
PARCEL 1
SOUTHEAST CORNER, SEC. 12, T.4S., R.66W., 6TH P.M.
RECOVERED 3" BRASS CAP 1.5 FEET BELOW ASPHALT
STAMPED "CITY OF AURORA LS 16419 1986"
IN MONUMENT BOX.

NOREEN & CO LLC
REC. NO: D8011315

NW 1/4, SEC. 18, T.4S., R.65W., SIXTH P.M.

QUIT CLAIM DEED
BOOK 257, PAGE 553

QUIT CLAIM DEED
BOOK 5489, PAGE 468

QUIT CLAIM DEED
REC. NO. B6008770

QUIT CLAIM DEED
REC. NO. D5001454

QUIT CLAIM DEED
REC. NO. D5001475

For Review
04/20/2026 4:15:05 PM

FOR AND ON BEHALF OF
LJA SURVEYING, INC.

LJA SURVEYING
4700 S. Syracuse Street
Suite 500
Denver, CO 80237
303-390-8510
www.lja.com

Date: 4/20/2026 | Job No: 4637-0004 | Sheet: 2 of 2

I:\JOB FOLDERS\4637\4637-0004\SURVEY\06 CAD\PRODUCTION FILES\ANNEXATION\4637-0004_ANNEXATION PLAT (45+AC) PRINTED ON: 4/20/2026 1:49 PM



Planning and Business Development
15151 E. Alameda Parkway
Aurora CO 80012 USA
AuroraGov.org
303.739.7250
GIS@auroragov.org

City of Aurora, Colorado

222 Gun Club Rd Annexation

ACCESSIBILITY STATEMENT
Please know that, while the city is working to make all information accessible, PDF map products are primarily visual in nature. If you have trouble accessing this document, please visit www.AuroraGov.org/Accessibility or call the Office of Accessibility (303-326-8858) and let us know how best to assist you.

Miles 0 0.05

4/29/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\ODA\ODA_Annexation\ODA_Annexation.aprx

CITY OF AURORA
Council Agenda Commentary

Item Title: 161 and 121 Gun Club Road Annexation Substantial Compliance
Item Initiator: Cesarina Dancy, Manageer, Office of Development Assistance
Staff Source/Legal Source: Justin Andrews, Project Manager, Development Services / Brian Rulla, Sr. Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Economically Strong: Building a conducive development climate, a diverse mix of industries and housing options, and fostering economic growth so that our community thrives and remains resilient.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

R2026-55 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF TWO PARCELS OF LAND LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPLE MERIDIAN, ARAPAHOE COUNTY, COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (161 and 121 GUN CLUB ANNEXATION) 20.491 ACRES
Justin Andrews, Development Project Manager, Development Services / Brian Rulla, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The City Council has adopted the Aurora Places Comprehensive Plan to guide future growth and development within the city. This plan has established the City's Annexation Area which is the boundary within which the City will consider annexation requests. This property is located within the City's Annexation Area.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

A petition for annexation was filed with the City Clerk for annexation of two parcels totalling 20.491 acres owned by 7N, LLC. These parcels are located at the SWC of South Gun Glub Road and East Bayaud Avenue. (see attached vicinity map).

The two parcels fall within the City's Annexation Boundary and meet contiguity requirements. This is the first in a series of two annexations. The annexing of these parcels of land establish the required contiguity for an additional annexation at 222 Gun Club Road.

There will be a Development Application submitted for the property following annexation, indicating residential land uses.
The Initial Zoning Ordinance will be presented to City Council concurrently with the Annexation Ordinance. The initial zoning shall follow the City's Comprehensive Plan.

The annexation process follows state law, and this annexation will be considered over three City Council meetings. Consideration of this resolution is item #1 listed below:
1) City Council considers approval of a Resolution making a finding that the Petition is in substantial compliance with statutory requirements and sets the Public Hearing date.
2) City Council conducts the Public Hearing, considers approval of a Resolution making a finding that the land is eligible for annexation, and considers Introduction of the Annexation Ordinance.
3) City Council considers the Annexation Ordinance on final reading and the Annexation Agreement will be presented for Council consideration.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☒ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT

Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

Public Fiscal Impact: Annexation obligates the City to provide municipal services and utilities upon development. The fiscal impact of this development will be offset by various development fees paid at time of development, as well as future taxes generated by the expected development of commercial uses on this property.

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does City Council wish to approve the resolution as proposed and set the date for a public hearing on the proposed annexation?

LEGAL COMMENTS

According to the Colorado Municipal Annexation Act, a resolution is necessary to make a finding that the petition is compliance with Section 31-12-107(1). The resolution also establishes a date for a public hearing on the proposed annexation. The hearing is scheduled for June 22, 2026.
A petition is in substantial compliance if it is filed with the City Clerk and contains the following:

1) an allegation that it is desirable and necessary that the area be annexed
2) an allegation that the required contiguity exists
3) an allegation that the signers of the petition comprise more than 50 percent of the owners owning more than 50 percent of the property
4) a request that the City approve the annexation of the area proposed
5) a signature and address of the landowner
6) a legal description of the land owned
7) date of signature
8) an affidavit of the circulator of the petition
9) four copies of the annexation map.

This petition complies with the statutory requirements. (Rulla)

RESOLUTION NO. R2026____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF TWO PARCELS OF LAND LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPLE MERIDIAN, ARAPAHOE COUNTY, COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (161 and 121 GUN CLUB ANNEXATION) 20.491 ACRES

WHEREAS, a petition for annexation of a certain parcels of land, described herein in Exhibit A attached hereto, has been filed with the City Clerk of the City of Aurora, Colorado (the "City"); and

WHEREAS, the petition has been referred to the City Council of the City for a determination of substantial compliance with requirements of Section 31-12-107(1), C.R.S.; and

WHEREAS, the City Council has been advised by staff, and has taken official notice of all maps, records, and other information and materials on file with the City regarding said petition.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. The petition for annexation of certain land more particularly described in Exhibit A, attached hereto and incorporated herein, is hereby determined to be in substantial compliance with Section 31-12-107(1), C.R.S.

Section 2. The City Council shall hold a public hearing on the proposed annexation on July 13, 2026, at 6:00 p.m., in the City Council Chambers, Aurora Municipal Center, 15151 East Alameda Parkway, Aurora, Colorado, or, if the hearing is not held in person, then by such telephonic or electronic means accessed as described on the City's website Auroragov.org, to determine if the proposed annexation complies with Sections 31-12-104 and 31-12-105, C.R.S., or such parts thereof as may be required to establish eligibility for annexation.

Section 3. The City Clerk is hereby directed to publish this Resolution and a Notice of Public Hearing once each week for four consecutive weeks in a newspaper of general circulation in the area proposed to be annexed.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

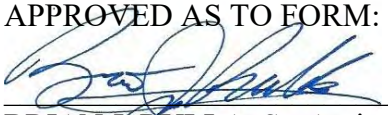
ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

APPROVED AS TO FORM:



_____
BRIAN J. RULLA, Sr. Assistant City Attorney

Exhibit A

(Legal description of property to be annexed)

TWO PARCELS OF LAND LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPLE MERIDIAN, ARAPAHOE COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONTAINED WITHIN THE TITLE COMMITMENT PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, ORDER NUMBER: 597-HS0841446-415, WITH A EFFECTIVE DATE OF FEBRUARY 4, 2025 at 08:00 A.M.:

PARCEL 1: #1975-12-4-00-005

A PARCEL OF LAND IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ARAPAHOE COUNTY, COLORADO DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ARAPAHOE COUNTY, COLORADO,

THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 656.03 FEET TO THE TRUE POINT OF BEGINNING;

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SECTION 12, 1336.07 FEET;

THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 326.03 FEET;

THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1336.07 FEET;

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.03 FEET TO THE TRUE POINT OF BEGINNING.

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 2: #1975-12-4-00-012

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,

THENCE NORTHERLY ALONG THE EAST EDGE OF SAID SECTION 12, 982.06 FEET TO THE TRUE POINT OF BEGINNING;

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1346.60 FEET;

THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 320.96 FEET TO A POINT BEING 16 FEET SOUTH OF THE NORTH LINE OF THE SOUTHEAST 1/4 SOUTHEAST 1/4 OF SAID SECTION 12;

THENCE EASTERLY ALONG A LINE 16 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 12, 1346.60 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 12;

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.02 FEET TO THE POINT OF BEGINNING, EXCEPT THE EAST 30 FEET THEREOF,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

RIGHT-OF-WAY:

ALL OF THE RIGHT-OF-WAY OF GUN CLUB DRIVE ADJACENT TO THE EAST SIDE OF PARCEL 1 AND PARCEL 2.

COUNTY OF ARAPAHOE, STATE OF COLORADO.

ANNEXATION PLAT

LOCATED IN THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO

LEGAL DESCRIPTION

CONTAINED WITHIN THE TITLE COMMITMENT PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, ORDER NUMBER: 597-HS0841446-415, WITH A EFFECTIVE DATE OF FEBRUARY 4, 2025 at 08:00 A.M.:

PARCEL 1: #1975-12-4-00-005

A PARCEL OF LAND IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ARAPAHOE COUNTY, COLORADO DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ARAPAHOE COUNTY, COLORADO,

THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 656.03 FEET TO THE TRUE POINT OF BEGINNING;

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SECTION 12, 1336.07 FEET;

THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 326.03 FEET;

THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1336.07 FEET;

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.03 FEET TO THE TRUE POINT OF BEGINNING.

COUNTY OF ARAPAHOE, STATE OF COLORADO.

PARCEL 2: #1975-12-4-00-012

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,

THENCE NORTHERLY ALONG THE EAST EDGE OF SAID SECTION 12, 982.06 FEET TO THE TRUE POINT OF BEGINNING;

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1346.60 FEET;

HENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 320.96 FEET TO A POINT BEING 16 FEET SOUTH OF THE NORTH LINE OF THE SOUTHEAST 1/4 SOUTHEAST 1/4 OF SAID SECTION 12;

THENCE EASTERLY ALONG A LINE 16 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 12, 1346.60 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 12;

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.02 FEET TO THE POINT OF BEGINNING, EXCEPT THE EAST 30 FEET THEREOF,

COUNTY OF ARAPAHOE, STATE OF COLORADO.

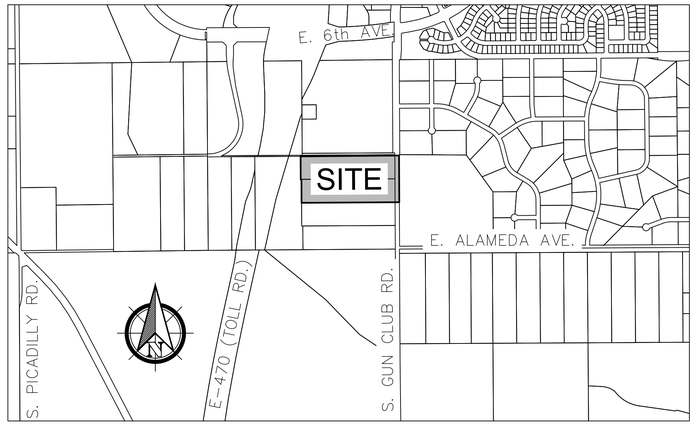
RIGHT-OF-WAY:

ALL OF THE RIGHT-OF-WAY OF GUN CLUB DRIVE ADJACENT TO THE EAST SIDE OF PARCEL 1 AND PARCEL 2.

COUNTY OF ARAPAHOE, STATE OF COLORADO.

GENERAL NOTES

1. THE FIELD WORK FOR THIS ANNEXATION MAP WAS PERFORMED DURING THE MONTH OF MARCH 2025.
2. ALL LINEAL DISTANCE UNITS ARE REPRESENTED IN U.S. SURVEY FEET. THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY DEFINES THE U.S. SURVEY FOOT AS 1200/3937 METERS.



VICINITY MAP
SCALE: 1" = 1000'

CONTIGUITY TABLE

TOTAL PERIMETER = 4,054.66 FEET

MINIMUM REQUIRED CONTIGUITY = 675.78 FEET

ACTUAL CONTIGUOUS BOUNDARY = 2,006.15 FEET

PERCENT CONTIGUOUS BOUNDARY = 49.5%

BASIS OF BEARING

BASIS OF BEARINGS: THE EAST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR NORTH 00°19'11" WEST BASED ON NAD83 (2011) COLORADO STATE PLANE CENTRAL ZONE (502) COORDINATES, BEING MONUMENTED AT THE NORTH END BY A 2" ALUMINUM CAP PARTIALLY ILLEGIBLE STAMPED "STATES SURVEYING INC LS 28649" IN MONUMENT BOX AND AT THE SOUTH END BY A 3" BRASS CAP STAMPED "CITY OF AURORA LS 16419 1986" IN MONUMENT BOX.

ANNEXATION MAP STATEMENT

I, PATRICK S. JERNIGAN, A SURVEYOR LICENSED IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT NOT LESS THAN ONE-SIXTH (1/6) OF THE PERIMETER OF THE AREA PROPOSED TO BE ANNEXED TO THE CITY OF AURORA, COLORADO IS CONTIGUOUS WITH THE BOUNDARIES OF THAT ANNEXING MUNICIPALITY, AND THAT THIS ANNEXATION MAP SUBSTANTIALLY COMPLIES WITH THE COLORADO REVISED STATUTES AND THE CITY OF AURORA, COLORADO CODES APPERTAINING THERE TO:

COLORADO LICENSED
PATRICK S. JERNIGAN
PLS 37042
05/16/2025
PROFESSIONAL LAND SURVEYOR

PATRICK S. JERNIGAN, PLS 37042
FOR AND ON BEHALF OF
LJA SURVEYING, INC.
7800 E. UNION AVE., STE. 575
DENVER, COLORADO 80237

CITY OF AURORA APPROVALS

MAYOR	DATE
CITY CLERK	DATE
CITY ENGINEER	DATE
CITY ATTORNEY	DATE
CITY COUNCIL ORDINANCE NO.	DATE

FOR AND ON BEHALF OF
LJA SURVEYING, INC.

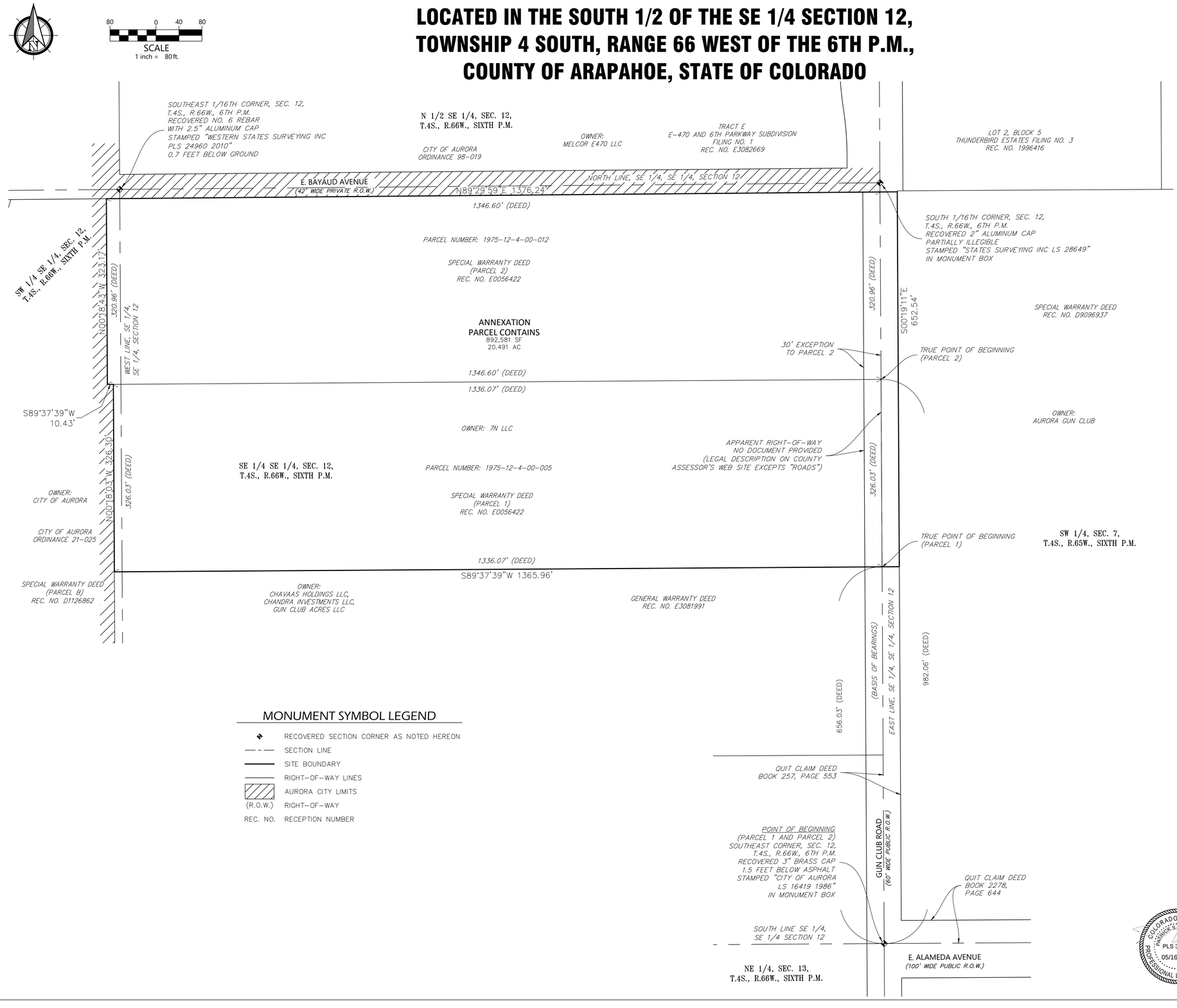
LJA SURVEYING
7800 E. Union Avenue
Suite 575
Denver, CO 80237
303-390-8510
www.lja.com

Date: 5/16/2025 | Job No.: 4637-0005 | Sheet: 1 of 2

I:\JOB FOLDERS\4637\4637-0005\SURVEY\06 CAD\PRODUCTION FILES\ANNEXATION\4637-0005_ANNEXATION PLAT (20AC) PRINTED ON: 5/16/2025 1:32 PM

ANNEXATION PLAT

LOCATED IN THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO



MONUMENT SYMBOL LEGEND

- RECOVERED SECTION CORNER AS NOTED HEREON
- SECTION LINE
- SITE BOUNDARY
- RIGHT-OF-WAY LINES
- AURORA CITY LIMITS
- (R.O.W.) RIGHT-OF-WAY
- REC. NO. RECEPTION NUMBER

FOR AND ON BEHALF OF LJA SURVEYING, INC.

COLORADO LICENSED PATRICK S. JERNIGAN PROFESSIONAL LAND SURVEYOR PLS 37042 05/16/2025

LJA SURVEYING

7800 E. Union Avenue Suite 575 Denver, CO 80237 303-390-6510 www.lja.com

Date:	Job No:	Sheet:
5/16/2025	4637-0005	2 of 2

I:\JOB FOLDERS\4637\4637-0005\SURVEY\06 CAD\PRODUCTION FILES\ANNEXATION\4637-0005_ANNEXATION PLAT (20AC) PRINTED ON: 5/16/2025 1:32 PM

PETITION FOR ANNEXATION

PARCEL 1975-12-4-00-005 AND 1975-12-4-00-012

TO: THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

The undersigned (the "Petitioners"), being the owners of more than fifty percent (50%) of the property proposed to be annexed, exclusive of public streets and alleys, which property is described in Exhibit A attached hereto and incorporated herein by this reference (the "Property") , hereby petitions the City Council (the "Council") of the City of Aurora, Colorado (the "City"), for annexation of the Property in accordance with the provisions of Title 31, Article 12, Part 1, C.R.S., as amended.

In support of this petition, the Petitioners state the following:

1. It is desirable and necessary that the Property be annexed to the City.

2. The requirements of Sections 31-12-104 and 31-12-105, C.R.S., exist or have been met:

   a. Not less than one sixth (1/6) of the perimeter of the Property is contiguous with the existing boundaries of the City.

   b. Contiguity with the City is not established by: (i) use of any boundary of an area: previously annexed to the City that, at the time of its annexation, was not contiguous at any point with the boundary of the City , was not otherwise in compliance with Section 31-12-104(1)(a), C.R.S., and was located more than three miles from the nearest boundary of the City ("Non-Contiguous Area"); or (ii) use of any boundary of territory subsequently annexed directly to, or indirectly connected through subsequent annexations to, a Non-Contiguous Area.

   c. A community of interest exists between the Property and the City.

   d. The Property is urban or will be urbanized in the near future.

   e. The Property is integrated or is capable of being integrated with the City.

   f. In establishing the boundaries of the Property, no land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, has been divided into separate parts or parcels without the written consent of the landowner unless separated by a dedicated street, road, or other public way.

   g. No land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, comprising twenty acres or more which, together with the buildings and improvements situated thereon, has a valuation for assessment in excess of $200,000 for the preceding tax year has been included in the Property without the written consent of the landowner.

   h. No annexation proceedings have been commenced for the annexation of all or any portion of the Property to another municipality.

   i. The annexation of the Property shall not result in the detachment of area from any school district or the attachment of area to another school district.

j. No portion of the Property is more than three miles in any direction from any point of the City boundary as such was established more than one year before this annexation will become effective.

k. If a portion of a platted street or alley is to be annexed, the entire width of said street or alley is included within the boundaries of the Property.

l. The Property is not presently a part of any incorporated town, city and county, or city.

3. The petitioners comprise more than fifty percent (50%) of the landowners owning more than fifty percent (50%) of the territory included in the area proposed to be annexed, exclusive of streets and alleys. A legal description of the land owned by each Petitioner is set forth in Exhibit B attached hereto and incorporated herein by this reference.

4. Accompanying this Petition are four copies of an annexation map showing the seal of a registered engineer or land surveyor, containing the following information:

a. A written legal description of the boundaries of the Property;

b. A showing of the boundary of the Property;

c. A showing of the location of each ownership tract in unplatted land and, if part or all of the Property is platted, the boundaries and the plat numbers of plots or of lots and blocks;

d. Next to the boundary of the Property, a drawing of the contiguous boundary of the City and any other municipality abutting the Property.

5. Accompanying this Petition is a copy of the Special Warranty Deed(s) for the non-tributary and not nontributary water within the Dawson-Arkose, Denver, Arapahoe, and Laramie-Fox Hills aquifers that lie beneath the Property. It is not required that the deed(s) be executed at the time of the Petition, but to the extent that the Petitioners do not deliver original executed Special Warranty Deeds for any said ground water underlying the Property, accompanying this Petition is an affidavit(s) stating that original executed deed(s) can and will be delivered to Aurora prior to approval of the annexation. An original executed Special Warranty Deed(s) for any and all said ground water underlying the Property will be delivered to Aurora prior to scheduling of the final reading and annexation approval before the City Council. To the extent Petitioners cannot deliver the original executed Special Warranty Deed(s) for the non-tributary and not non-tributary water within the Dawson-Arkose, Denver, Arapahoe, and Laramie-Fox Hills aquifers that lie beneath the Property, accompanying this Petition is an affidavit by Petitioners stating Petitioners' current knowledge of the ownership of said water. Prior to scheduling of the final reading and annexation approval before the City Council, Petitioners shall pay to the City the monetary value of that portion of said water beneath the Property not to be deeded to the City. Said deed(s) and monies paid to the City will be held in escrow to be returned to the Petitioners in the event the annexation is not approved by City Council.

6. Prior to the hearing before the City Council on whether to annex the Property, the Petitioners and the City shall have entered into an annexation agreement which shall govern and control the development of the Property within the City (the "Annexation Agreement"). Annexation of the Property shall be conditioned upon the City Council's approval of the Annexation Agreement. Upon the effective date of the ordinance annexing the Property and approving the Annexation Agreement ("Annexation Ordinance"), the Property shall be subject to all of the terms and provisions of the Annexation Agreement.

7. In the event that an Annexation Agreement satisfactory to both the Petitioners and the City is not agreed to on or before the date of the second reading of the Annexation Ordinance, the Petitioners shall have the right to withdraw this Petition at their option and this Petition shall be deemed to be null and void as of the date of this Petition and of no force and effect as if it had never been executed and filed with the City. In such event, no filing fees shall be refunded to the Petitioners by the City.

8. No vested rights to use or develop the Property in any particular way, as defined in Section 24-68-101, et seq., C.R.S., have been requested by the Petitioners from any governmental entity, other than those requested and included in the Annexation Agreement

9. The Petitioners signed this Petition no more than one hundred eighty (180) days prior to the date of filing.

10. The Petitioners shall pay all fees and costs incurred by the City in processing this Petition through the annexation hearing before the City Council.

11. Except as modified by the terms and provisions of the Annexation Agreement, upon the effective date of the Annexation Ordinance, the Property shall become subject to the Charter and all ordinances, resolutions, rules, and regulations of the City, except for general property taxes of the City which shall become effective on January 1 of the next succeeding year following the effective date of the Annexation Ordinance.

12. The Petitioners acknowledge that, upon the effective date of the Annexation Ordinance and subject to the terms and provisions of the Annexation Agreement, the Property, the owners thereof, and the uses thereon shall be subject to all taxes and fees imposed by the City. The Property, the owners thereof, and the uses thereon are also bound by any taxes imposed and voter authorization obtained pursuant to Article X, Section 20 of the Colorado Constitution prior to the annexation of the Property. The Petitioners hereby waive any claims they may have under Article X, Section 20 of the Colorado Constitution related to such taxes and voter authorization.

WHEREFORE, the Petitioners respectfully request that the City Council approve the annexation of the Property.

Petitioners: 7N LLC
(Please Print)

By _____
(Insert name and title)

Mailing Address: 555 17TH STREET, SUITE 3700
DENVER, CO 80202

Date of Signature: May 20, 2025

AFFIDAVIT OF CIRCULATOR

The undersigned, being of lawful age, being first duly sworn upon oath, deposes and says:

That (he or she) was the circulator of the foregoing Petition for Annexation of lands to the City of Aurora, Colorado, consisting of ( ) pages, including this page, and that the signature thereon was witnessed by your affiant and is the true signature of the person whose name it purports to be.

Name 7N LLC - Gabriel Findlay, VP of Land
(Please Print)

(Signature)

STATE OF COLORADO)
)
COUNTY OF Denver)

The foregoing Affidavit of Circulator was subscribed and affirmed before me this 20 day of May, 2025.

Witness my hand and official seal.

Notary Public

[S E A L]

My commission expires: 2/7/2028

ALEXANDRA UHLBERG
Notary Public
State of Colorado
Notary ID # 20244005454
My Commission Expires 02-07-2028

Exhibit A
(Legal description of property to be annexed)

PARCEL 1:
A PARCEL OF LAND IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE
6TH P.M., ARAPAHOE COUNTY, COLORADO DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,
ARAPAHOE COUNTY, COLORADO,
THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 656.03 FEET TO THE TRUE POINT OF BEGINNING;
THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SECTION 12, 1336.07 FEET;
THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 326.03 FEET;
THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1336.07 FEET;
THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.03 FEET TO THE TRUE POINT OF BEGINNING.
COUNTY OF ARAPAHOE, STATE OF COLORADO.
PARCEL 2:
BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,
THENCE NORTHERLY ALONG THE EAST EDGE OF SAID SECTION 12, 982.06 FEET TO THE TRUE POINT OF BEGINNING;
THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1346.60 FEET;
HENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 320.96 FEET TO A POINT BEING 16 FEET
SOUTH OF THE NORTH LINE OF THE SOUTHEAST 1/4 SOUTHEAST 1/4 OF SAID SECTION 12;
THENCE EASTERLY ALONG A LINE 16 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF THE SOUTHEAST 1/4
OF THE SOUTHEAST 1/4 OF SAID SECTION 12, 1346.60 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 12;
THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.02 FEET TO THE POINT OF BEGINNING,
EXCEPT THE EAST 30 FEET THEREOF,
COUNTY OF ARAPAHOE, STATE OF COLORADO.
RIGHT-OF-WAY:
ALL OF THE RIGHT-OF-WAY OF GUN CLUB DRIVE ADJACENT TO THE EAST SIDE OF PARCEL 1 AND PARCEL 2.
COUNTY OF ARAPAHOE, STATE OF COLORADO.

Exhibit B
(Legal description of land owned by each landowner)

Name of owner: 7N, LLC

Address of owner: 370 17th Street, Suite 5300
Denver, Colorado 80202

Legal description of land owned by owner:

PARCEL NUMBER 1975-12-4-00-005

A PARCEL OF LAND IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ARAPAHOE COUNTY, COLORADO DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ARAPAHOE COUNTY, COLORADO,
THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 656.03 FEET TO THE TRUE POINT OF BEGINNING;
THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SECTION 12, 1336.07 FEET;
THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 326.03 FEET;
THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1336.07 FEET;
THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.03 FEET TO THE TRUE POINT OF BEGINNING.
COUNTY OF ARAPAHOE, STATE OF COLORADO.

Name of owner: 7N, LLC

Address of owner: 370 17th Street, Suite 5300
Denver, Colorado 80202

Legal description of land owned by owner:

PARCEL NUMBER 1975-12-4-00-012

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,
THENCE NORTHERLY ALONG THE EAST EDGE OF SAID SECTION 12, 982.06 FEET TO THE TRUE POINT OF BEGINNING;
THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1346.60 FEET;
HENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 320.96 FEET TO A POINT BEING 16 FEET SOUTH OF THE NORTH LINE OF THE SOUTHEAST 1/4 SOUTHEAST 1/4 OF SAID SECTION 12;
THENCE EASTERLY ALONG A LINE 16 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 12, 1346.60 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 12;
THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.02 FEET TO THE POINT OF BEGINNING, EXCEPT THE EAST 30 FEET THEREOF,
COUNTY OF ARAPAHOE, STATE OF COLORADO.

EXHIBIT A

ANNEXATION PLAT

LOCATED IN THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO

LEGAL DESCRIPTION

CONTAINED WITHIN THE TITLE COMMITMENT PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, ORDER NUMBER: 597-H5084144-415, WITH A EFFECTIVE DATE OF FEBRUARY 4, 2025 at 08:00 A.M.

PARCEL 1 #1975-12-4-00-005

A PARCEL OF LAND IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., ARAPAHOE COUNTY, COLORADO DESCRIBED AS FOLLOWS

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M. ARAPAHOE COUNTY, COLORADO,

THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 656.03 FEET TO THE TRUE POINT OF BEGINNING,

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SECTION 12, 1336.07 FEET,

THENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 326.03 FEET,

THENCE EASTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1336.07 FEET,

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.03 FEET TO THE TRUE POINT OF BEGINNING

COUNTY OF ARAPAHOE, STATE OF COLORADO

PARCEL 2 #1975-12-4-00-012

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M.

THENCE NORTHERLY ALONG THE EAST EDGE OF SAID SECTION 12, 982.06 FEET TO THE TRUE POINT OF BEGINNING,

THENCE WESTERLY PARALLEL TO THE SOUTH LINE OF SAID SECTION 12, 1346.60 FEET,

HENCE NORTHERLY PARALLEL TO THE EAST LINE OF SAID SECTION 12, 320.96 FEET TO A POINT BEING 16 FEET SOUTH OF THE NORTH LINE OF THE SOUTHEAST 1/4 SOUTHEAST 1/4 OF SAID SECTION 12

THENCE EASTERLY ALONG A LINE 16 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 12, 1346.60 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 12,

THENCE SOUTHERLY ALONG THE EAST LINE OF SAID SECTION 12, 326.02 FEET TO THE POINT OF BEGINNING, EXCEPT THE EAST 30 FEET THEREOF,

COUNTY OF ARAPAHOE, STATE OF COLORADO

RIGHT-OF-WAY

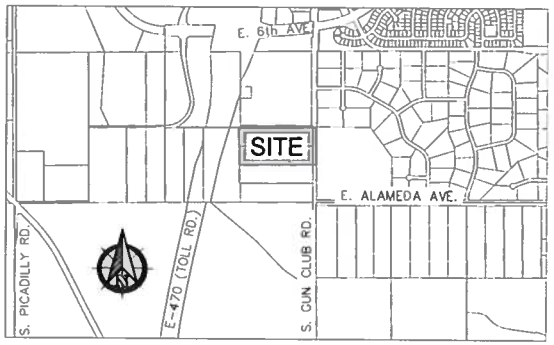
ALL OF THE RIGHT-OF-WAY OF GUN CLUB DRIVE ADJACENT TO THE EAST SIDE OF PARCEL 1 AND PARCEL 2

COUNTY OF ARAPAHOE, STATE OF COLORADO

GENERAL NOTES

1 THE FIELD WORK FOR THIS ANNEXATION MAP WAS PERFORMED DURING THE MONTH OF MARCH 2025

2 ALL LINEAL DISTANCE UNITS ARE REPRESENTED IN U.S. SURVEY FEET. THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY DEFINES THE U.S. SURVEY FOOT AS 1200/3937 METERS



VICINITY MAP
SCALE 1" = 1000

CONTIGUITY TABLE

TOTAL PERIMETER = 4,054.66 FEET

MINIMUM REQUIRED CONTIGUITY = 675.78 FEET

ACTUAL CONTIGUOUS BOUNDARY = 2,006.15 FEET

PERCENT CONTIGUOUS BOUNDARY = 49.5%

BASIS OF BEARING

BASIS OF BEARINGS: THE EAST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR NORTH 00°19'11" WEST BASED ON NAD83 (2011) COLORADO STATE PLANE CENTRAL ZONE (5072) COORDINATES BEING MONUMENTED AT THE NORTH END BY A 2" ALUMINUM CAP PARTIALLY ILLEGIBLE STAMPED "STATES SURVEYING INC LS 28649" IN MONUMENT BOX AND AT THE SOUTH END BY A 3" BRASS CAP STAMPED "CITY OF AURORA LS 10419 1986" IN MONUMENT BOX

ANNEXATION MAP STATEMENT

I, PATRICK S. JERNIGAN, A SURVEYOR LICENSED IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT NOT LESS THAN ONE-SIXTH (1/6) OF THE PERIMETER OF THE AREA PROPOSED TO BE ANNEXED TO THE CITY OF AURORA, COLORADO IS CONTIGUOUS WITH THE BOUNDARIES OF THAT ANNEXING MUNICIPALITY; AND THAT THIS ANNEXATION MAP SUBSTANTIALLY COMPLIES WITH THE COLORADO REVISED STATUTES AND THE CITY OF AURORA, COLORADO CODES APPERTAINING THERE TO

PATRICK S. JERNIGAN, PLS 37842
FOR AND ON BEHALF OF
LJA SURVEYING, INC.
7800 E. UNION AVE., STE. 575
DENVER, COLORADO 80237

CITY OF AURORA APPROVALS

MAYOR _____ DATE _____

CITY CLERK _____ DATE _____

CITY ENGINEER _____ DATE _____

CITY ATTORNEY _____ DATE _____

CITY COUNCIL ORDINANCE NO _____ DATE _____

FOR AND ON BEHALF OF
LJA SURVEYING, INC

LJA SURVEYING
7800 E. Union Avenue, Suite 575, Denver, CO 80237, 303-790-8830, www.lja.com

5/16/2025 | 4637-0005 | 1 of 2

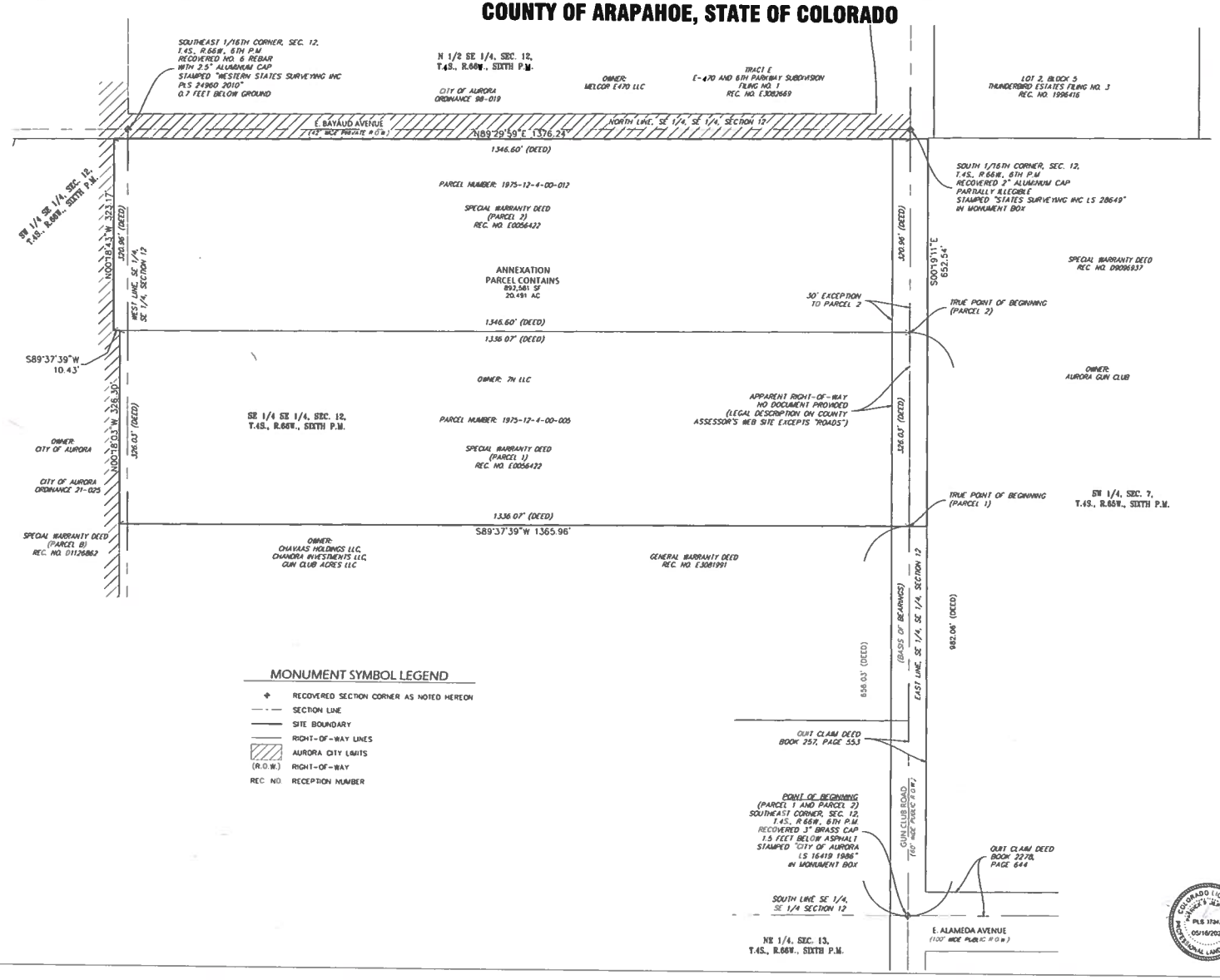
I:\000 PROJECTS\4637\4637-0005\SURVEY\DGN\4637-0000_ANNEXATION PLAT (2024).DGN PRINTED ON 5/16/2025 1:32 PM

2655

EXHIBIT A

ANNEXATION PLAT

LOCATED IN THE SOUTH 1/2 OF THE SE 1/4 SECTION 12, TOWNSHIP 4 SOUTH, RANGE 66 WEST OF THE 6TH P.M., COUNTY OF ARAPAHOE, STATE OF COLORADO



I:\4637\SURVEY\4637-0005\SURVEY\06 CAD PRODUCTION FILES\ANNEXATION PLAT (2D4C) PRINTED ON 5/16/2025 1:32 PM

SPECIAL WARRANTY DEED

This Deed is made this _____ day of _____, 20___, between 7N LLC, whose address is 5551 7th Street, Suite 3700, Denver County, Colorado 80202 ("Grantor") and the City of Aurora, Colorado, a Colorado municipal corporation of the State of Colorado, acting by and through its Utility Enterprise, whose address is 15151 East Alameda Parkway, Suite 3600, Aurora, Arapahoe County, Colorado 80012 ("Aurora").

WITNESSETH

That Grantor for and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration, in hand paid by Aurora, the receipt, adequacy, and sufficiency of which is hereby acknowledged, hereby sells and conveys to Aurora the following real property, being water rights and rights to water that are located in the County of Arapahoe, State of Colorado, to wit:

All ground water from non-tributary and not non-tributary sources in the Dawson (A.K.A. Dawson-Arkose), Denver, Arapahoe and Laramie-Fox Hills Aquifers, including but not limited to water and water rights in any upper and lower aquifers, if any such aquifers are so subdivided, lying under approximately 20.491 acres of land owned by the Grantor, being more particularly described in Exhibit A attached hereto and made a part hereof. This grant includes any water and water rights decreed in Water Division 1, Case No. _____ or water permitted under Well Permit No. _____ or Ground Water Commission Permit No. _____. [References to Water Court Case No.s, Well Permit No.s. or Ground Water Commission Permit No.s should be included if applicable].

Together with all appurtenances and the Grantor warrants the title to the same against all persons claiming under it, forever, provided; however, Grantor does not warrant the quantity or quality of water available through the exercise of the above conveyed water rights and rights to water. Grantor further specifically warrants that it has not divested itself of the subject non-tributary and not non-tributary water rights and right to water prior to its conveyance to the City.

In witness hereof, the Grantor has executed this Deed on the date set forth herein above.

GRANTOR:

7N LLC _____

STATE OF Colorado)
)ss
COUNTY OF Denver)

The foregoing Special Warranty Deed was acknowledged before me by Gabriel Findlay, Grantor.

Witness my hand and seal affixed on this day of May 20, 2025.

My commission expires 2/7/2028

_____
Notary Public

[SEAL]

ALEXANDRA UHLBERG
Notary Public
State of Colorado
Notary ID # 20244005454
My Commission Expires 02-07-2028



Planning and Business Development
15151 E. Alameda Parkway
Aurora CO 80012 USA
AuroraGov.org
303.739.7250
GIS@auroragov.org

City of Aurora, Colorado

121 & 161 Gun Club Rd Annexation

ACCESSIBILITY STATEMENT
Please know that, while the city is working to make all information accessible, PDF map products are primarily visual in nature. If you have trouble accessing this document, please visit www.AuroraGov.org/Accessibility or call the Office of Accessibility (303-326-8858) and let us know how best to assist you.

Miles 0 0.05

4/29/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\ODA\ODA_Annexation\ODA_Annexation.aprx

CITY OF AURORA
Council Agenda Commentary

Item Title: Valley Head Annexation Substantial Compliance
Item Initiator: Cesarina Dancy, Manager, Office of Development Assistance
Staff Source/Legal Source: Justin Andrews, Project Manager, Development Services / Brian Rulla, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Economically Strong: Building a conducive development climate, a diverse mix of industries and housing options, and fostering economic growth so that our community thrives and remains resilient.

COUNCIL MEETING DATES:

Study Session: N/A

Regular Meeting: 6/8/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

R2026-64 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF A PARCEL OF LAND BEING A PORTION OF THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (VALLEY HEAD ANNEXATION) 165 ACRES
Justin Andrews, Project Manager, Development Services / Brian Rulla, Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☒ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The City Council has adopted the Aurora Places Comprehensive Plan to guide future growth and development within the city. This plan has established the City's Annexation Area which is the boundary within which the City will consider annexation requests. This property is located within the City's Annexation Area.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

A petition for annexation was filed with the City Clerk for annexation of a 165 acre parcel owned by Park Hill JV VII LLC. This parcel is located at the NWC and NEC of E 56th Avenue and Valleyhead Street (see attached vicinity map).

The parcel falls within the City's Annexation Boundary and meets contiguity requirements. There will be a site plan submitted for the property following annexation, indicating commercial land uses.

The Initial Zoning Ordinance will be presented to City Council concurrently with the Annexation Ordinance. The initial zoning shall follow the City's Comprehensive Plan.

The annexation process follows state law, and this annexation will be considered over three City Council meetings. Consideration of this resolution is item #1 listed below:
1) City Council considers approval of a Resolution making a finding that the Petition is in substantial compliance with statutory requirements and sets the Public Hearing date.
2) City Council conducts the Public Hearing, considers approval of a Resolution making a finding that the land is eligible for annexation, and considers Introduction of the Annexation Ordinance.
3) City Council considers the Annexation Ordinance on final reading and the Annexation Agreement will be presented for Council consideration.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☒ Non-Budgeted Expenditure Impact
☐ Workload Impact ☐ No Fiscal Impact

REVENUE IMPACT

Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

Public Fiscal Impact: Annexation obligates the City to provide municipal services and utilities upon development. The fiscal impact of this development will be offset by various development fees paid at time of development, as well as future taxes generated by the expected development of commercial/industrial uses on this property.

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does City Council wish to approve the resolution as proposed and set the date for a public hearing on the proposed annexation?

LEGAL COMMENTS

A resolution is necessary to make a finding that the petition is compliance with the Colorado Municipal Annexation Act. (C.R.S. Section 31-12-107(1)). The resolution also establishes a date for a public hearing on the proposed annexation. The hearing is scheduled for July 13, 2026.
A petition is in substantial compliance if it is filed with the City Clerk and contains the following:

1) an allegation that it is desirable and necessary that the area be annexed
2) an allegation that the required contiguity exists
3) an allegation that the signers of the petition comprise more than 50 percent of the owners owning more than 50 percent of the property
4) a request that the City approve the annexation of the area proposed
5) a signature and address of the landowner
6) a legal description of the land owned
7) date of signature
8) an affidavit of the circulator of the petition
9) four copies of the annexation map.

This petition complies with the statutory requirements. (Rulla)

RESOLUTION NO. R2026____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, FINDING A PETITION FOR ANNEXATION OF A PARCEL OF LAND BEING A PORTION OF THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, TO BE IN SUBSTANTIAL COMPLIANCE WITH SECTION 31-12-107(1), C.R.S., AND GIVING NOTICE OF A PUBLIC HEARING ON THE PROPOSED ANNEXATION (VALLEY HEAD ANNEXATION) 165 ACRES

WHEREAS, a petition for annexation of a certain parcels of land, described herein in Exhibit A attached hereto, has been filed with the City Clerk of the City of Aurora, Colorado (the "City"); and

WHEREAS, the petition has been referred to the City Council of the City for a determination of substantial compliance with requirements of Section 31-12-107(1), C.R.S.; and

WHEREAS, the City Council has been advised by staff, and has taken official notice of all maps, records, and other information and materials on file with the City regarding said petition.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. The petition for annexation of certain land more particularly described in Exhibit A, attached hereto and incorporated herein, is hereby determined to be in substantial compliance with Section 31-12-107(1), C.R.S.

Section 2. The City Council shall hold a public hearing on the proposed annexation on July 13, 2026, at 6:00 p.m., in the City Council Chambers, Aurora Municipal Center, 15151 East Alameda Parkway, Aurora, Colorado, or, if the hearing is not held in person, then by such telephonic or electronic means accessed as described on the City's website Auroragov.org, to determine if the proposed annexation complies with Sections 31-12-104 and 31-12-105, C.R.S., or such parts thereof as may be required to establish eligibility for annexation.

Section 3. The City Clerk is hereby directed to publish this Resolution and a Notice of Public Hearing once each week for four consecutive weeks in a newspaper of general circulation in the area proposed to be annexed.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

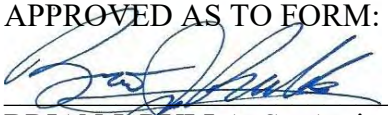
ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

APPROVED AS TO FORM:



_____
BRIAN J. RULLA, Sr. Assistant City Attorney

Exhibit A

(Legal description of property to be annexed)

A PARCEL OF LAND BEING A PORTION OF THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 9, SAID POINT BEING THE POINT OF BEGINNING;

THENCE ALONG THE WESTERLY LINE OF THE SOUTHEAST QUARTER SAID SECTION 9, N00°04' 42"E A DISTANCE OF 2649.11 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 9:

THENCE ALONG THE WESTERLY LINE OF THE NORTHEAST QUARTER OF SAID SECTION 9, N00°04'29"E A DISTANCE OF 1361.51 FEET; THENCE S89'33'58"E A DISTANCE OF 1791.83 FEET;

THENCE S00°04'29"W A DISTANCE OF 1364.54 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID NORTHEAST QUARTER OF SECTION 9;

THENCE S00'04'42"W A DISTANCE OF 2647.40 FEET TO A POINT ON THE SOUTHERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9;

THENCE ALONG SAID SOUTHERLY LINE, N89°31'26"W A DISTANCE OF 1791.84 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 165.0000 ACRES OR 7,187,400 SQUARE FEET MORE OR LESS.

PETITION FOR ANNEXATION

TO: THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

The undersigned (the "Petitioners"), being the owners of more than fifty percent (50%) of the property proposed to be annexed, exclusive of public streets and alleys, which property is described in Exhibit A attached hereto and incorporated herein by this reference (the "Property") , hereby petitions the City Council (the "Council") of the City of Aurora, Colorado (the "City"), for annexation of the Property in accordance with the provisions of Title 31, Article 12, Part 1, C.R.S., as amended.

In support of this petition, the Petitioners state the following:

1. It is desirable and necessary that the Property be annexed to the City.

2. The requirements of Sections 31-12-104 and 31-12-105, C.R.S., exist or have been met:

   a. Not less than one sixth (1/6) of the perimeter of the Property is contiguous with the existing boundaries of the City.

   b. Contiguity with the City is not established by: (i) use of any boundary of an area: previously annexed to the City that, at the time of its annexation, was not contiguous at any point with the boundary of the City , was not otherwise in compliance with Section 31-12-104(1)(a), C.R.S., and was located more than three miles from the nearest boundary of the City ("Non-Contiguous Area"); or (ii) use of any boundary of territory subsequently annexed directly to, or indirectly connected through subsequent annexations to, a Non-Contiguous Area.

   c. A community of interest exists between the Property and the City.

   d. The Property is urban or will be urbanized in the near future.

   e. The Property is integrated or is capable of being integrated with the City.

   f. In establishing the boundaries of the Property, no land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, has been divided into separate parts or parcels without the written consent of the landowner unless separated by a dedicated street, road, or other public way.

   g. No land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, comprising twenty acres or more which, together with the buildings and improvements situated thereon, has a valuation for assessment in excess of $200,000 for the preceding tax year has been included in the Property without the written consent of the landowner.

   h. No annexation proceedings have been commenced for the annexation of all or any portion of the Property to another municipality.

   i. The annexation of the Property shall not result in the detachment of area from any school district or the attachment of area to another school district.

   j. No portion of the Property is more than three miles in any direction from any point of the City boundary as such was established more than one year before this annexation will become effective.

k. If a portion of a platted street or alley is to be annexed, the entire width of said street or alley is included within the boundaries of the Property.

l. The Property is not presently a part of any incorporated town, city and county, or city.

3. The petitioners comprise more than fifty percent (50%) of the landowners owning more than fifty percent (50%) of the territory included in the area proposed to be annexed, exclusive of streets and alleys. A legal description of the land owned by each Petitioner is set forth in Exhibit B attached hereto and incorporated herein by this reference.

4. Accompanying this Petition are four copies of an annexation map showing the seal of a registered engineer or land surveyor, containing the following information:

a. A written legal description of the boundaries of the Property;

b. A showing of the boundary of the Property;

c. A showing of the location of each ownership tract in unplatted land and, if part or all of the Property is platted, the boundaries and the plat numbers of plots or of lots and blocks;

d. Next to the boundary of the Property, a drawing of the contiguous boundary of the City and any other municipality abutting the Property.

5. Accompanying this Petition is a copy of the Special Warranty Deed(s) for the non-tributary and not nontributary water within the Denver Basin that lies beneath the Property. It is not required that the deed(s) be executed at the time of the Petition, but to the extent that the Petitioners do not deliver original executed Special Warranty Deeds for any said ground water underlying the Property, accompanying this Petition is an affidavit(s) stating that original executed deed(s) can and will be delivered to Aurora prior to approval of the annexation. An original executed Special Warranty Deed(s) for any and all said ground water underlying the Property will be delivered to Aurora prior to scheduling of the final reading and annexation approval before the City Council. To the extent Petitioners cannot deliver the original executed Special Warranty Deed(s) for the non-tributary and not non-tributary water within the Denver Basin that lies beneath the Property, accompanying this Petition is an affidavit by Petitioners stating Petitioners' current knowledge of the ownership of said water. Prior to scheduling of the final reading and annexation approval before the City Council, Petitioners shall pay to the City the monetary value of that portion of said water beneath the Property not to be deeded to the City. Said deed(s) and monies paid to the City will be held in escrow to be returned to the Petitioners in the event the annexation is not approved by City Council.

6. Prior to the hearing before the City Council on whether to annex the Property, the Petitioners and the City shall have entered into an annexation agreement which shall govern and control the development of the Property within the City (the "Annexation Agreement"). Annexation of the Property shall be conditioned upon the City Council's approval of the Annexation Agreement. Upon the effective date of the ordinance annexing the Property and approving the Annexation Agreement ("Annexation Ordinance"), the Property shall be subject to all of the terms and provisions of the Annexation Agreement.

7. In the event that an Annexation Agreement satisfactory to both the Petitioners and the City is not agreed to on or before the date of the second reading of the Annexation Ordinance, the Petitioners shall have the right to withdraw this Petition at their option and this Petition shall be deemed to be null and void as of the date of this Petition and of no force and effect as if it had never been executed and filed with the City. In such event, no filing fees shall be refunded to the Petitioners by the City.

8. No vested rights to use or develop the Property in any particular way, as defined in Section 24-68-101, et seq., C.R.S., have been requested by the Petitioners from any governmental entity, other than those requested and included in the Annexation Agreement

9. The Petitioners signed this Petition no more than one hundred eighty (180) days prior to the date of filing.

10. The Petitioners shall pay all fees and costs incurred by the City in processing this Petition through the annexation hearing before the City Council.

11. Except as modified by the terms and provisions of the Annexation Agreement, upon the effective date of the Annexation Ordinance, the Property shall become subject to the Charter and all ordinances, resolutions, rules, and regulations of the City, except for general property taxes of the City which shall become effective on January 1 of the next succeeding year following the effective date of the Annexation Ordinance.

12. The Petitioners acknowledge that, upon the effective date of the Annexation Ordinance and subject to the terms and provisions of the Annexation Agreement, the Property, the owners thereof, and the uses thereon shall be subject to all taxes and fees imposed by the City. The Property, the owners thereof, and the uses thereon are also bound by any taxes imposed and voter authorization obtained pursuant to Article X, Section 20 of the Colorado Constitution prior to the annexation of the Property. The Petitioners hereby waive any claims they may have under Article X, Section 20 of the Colorado Constitution related to such taxes and voter authorization.

WHEREFORE, the Petitioners respectfully request that the City Council approve the annexation of the Property.

Petitioners: ACM PARK HILL JV VII LLC, a Delaware limited liability company

By _____
Andrew R. Klein, Authorized Signatory

Mailing Address: 8350 East Crescent Parkway, Suite 200
Greenwood Village, Colorado 80111

Date of Signature: March 17, 2026

AFFIDAVIT OF CIRCULATOR

The undersigned, being of lawful age, being first duly sworn upon oath, deposes and says:

That (he or she) was the circulator of the foregoing Petition for Annexation of lands to the City of Aurora, Colorado, consisting of ( ) pages, including this page, and that the signature thereon was witnessed by your affiant and is the true signature of the person whose name it purports to be.

Name_____
(Please Print)

_____
(Signature)

STATE OF COLORADO)
)
COUNTY OF _____)

The foregoing Affidavit of Circulator was subscribed and affirmed before me this ____ day of _____, _____.

Witness my hand and official seal. _____
Notary Public

[S E A L]

My commission expires: _____

Exhibit A
(Legal description of property to be annexed)

LEGAL DESCRIPTION
PAGE 1 OF 2

A PARCEL OF LAND BEING A PORTION OF THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 9, SAID POINT BEING THE POINT OF BEGINNING;
THENCE ALONG THE WESTERLY LINE OF THE SOUTHEAST QUARTER SAID SECTION 9, N00°04'42"E A DISTANCE OF 2649.11 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 9;
THENCE ALONG THE WESTERLY LINE OF THE NORTHEAST QUARTER OF SAID SECTION 9, N00°04'29"E A DISTANCE OF 1361.51 FEET;
THENCE S89°33'58"E A DISTANCE OF 1791.83 FEET;
THENCE S00°04'29"W A DISTANCE OF 1364.54 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID NORTHEAST QUARTER OF SECTION 9;
THENCE S00°04'42"W A DISTANCE OF 2647.40 FEET TO A POINT ON THE SOUTHERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9;
THENCE ALONG SAID SOUTHERLY LINE, N89°31'26"W A DISTANCE OF 1791.84 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 165.0000 ACRES OR 7,187,400 SQUARE FEET MORE OR LESS.

All LINEAL DIMENSIONS ARE IN U.S. SURVEY FEET.

BASIS OF BEARINGS

BEARINGS ARE BASED ON THE NORTHERLY LINE OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO ASSUMED TO BEAR S89°21'55"E AND BEING MONUMENTED BY A FOUND 3-1/4" ALUMINUM CAP PLS #23527 AT THE NORTH QUARTER CORNER AND A FOUND 3-1/4" ALUMINUM CAP IN RANGE BOX PLS #38356 AT THE NORTHEAST CORNER.

PREPARED BY SCOTT A. AREHART, PLS
FOR AND ON BEHALF OF
MARTIN/MARTIN, INC.
12499 WEST COLFAX AVENUE
LAKEWOOD, CO. 80215
303-431-6100
SEPTEMBER 26, 2025
PROJECT NO. 24.1266



Exhibit B
(Legal description of land owned by each landowner)

Name of owner: ACM Park Hill JV VII LLC, a Delaware limited liability company

Address of owner: 8350 East Crescent Parkway, Suite 200, Greenwood Village, Colorado 80111

Legal description of land owned by owner:

LEGAL DESCRIPTION
PAGE 1 OF 2

A PARCEL OF LAND BEING A PORTION OF THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 9, SAID POINT BEING THE POINT OF BEGINNING;
THENCE ALONG THE WESTERLY LINE OF THE SOUTHEAST QUARTER SAID SECTION 9, N00°04'42"E A DISTANCE OF 2649.11 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 9;
THENCE ALONG THE WESTERLY LINE OF THE NORTHEAST QUARTER OF SAID SECTION 9, N00°04'29"E A DISTANCE OF 1361.51 FEET;
THENCE S89°33'58"E A DISTANCE OF 1791.83 FEET;
THENCE S00°04'29"W A DISTANCE OF 1364.54 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID NORTHEAST QUARTER OF SECTION 9;
THENCE S00°04'42"W A DISTANCE OF 2647.40 FEET TO A POINT ON THE SOUTHERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9;
THENCE ALONG SAID SOUTHERLY LINE, N89°31'26"W A DISTANCE OF 1791.84 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 165.0000 ACRES OR 7,187,400 SQUARE FEET MORE OR LESS.

All LINEAL DIMENSIONS ARE IN U.S. SURVEY FEET.

BASIS OF BEARINGS

BEARINGS ARE BASED ON THE NORTHERLY LINE OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO ASSUMED TO BEAR S89°21'55"E AND BEING MONUMENTED BY A FOUND 3-1/4" ALUMINUM CAP PLS #23527 AT THE NORTH QUARTER CORNER AND A FOUND 3-1/4" ALUMINUM CAP IN RANGE BOX PLS #38356 AT THE NORTHEAST CORNER.



PREPARED BY SCOTT A. AREHART, PLS
FOR AND ON BEHALF OF
MARTIN/MARTIN, INC.
12499 WEST COLFAX AVENUE
LAKEWOOD, CO. 80215
303-431-6100
SEPTEMBER 26, 2025
PROJECT NO. 24.1266



Planning and Business Development

15151 E. Alameda Parkway
Aurora CO 80012 USA
AuroraGov.org
303.739.7250
GIS@auroragov.org

City of Aurora, Colorado

Valley Head Annexation

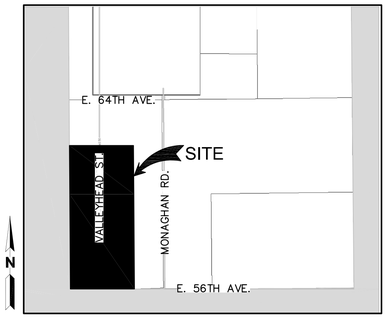
N
W E
S

Miles
0 0.15

4/21/2026 I:\GIS\ArcGIS_Pro_Projects\Planning\ODA\ODA_Annexation\ODA_Annexation.aprx

ANNEXATION MAP

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH,
RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF ADAMS,
STATE OF COLORADO



VICINITY MAP
1" = 2000'

LEGAL DESCRIPTION

A PARCEL OF LAND BEING A PORTION OF THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 9, SAID POINT BEING THE POINT OF BEGINNING;
THENCE ALONG THE WESTERLY LINE OF THE SOUTHEAST QUARTER SAID SECTION 9, N00°04'42"E A DISTANCE OF 2649.11 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 9;
THENCE ALONG THE WESTERLY LINE OF THE NORTHEAST QUARTER OF SAID SECTION 9, N00°04'29"E A DISTANCE OF 1361.51 FEET;
THENCE S89°33'58"E A DISTANCE OF 1791.83 FEET;
THENCE S00°04'29"W A DISTANCE OF 1364.54 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID NORTHEAST QUARTER OF SECTION 9;
THENCE S00°04'42"W A DISTANCE OF 2647.40 FEET TO A POINT ON THE SOUTHERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9;
THENCE ALONG SAID SOUTHERLY LINE, N89°31'26"W A DISTANCE OF 1791.84 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 165.0000 ACRES OR 7,187,400 SQUARE FEET MORE OR LESS.

GENERAL NOTES

1. FIELD WORK FOR THIS ANNEXATION MAP WAS PERFORMED DURING THE MONTH OF JUNE 2025.

2. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THIS CERTIFICATION SHOWN HEREON.

CONTIGUITY TABLE

TOTAL PERIMETER = 11,606.23 ± FEET

MINIMUM REQUIRED CONTIGUITY = 1934.37 ± FEET

ACTUAL CONTIGUOUS BOUNDARY = 5,802.46 ± FEET

PERCENT CONTIGUOUS BOUNDARY = 49.994%

TOTAL AREA = 165.000 ACRES OR 7,187,400 SQUARE FEET ±

BASIS OF BEARINGS

BASIS OF BEARINGS: BEARINGS ARE BASED ON THE NORTHERLY LINE OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO ASSUMED TO BEAR S89°21'55"E AND BEING MONUMENTED BY A FOUND 3-1/4" ALUMINUM CAP PLS #23527 AT THE NORTH QUARTER CORNER AND A FOUND 3-1/4" ALUMINUM CAP IN RANGE BOX PLS #38356 AT THE NORTHEAST CORNER.

ANNEXATION MAP STATEMENT

I, SCOTT A. AREHART, BEING A PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO DO HEREBY CERTIFY THAT NOT LESS THAN ONE-SIXTH (1/6) OF THE PERIMETER OF THE AREA PROPOSED TO BE ANNEXED TO THE CITY OF AURORA, COLORADO IS CONTIGUOUS WITH THE BOUNDARIES OF THAT ANNEXING MUNICIPALITY, AND THAT THIS ANNEXATION MAP SUBSTANTIALLY COMPLIES WITH THE COLORADO REVISED STATUES AND THE CITY OF AURORA, COLORADO CODES APPERTAINING THERETO.

SCOTT A. AREHART, PLS
COLORADO PLS #38314
FOR AND ON BEHALF OF
MARTIN/MARTIN INC.

CITY OF AURORA APPROVALS

MAYOR _____ DATE _____

CITY CLERK _____ DATE _____

CITY ENGINEER _____ DATE _____

CITY ATTORNEY _____ DATE _____

CITY OF COUNCIL ORDINANCE NO. _____ EFFECTIVE DATE _____

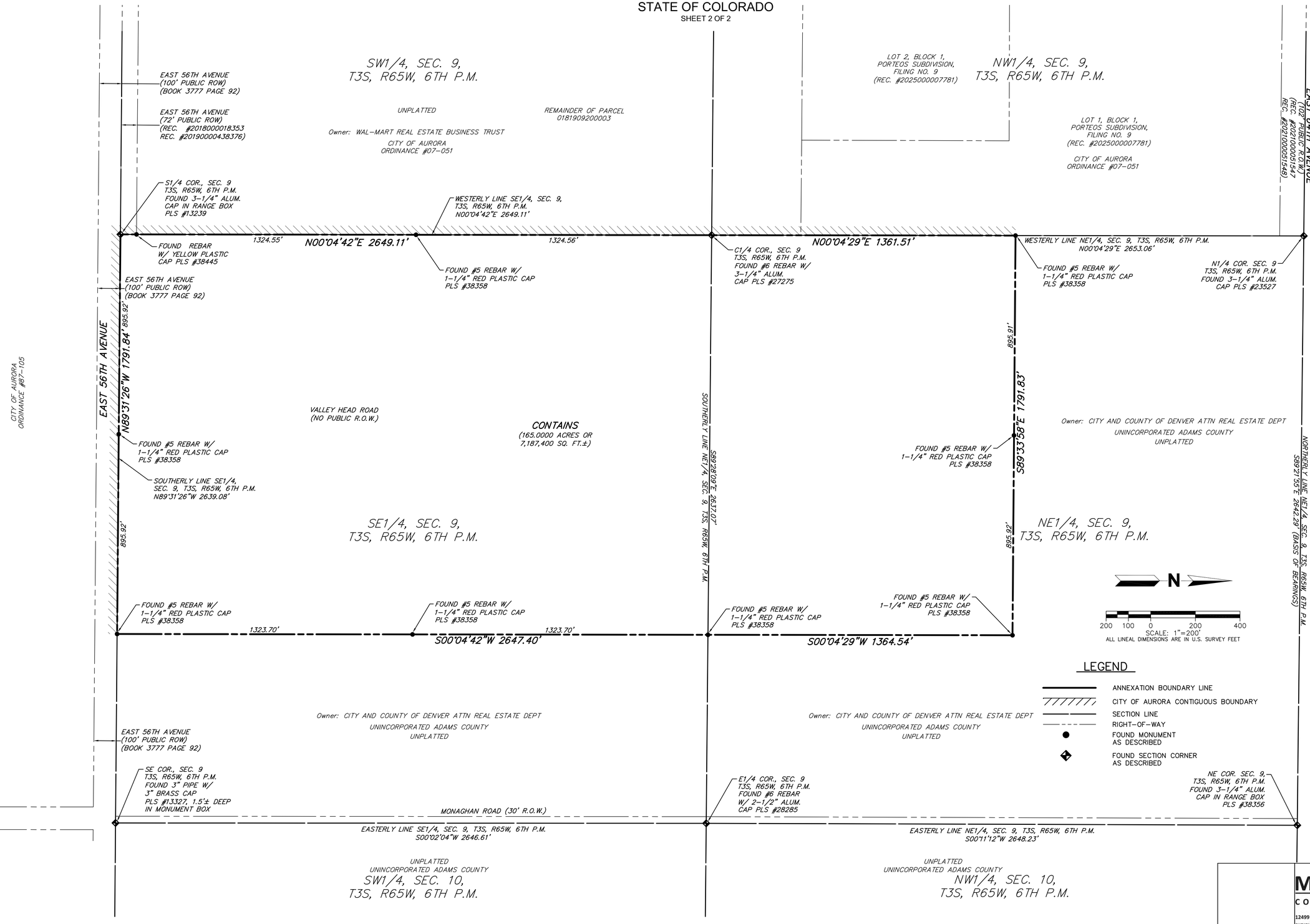
REV. MARCH 19, 2026
DECEMBER 03, 2025

MARTIN/MARTIN
CONSULTING ENGINEERS
12499 West Colfax Avenue Lakewood, Colorado 80215
survey@martinmartin.com | 303.431.6100 | martinmartin.com

ANNEXATION MAP

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 9, TOWNSHIP 3 SOUTH,
RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF ADAMS,
STATE OF COLORADO

SHEET 2 OF 2



REV. MARCH 19, 2026
DECEMBER 03, 2025

MARTIN/MARTIN
CONSULTING ENGINEERS
12499 West Colfax Avenue Lakewood, Colorado 80215
survey@martinmartin.com | 303.431.6100 | martinmartin.com

SHEET 2 OF 2